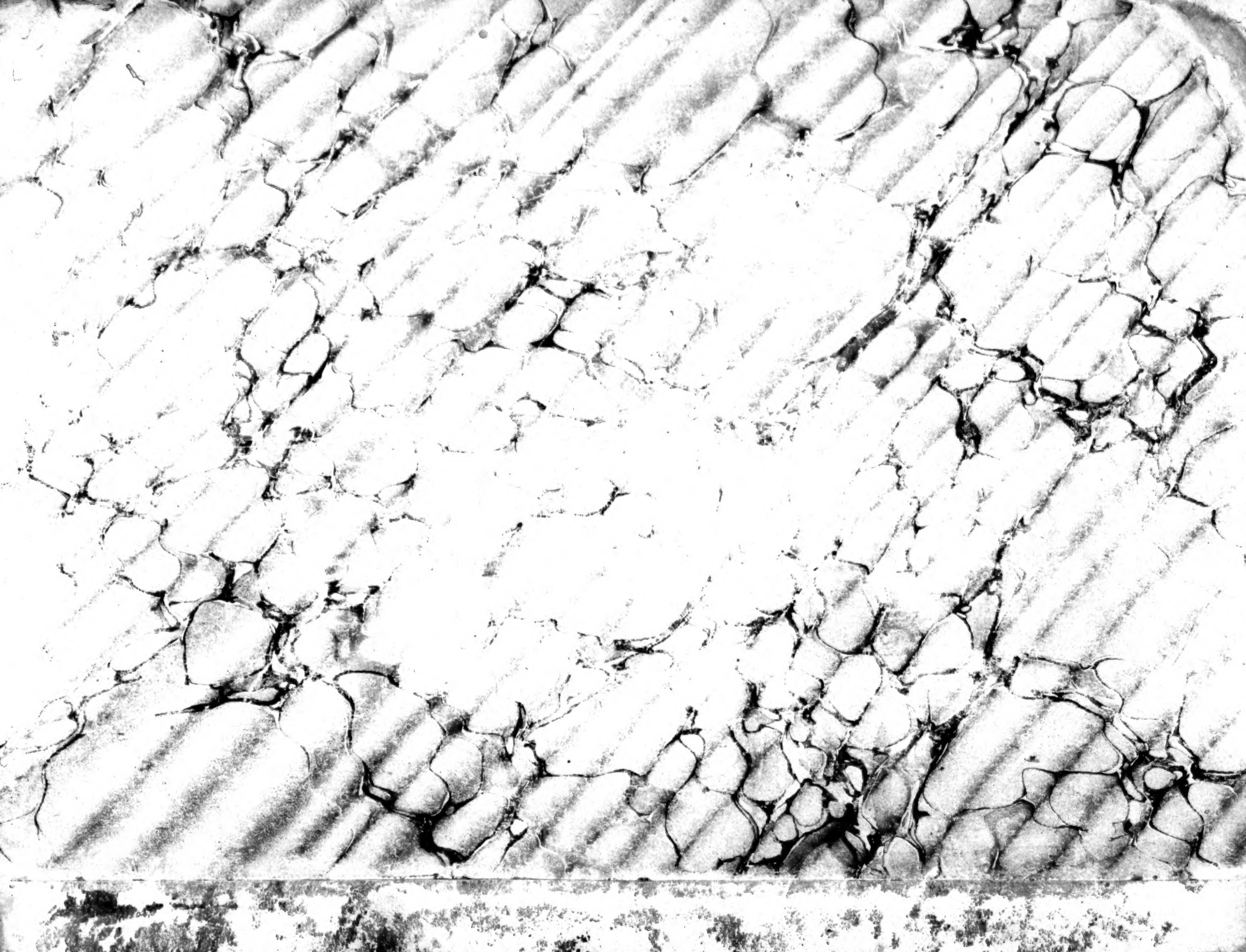
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American Railroad Journal.

New York, Saturday, January 4, 1868.

A Railroad from Memphis to St. Louis.

The Memphis *Post* says that the Memphis and St. Louis Railroad has recently received a new impetus. The part of the line extending from the present termination of the Iron Mountain Railroad to the Arkansas and Missouri state line is already pushing forward rapidly, the road having been purchased from the state of Missouri by Thomas H. Allen. The entire work to the state line is under contract, and fifteen hundred men at work. The portion from Memphis to the line, which was yet to be provided for, has recently been given out to responsible persons, who are preparing to enter upon the work as soon as the location of the line is completed by the engineers of the company and specifications of the work made. The entire work is to be completed in fifteen months. It will be begun as soon as the necessary surveys can be made and the line definitely located.

One of the peculiar features of this road will be that it will have no bridges or breaks of any kind. The line will serve the purpose of a levee. It will follow the swell or ridge which extends nearly parallel with the river, at an average perhaps of three to five miles from it, and the embankment will be of sufficient height to prevent the waters of the Mississippi from extending beyond the road. The country west of the line will thus be drained by the St. Francis and other rivers, and the back water from the Mississippi in times of floods being restrained from spreading over it, an immense amount of the richest and most fertile alluvial lands will thus be reclaimed and made exceedingly valuable. Colonel Porter estimates the extent of land which will thus be rendered available for agricultural purposes at over two millions of acres.

McGregor and Sioux City Railway.

A company has lately been organized for the construction of a railroad from a point on the Iowa and Minnesota Division of the Milwakee and St. Paul Railway where that road turns to the north, west to Sioux City in northwestern Iowa. The stock is subscribed, and the road will be commenced early in 1868. The directors of the new company are substantially the same as those of the Milwaukee and St. Paul Company, of whom Alexander Mitchell and S. S. Merrill are members from Milwaukee.

The proposed line runs nearly due west from McGregor on the Mississippi river to Sioux City, a distance of about 250 miles. At Sioux City a connection will be had with the Pacific Railroad, by a branch to Omaha. The line follows substantially the forty-third parallel (the latitude of Milwaukee) as designated by the act granting lands to aid in its construction. We learn from a gentleman who has passed through the country to be traversed by this new road, that it is the finest land in Iowa or any other state.

☞ Negotiations are pending for the sale of the Washington Iron Works Newburgh, to the Boston, Hartford and Fishkill Railroad Co., which company intends converting it into a car and repairing shop. The establishment was sold but a short time ago to Messrs. Carson Brothers of this city.

☞ There will be a meeting of the friends of the project of building a railroad from Louisville by way of Shelbyville, Lawrenceburg, Harodsburg, and Danville, in Frankfort, Ky., on the 9th inst., to consider of and perfect a charter and a plan for the prosecution of the work.

Erie and New England Railroad Co.

A company has recently been organized in this city with the above title. The object is to connect the Erie Railway at Turner's station, about eighteen miles west of the Hudson River, by a line as nearly direct as practicable, with New Haven *via* Derby. From Turner's to Port Jarvis, on the Erie road, is forty miles, and the whole distance from the latter place to Derby is estimated not to exceed 120 miles, thus placing Derby practically about as near as Elizabethport, one of the great coal shipping ports of New Jersey, to the great coal regions of Pennsylvania. A suspension bridge over the Hudson, near Anthony's Nose, 1,600 feet long, and 150 feet above the river level, is proposed; and one of the advantages to be gained is the expected transportation of coal from the mines without breaking bulk. The company is organized under the general railroad law of New York, and capital sufficient for its preliminary operations is already paid in.

Railroads of the United States.

In accordance with custom we present our readers in another part of this day's JOURNAL with our annual list of railroads, their length and cost. The following tables are a recapitulation of these by States and sections, and will be of interest as showing the progress we are making in every direction.

In the detailed tables, above referred to, the several railroads are ranged under the States in which the companies owning them are legally domiciled; and hence in instances in which a railroad traverses two or more States, a proper allowance must be allotted to each State. Thus the Atlantic and St. Lawrence, which in the tables aforesaid, is attributed wholly to Maine is finally distributed in the table which follows to Maine, New Hampshire and Vermont, the States through which it has its route, (and so with all other inter-state Railroads.) It must therefore be understood in reading the table given below that it represents the *actual* length and cost of railroads in the separate States, ascertained by making the proper deductions and additions.

Length and Cost of Railroads.

	Miles. Total.	Miles. Open.	Cost of Road &c. Total.	Cost of Road &c. Per mile.
Maine	638.29	512.57	$18,039,779	$34,539
New Hampshire	667.36	667.36	22,230,387	34,829
Vermont	601.74	588.74	24,459,893	41,527
Massachusetts	1,479.50	1,400.60	71,731,934	51,237
Rhode Island	151.74	119.24	4,975,682	41,812
Connecticut	793.20	637.20	24,997,741	38,230
New York	3,980.34	3,244.59	171,868,170	52,970
New Jersey	964.77	911 29	64,550,741	70,857
Pennsylvania	4,628.72	4,252.01	223,947,857	52,669
Delaware	177.40	160.40	5,417,484	33,849
Maryland and District of Columbia	875.85	626.69	37,356,685	59,580
West Virginia	586.75	364.75	22,972,154	63,110
Virginia	1,978.32	1,494.18	49,635,194	33,223
North Carolina	1,367.54	1,000.42	24,089,040	20,087
South Carolina	1,109.17	1,007.17	26,961,091	26,773
Georgia	1,750.60	1,547.90	34,352,624	22,191
Florida	606.60	539.60	9,416,000	21,380
Alabama	1,577.00	850.50	27,268,295	32,080
Mississippi	897.90	897.90	25,508,404	28,405
Louisiana	872.50	338.25	14,386,967	43,160
Tennessee	1,508.85	1,326.85	47,577,387	35,886
Kentucky	1,012.10	634.90	23,719,404	37,353
Arkansas	1,421.33	113.00	4,400,000	38,998
Texas	2,590.75	495.25	15,200,000	30,707
Ohio	3,726.46	3,397.84	149,540,950	44,008
Indiana	2,606.08	2,306.05	89,560,722	38,838
Illinois	3,607.49	3,224.49	149,000,667	46,216
Michigan	1,858.82	1,462.82	45,043,870	42,374
Wisconsin	1,467.70	1,086.50	40,966,182	39,523
Minnesota	1,646.00	419.50	11,250,000	26,817
Iowa	2,146.00	1,283.00	51,191,450	39,900
Nebraska, &c	987.70	555.00	25,000,000	45,045
Missouri	1,494.48	984.75	55,754,105	56,603
Kansas	835.00	494.00	22,500,000	49,595
Colorado	100.00	.....	.....	.....
California	1,093.50	382.50	27,090,000	70,824
Nevada (and Utah)	545.30	30.00	2,000,000	66,666
Oregon	259.50	19.50	500,000	25,641
Aggregate	54,556.85	38,821.81	$1,660,460,809	$42,797

Recapitulation by Regions.

6. North Eastern States	4,331.88	3,925.71	$166,435,366	$42,367
6. Middle Eastern States	11,163.33	9,559.73	526,113,091	55,033
5. South Eastern States	6,807.23	5,489.27	140,453,949	25,589
7. Gulf and South Interior States	9,880.43	4,651.15	158,060,457	33,477
11. North Interior States	20,475.73	14,763.95	639,807,946	43,336
3. Pacific or Western States	1,898.30	432.00	29,590,000	68,495
Aggregate	54,556.85	38,821.81	$1,660,460,809	$42,797

In reducing the total cost to cost per mile, the completed mileage has been used as the divisor; but in consequence of the total cost containing sums of greater or less magnitude, expended on unfinished road, the reduction by the method adopted results in a greater or less error. Thus in the North Eastern group of States the result obtained is nearly correct, the difference between completed and progressing roads being comparatively small. In the newer States, however, in which large amounts have been expended on roads yet incomplete, the difference is necessarily wider apart. In order, then, to obtain an approximate accuracy it will be necessary to make deductions in accordance with the actual condition of things in the States respectively. The following is based on this proposition and will more nearly estimate the average cost of roads than that shown in the foregoing table.

States.	Cost as above.	Deduct per cent.	Approximate cost.	States.	Cost as above.	Deduct per cent.	Approximate cost.
Maine	$34,539	0	$34,539	Louisiana	$43,160	20	$34,531
New Hampshire	34,829	0	34,829	Tennessee	35,886	10	32,298
Vermont	41,527	0	41,527	Kentucky	37,353	10	33,618
Massachusetts	51,237	0	51,237	Arkansas	38,998	20	31,407
Rhode Island	41,812	0	41,812	Texas	30,707	10	27,637
Connecticut	38,230	0	38,230	Ohio	44,008	10	39,608
New York	52,970	2½	51,646	Indiana	38,838	10	34,954
New Jersey	70,857	5	67,314	Illinois	46,216	10	41,595
Pennsylvania	52,669	5	50,029	Michigan	42,374	10	38,137
Delaware	33,849	0	33,849	Wisconsin	39,523	5	37,551
Maryland, &c	59,580	5	56,601	Minnesota	26,817	0	26,817
West Virginia	63,110	0	63,110	Iowa	39,900	10	35,910
Virginia	33,223	0	33,223	Nebraska, &c	45,045	0	45,045
North Carolina	20,087	0	20,087	Missouri	56,603	5	53,773
South Carolina	26,773	5	25,435	Kansas	49,595	20	39,676
Georgia	22,191	5	21,082	California	70,824	0	70,824
Florida	21,380	0	21,380	Nevada, &c	66,666	0	66,666
Alabama	32,080	10	28,872	Oregon	25,641	0	25,641
Mississippi	28,405	..	28,405				

The annual progress of railroads for the last forty years, is shown in the following table:

Year.	Miles.	Year.	Miles.
1828	8	1849	6,350
1829	28	1850	7,475
1830	41	1851	8,589
1831	54	1852	11,027
1832	131	1853	13,497
1833	576	1854	15,672
1834	762	1855	17,398
1835	918	1856	19,251
1836	1,102	1857	22,625
1837	1,421	1858	25,090
1838	1,843	1859	26,755
1839	1,920	1860	28,771
1840	2,197	1861	30,593
1841	3,319	1862	31,769
1842	3,877	1863	32,471
1843	4,174	1864	33,860
1844	4,311	1865	34,442
1845	4,522	1866	35,361
1846	4,870	1867	36,896
1847	5,336	1868	38,822
1848	5,682		

The above tables have no reference to the passenger railroads now in use in all our principal cities. These in the aggregate make a large mileage, probably not far from 2,000 miles, or including double track not far from twice that length.

Nor is the second track on any of the railroads estimated in the tables. Nearly all the great lines of the country, however, are in part or wholly double, and the additional track is being yearly increased to the very great advantage of business. We may estimate the double track, sidings and turnouts at 25 to 30 per cent. of the length of roads, which added to the above, will give us a total equivalent single track of not less than 50,000 to 55,000 miles in length.

The present activity in construction will bring into use many hundreds of miles of road in 1868. Perhaps at no former period have so many great enterprises been in hand.

☞ The Marquette (Mich.) *Journal* says the Collins iron furnace made, from December 5, 1866, to December 5, 1867, 4,104 tons of pig, being eighty-one tons more than for any year before. The Cleveland iron mine has shipped the past year 75,822 tons, and the Marquette 83,649 tons.

Pacific Mail Steamship Co.

The following is an abstract from the Report of Louis McLane, President *pro tempore*, to the Board of Directors of the Pacific Mail Steamship Company. It is dated December 3, 1867, and was presented at a meeting of the directors on the 6th, by whom it was ordered to be printed. At a meeting of the new board of directors on the 23d, it was resolved that the report be issued, with the understanding that a more complete report will be prepared and sent to the stockholders on the return of Mr. Allen McLane, President.

To the Board of Directors of the Pacific Mail Steamship Company.

Gentlemen: In accordance with your resolution of Nov. 18, I have the honor to report that our receipts from all sources for the year ending Oct. 31, 1867, have been as follows:

From passengers	$3,085,407 59
Freights	2,788,468 89
United States mails	262,252 45
Interest, and premiums on gold	833,994 50
Dividends on investments	538,818 00
Various credits to profit and loss	180,766 56
Total	$7,689,707 99

And our disbursements during the same period have been:

For running expenses of steamers, including the voyages of the Great Republic and China from New York to San Francisco, those of the Costa Rica and New York from New York to Hong Kong, and that of the Hermann from San Francisco to Yokahama		$4,078,719 00
Repairs of steamers, including the double planking of the Costa Rica, New York, Colorado, Sacramento, and Constitution	426,472 70	
Office and agency expenses in New York, including salaries and rent.	105,003 10	
All other agency expenses, including wharf rents and salaries	364,376 84	
Benicia Depot	21,622 26	
Dividends—One of five per cent. on $15,000,000 and three of three per cent. on $20,000,000	2,550,000 00	
	$7,546,193 90	
Leaving excess of receipts over disbursements	93,514 09	
	$7,639,707 99	

During the year we have maintained three monthly lines between New York and San Francisco making 86 through voyages each way, without serious accident or detention of any kind, carrying the following number of passengers and amounts of merchandise and treasure freight:

PASSENGERS.

Through from New York to San Francisco.	18,477
Through from San Francisco to New York.	8,383
Total number of through passengers	26,860
Way outward	1,729
Way homeward	2,517
	4,246
Total number of passengers	31,106

MERCHANDISE FREIGHT.

From New York to San Francisco, tons	29,716
From San Francisco to New York, tons	16,712
Total through Merchandise Freight, tons	46,428
Way, outward, tons	8,719
Way, homeward, tons	5,445
	14,164
Total Merchandise Freight, tons	60,592

TREASURE FREIGHT.

From San Francisco to New York, value	$30,371,604
From San Francisco to Foreign Ports, value	11,920,315
Total value of Treasure	$42,291,919

From the 3d of July until the 1st of October, our steamers arriving from Aspinwall were detained at Quarantine, and required to land their passengers, baggage and mails from the quarantine tug at the Battery, and to discharge cargo in the stream off the company's wharf; whereby our current expenses were increased many thousands of dollars, and our home freights and travel reduced.

The China Line was inaugurated by the Colorado, leaving San Francisco January 1, 1867. She made three voyages to Yokohama and Hong Kong, and is now in the Panama line, having been relieved in the China service by the Great Republic and China, which will continue to make six weekly trips to Yokohama, connecting at that port with the New York and Costa Rica, for Hong Kong and Shanghai, respectively, until the Japan takes her place in the line, say about July next; after which monthly trips will be made in accordance with the terms of our contract with the Post Office Department. The fourth ship, to complete the China line, is now building, and is expected to be ready for service during the Spring of 1869. I prefer leaving to the President, on his return in February, to report in detail on the organization of our China line, and the cost of coal depots, wharves and offices at San Francisco, Yokohama and Hong Kong; premising that, to this date, we have expended upward of four millions of dollars in steamers and depots for this line; that the receipts from passengers, freights and mails are in excess of the current expenses; and that about one and a half millions of dollars more will be required to complete the Japan, the fourth large steamer, not yet named, and the depots at San Francisco, Yokohama and Hong Kong.

The company's assets on the 1st of November, as per Ledger balances, verified by the Auditing Committee, were as follows:

Cash, United States Bonds, New York State and San Francisco City Bonds, 4,063 shares Panama Railroad Stock, and £1,000 Atlantic Telegraph Stock, costing		$3,778,124 20
Loans on collateral, including $500,000 to Novelty Iron Works, secured by bond and mortgage covering all the real estate and other property of that company and guaranteed by James Brown, due December 31, 1868		1,230,790 20
Bills receivable		302,556 84
Amounting to and good for the aggregate		$5,311,471 24
116,529 tons of coal in depots and in transit, on which has been paid		1,457,542 91
Outfits and supplies in store at agencies and in transit		394,435 94
26,653 shares of the company's stock at cost		3,993,035 50
Real estate, wharves, warehouses, and offices at New York, San Francisco, Benicia, Oregon, San Diego, Acapulco, Panama, Aspinwall, Yokohama and Hong Kong.		1,044,266 47
20 steamers and 2 tugs		8,978,962 67
4 unfinished steamers, on which has been paid		1,292,969 99
		$22,472,684 72

Our liabilities are to Brown, Shipley & Co., for sterling credits used in purchases of coals and supplies, $437,708 18; and for freights on coal in transit, and to complete unfinished steamers for the China and Aspinwall lines.

The steamers stand on the books at much less than their real value, in consequence of reducing their cost price each quarter in lieu of insuring, the company preferring to be its own insurer, as the safest, most economical, and most profitable policy to the shareholders. Our steamers rate A 1; those on the Panama route have an average capacity of 1,000 tons of through freight and 1,000 passengers, while those of the China line have capacity for 1,500 passengers and 2,000 tons of freight; and all are fitted with independent donkey engine boilers and fire apparatus, and in every particular adapted to the trade in which they are employed.

Metropolitan (Horse) Railroad.

The receipts of this company during the year ending November 30, 1867, were:

From passengers, and tickets sold		$714,991 46
From other roads, as tolls or rent for use of road		10,365 25
From other sources		11,352 54
Total earnings		$736,709 25
The total expenses have been		607,074 60
Net earnings		$129,634 65
Add surplus of 1866		73,034 31
Total		$202,668 96
From which paid dividends, January and July	$125,000 00	
U.S. Int. Rev. tax on same	6,578 94	
		131,578 94
Leaving a surplus of		$71,090 02

Assets:

Road		$911,260 59
Real estate and buildings		266,794 80
152 cars		118,618 92
Four steam passenger cars		24,579 02
791 horses		98,294 69
Sleighs and coaches		59,823 35
General equipment, consisting of engines, machinery, grist mill, tools, snow plows, harnesses, &c		43,854 23
Hay, straw and grain	$7,558 91	
Cash and sundry accounts	13,791 92	
	$21,350 83	
Land on Tremont street	32,671 85	
		54,022 68
		$1,577,248 28

Liabilities:

Capital stock	$1,250,000 00	
Notes payable	167,770 54	
Sundry acc'ts payable	2,452 79	
Outstanding tickets	12,975 02	
		1,433,198 35
Excess of assets		$144,049 93

The practice of stating all the above assets at their cost is continued; revaluations thereof would increase the above excess considerably.

Everything in the nature of repairs, whether of road, buildings, cars or equipment, is charged off monthly to the expense account.

The cars and other vehicles of the company have run during the year ending November 30, 1867, 287,402½ round trips, a total distance of 1,823,174 miles, and have carried in all 12,366,831 passengers, being an average of 4,995 miles run, and 33,882 passengers carried, for each day in the year.

COMPARATIVE BUSINESS OF THE ROAD.

	Passengers.	Receipts.
1861	5,810,119	$286,270 15
1862	6,163,877	300,806 52
1863	8,153,110	388,616 51
1864	11,298,074	580,043 01
1865	11,263,118	651,602 75
1866	12,236,395	753,414 57
1867	12,366,831	736,709 25

The cost for each mile run has been as follows:

1862	18 14-100 cents.
1863	21 57-100 cents.
1864	27 65-100 cents.
1865	34 92-100 cents.
1866	31 90-100 cents.
1867	33 24-100 cents.

Important Decision in an Express Case.

In January, 1866, Edward H. Buckland & Co., of Springfield, Mass., delivered a case of pistols, valued at four hundred and twelve dollars, to the Adams' Express Company, to be sent to a firm in Vicksburg, Miss. While on the way to that city in charge of the company the pistols were lost by the blowing up of a Mississippi steamer. Claim was made for the value of the pistols, but refused by the express company, on the ground that the terms of the receipt given at the time the goods were received by the company exonerated it from dangers arising from river navigation and steam. Suit was brought before the Superior Court on the ground that the company was a common carrier, and the Court decided in favor of the plaintiffs, but the defendants appealed to the Supreme Court of Massachusetts, which has now sustained the decision, and made declaration in fact that express companies are common carriers, and are responsible for the safety of goods which they are paid to transport.

☞ The Albany and Susquehanna Railroad was opened on the 26th ult. to Ninevah and Harpersville, 120 miles from Albany.

Railroads of the United States.

A Tabular Statement showing the Length and Cost of each Work at the close of the financial year ending nearest to January 1, 1868.

(Not including City Passenger Railroads.)

State of Maine.

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
1. Androscoggin	64.00	64.00	$1,252,677
Lewiston Branch	5.00	5.00	
2. Atlantic and St. Lawrence (N. H. & Vt.)	149.00	149.00	7,645.089
3. Bangor, Oldtown and Milford	13.00	13.00	640,604
Boston and Maine	(See Massachusetts)		
4. Calais and Baring	6.00	6.00	226,160
Branches	5.50	5.50	
5. European and North American	90.72	6.00	1,200,000
6. Lewy's Island	16.50	16.50	345,000
7. Machiasport	7.50	7.50	120,000
8. Maine Central	109.81	109.81	4,160,594
9. Portland and Kennebec	63.00	63.00	2,871,264
Somerset and Kennebec	37.00	37.00	
Portland and Ogdensburg		(Projected)	
10. Portland and Oxford Central	28.50	21.50	423,000
11. Portland and Rochester	52.00	18.50	1,090,317
12. Portland, Saco and Portsmouth	53.50	53.50	1,500,000
Portsmouth, Great Falls and Conway	(See New Hampshire)		
Total	701.03	577.31	$21,474,705

State of New Hampshire.

1. Ashuelot (Conn. Valley)	23.76	23.76	$506,000
Atlantic and St. Lawrence		(See Maine)	
2. Boston, Concord and Montreal	93.54	93.54	3,113,800
Boston and Maine		(See Massachusetts)	
3. Cheshire (Mass.)	53.65	53.65	2,688,907
4. Concord	34.53	34.53	1,500,000
Hooksett Branch	2.00	2.00	27,000
5. Concord and Claremont	27.16	27.16	800,000
6. Contoocook River	14.64	14.64	230,000
7. Dover and Winnipiseogee	28.50	28.50	825,199
Eastern		(See Massachusetts)	
Fitchburg		(See Massachusetts)	
8. Manchester and Lawrence	26.89	26.89	1,000,000
9. Manchester and North Weare	19.43	19.43	600,000
10. Mount Washington	5.00	5.00	200,000
Nashua and Lowell		(See Massachusetts)	
11. Northern New Hampshire	69.20	69.20	3,068,400
Bristol Branch	13.00	13.00	
Portland and Ogdensburg		(Projected)	
12. Portsmouth and Concord	59.00	59.00	350,000
13. Portsmouth, Great Falls and Conway (Me.)	26.00	26.00	390,000
14. Sullivan	24.70	24.70	1,622,248
15. White Mountains	20.78	20.78	200,000
16. Wilton	15.43	15.43	233,000
Worcester and Nashua		(See Massachusetts)	
Total	557.21	557.21	$16,848,554

State of Vermont.

Atlantic and St. Lawrence		(See Maine)	
1. Bennington and Rutland	54.00	54.00	$1,083,500
Bennington Branch	5.00	5.00	
2. Burlington (late Rutland & Burlington)	119.60	119.60	4,547,980
3. Connecticut and Passumpsic Rivers	110.00	110.00	3,230,864
Grand Trunk of Canada	15.00	15.00	1,000,000
Portland and Ogdensburg		(Projected)	
4. Rutland and Whitehall	6.88	6.88	255,700
Hydeville Branch	1.57	1.57	
5. Southern Vermont	8.00	8.00	200,000
Troy, Salem and Rutland		(See New York)	
6. Vermont and Canada	47.00	47.00	2,500,000
Burlington Branch	8.50	8.50	
Swanton Branch	10.00	10.00	
7. Vermont Central	117.00	117.00	8,402,055
Montpelier Branch	2.00	2.00	
Vermont and Massachusetts		(See Massachusetts)	
8. Vermont Valley	23.69	23.69	1,301,850
9. Woodstock	13.00	....	.....
Total	541.24	528.24	$22,521,949

State of Massachusetts.

1. Agricultural Branch	28.97	28.97	$923,494
2. Berkshire	21.14	21.14	600,000
Boston and Albany	(Consol. of B. & Worc. & West'n)		
3. Boston, Hartford and Erie	84.97	84.97	12,923,813
Southbridge Branch	14.00	14.00	
4. Boston and Lowell	26.76	26.76	2,648,779
Woburn Branch	1.86	1.86	
5. Boston and Maine (N. H. & Me.)	74.26	74.26	
Medford Branch	2.33	2.33	4,429,104
Methuen Branch (M. & Law.)	3.61	3.61	
Great Falls Branch (N. H.)	2.95	2.95	
6. Boston and Providence	43.50	43.50	3,360,000
Branches	10.57	10.57	
7. Boston and Worcester	44.63	44.63	4,500,000
Brookline Branch	1.55	1.55	
Newton Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.85	3.85	
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Milbury Branch	3.07	3.07	
8. Cape Cod	46.01	46.01	1.031,625
Wareham Branch	1.04	1.04	
9. Cape Cod Central	18.80	18.80	337,648
Cheshire	(See New Hampshire)		
10. Connecticut River	50.00	50.00	1,936,971
Chicopee Branch	3.35	3.35	
11. Danvers	9.20	9.20	244,456
Dighton and Somerset	(Sold to Old Colony & Newport)		
12. Dorchester and Milton	3.26	3.26	136,373
13. Eastern (N. H.)	44.10	44.10	4,959,089
Marblehead Branch	3.50	3.50	
Gloucester Branch	13.50	13.50	
Salisbury Branch	3.41	3.41	
Saugus Branch	10.10	10.10	
Lawrence Branch	19.87	19.87	
14. Easton Branch	3.78	3.78	56,144
15. Fairhaven Branch	15.11	15.11	274,926
16. Fall River, Warren and Providence	5.79	5.79	326,959
17. Fitchburg	50.93	50.93	3,540,000
Watertown Branch	7.85	7.85	
Sterling Branch	9.00	9.00	
Marlboro' Branch	3.90	3.90	
Mason Branch (N. H.)	21.75	21.75	
18. Fitchburg and Worcester	13.99	13.99	333,885
Hartford and New Haven	(See Connecticut)		
19. Horn Pond Branch	0.66	0.66	13,057
20. Lexington and West Cambridge	6.64	6.64	258,708
21. Lowell and Lawrence	12.35	12.35	363,158
22. Medway Branch	3.60	3.60	37,900
23. Middleboro' and Taunton	8.54	8.54	152,778
24. Nashua and Lowell	14.57	14.57	654,603
25. New Bedford and Taunton	20.13	20.13	500,000
Harbor Branch	1.46	1.46	
26. Newburyport	14.58	14.58	597,386
Danvers and Georgetown Line	12.39	12.39	
New Haven and Northampton		(See Connecticut)	
New London Northern		(See Connecticut)	
Norwich and Worcester		(See Connecticut)	
27. Norfolk County	25.97	25.97	1,000,000
28. Old Colony and Newport	130.50	130.50	7,001,074
Branches	10.50	10.50	
29. Pittsfield and North Adams	18.65	18.65	443,678
30. Providence and Worcester (R. I.)	43.41	43.41	1,756,394
Branch	1.00	1.00	
31. Rockport	3.60	3.60	91,000
32. Salem and Lowell	16.88	16.88	464,013
33. Sheffield	5.38	....	.....
34. South Reading Branch	8.15	8.15	299,468
Branch	0.22	0.22	
35. South Shore	11.50	11.50	501,593
36. Stockbridge and Pittsfield	21.93	21.93	448,700
37. Stoneham	2.38	2.38	66,375
38. Stony Brook	13.16	13.16	267,383
39. Stoughton Branch	4.04	4.04	103,932
40. Taunton Branch	11.10	11.10	250,000
Taunton River Branch	0.68	0.68	
41. Troy and Greenfield (tunnel)	42.55	7.00	2,250,000
42. Vermont and Massachusetts (Vt.)	69.33	69.33	3,466,429
Greenfield Branch	8.00	8.00	
43. Western (N. Y.)	117.81	117.81	11,967,327
Albany and West Stockbridge (N.Y.)	38.20	38.20	
Hudson and Boston (N. Y.)	17.33	17.33	
44. West Stockbridge	2.75	2.75	39,600
45. Williamsburg and North Adams	38.00	....	.....
46. Worcester and Nashua	45.69	45.69	1,141,000
Total	1,538.17	1,459.24	$76,918,829

State of Rhode Island.

Hartford, Providence and Fishkill	(See Connecticut)		
1. New York, Providence and Boston (Conn)	62.00	62.00	$2,568,000
2. New York and Boston	32.50	....	325,000
Old Colony and Newport	(See Massachusetts)		
3. Providence, Warren and Bristol	13.60	13.60	448,242
Providence and Worcester	(See Massachusetts)		
Total	108.10	75.60	$3,341,242

State of Connecticut.

Boston, Hartford and Erie	See Massachusetts)		
1. Danbury and Norfolk	23.81	23.81	$427,282
2. Fairhaven and Westville	6.00	6.00	150,000
3. Hartford and New Haven (Mass.)	61.38	61.38	
Middletown Branch	10.75	10.75	4,161,093
New Britain and Middletown	2.47	2.47	
Hartford Branch	0.87	0.87	
4. Hartford, Providence and Fishkill (R. I.)	141.00	141.00	4,500,000
5. Hartford and Wethersfield	9.00	9.00	210,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
6. Housatonic	74.00	74.00	2,439,779
7. Naugatuck	57.00	57.00	1,465,639
8. New Haven and Derby		(under contract)	
9. New Haven, New London and Stonington	50.00	50.00	1,454,040
10. New Haven and Northampton (Mass.)	85.00	85.00	
Collinsville Branch	8.00	8.00	2,305,247
Tariffville Branch	1.75	1.75	
11. New London Northern (Mass.)	100.00	100.00	658,805
12. New York and Boston Air-Line	80.00	....	800,000
13. New York and New Haven (N. Y.)	62.35	62 35	7,350,602
Branch at New Haven	1.00	1.00	
New York, Providence and Boston		(See Rhode Island)	
14. Northwestern Connecticut	76.00	....	.....
15. Norwich and Worcester (Mass.)	59.40	59.40	2,613,694
Allyn's Point Branch	7.00	7.00	
16. Rockville Branch	4.80	4.80	175,000
Total	921.58	765 58	$28,691,181
State of New York.			
1. Adirondac	182.00	25.00	$2,062 781
2. Albany and Boston	21.40	21.40	300 000
3. Albany and Susquehanna	140.00	120.00	6,000,000
4. Albany and Vermont	12.00	12.00	600,000
Albany and West Stockbridge		(See Massachusetts)	
5. Atlantic and Great Western (Penn. & Ohio)	507.00	507.00	56,357,560
Buffalo Extension	79.00	.....	
6. Avon, Genesee and Mount Morris	15.50	15.50	217,344
7. Blossburg and Corning	14.83	14.83	582,346
8. Brooklyn, Rockaway Beach	3.50	3.50	124,886
9. Brooklyn and Jamaica	14.50	14 50	995,783
Brooklyn, Bath and Coney Island	7.00	7.00	153,414
10. Buffalo, Bradford and Pittsburg		(See Pennsylvania)	
11. Buffalo, New York and Erie	142.00	142.00	3,369,088
Buffalo and Oil Creek Cross Cut (Pa.)	45.00	45.00	1,250,000
12. Buffalo and State Line	68.34	68.34	2,784,414
Erie and Northeast (Pa.)	19.50	19.50	700,000
13. Cayuga and Susquehanna	34.61	34.61	163,035
Buffalo and Washington	110.00	50.00	1,800,000
14. Chemung	17.36	17.36	400,000
15. Dutchess and Columbia Counties	....	....	.....
16. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000
Elmira and Williamsport		(See Pennsylvania)	
17. Erie (Penna.)	403.75	403.75	
Buffalo Branch	60.00	60 00	
Newburg Branch	19.00	19.00	48,885,910
Union (Ramapo)	0.25	0.25	
18. Harlem Br., Morrisania and Fordham	5.00	5.00	223,230
19. Hicksville and Cold Spring	4.00	4.00	45,262
Hudson and Boston (Western)		(See Massachusetts)	
20. Hudson River	144.00	144.00	16,543,825
21. Lake Ontario Shore	140 00	.....	.....
22. Lebanon Springs (Mass.)	56.00	.....	560,000
23. Long Island	107.00	107.00	
Hempstead Branch	2.50	2.50	
Glen Cove, Roslyn and Mineola	6.50	6.50	2,994,474
Northport Branch	4.50	4.50	
Middletown, Unionville and Water Gap	13.00	13.00	250,000
24. Montgomery and Erie	10.00	10.00	200,000
25. New York Central	297.75	297.75	
Troy and Schenectady	21.00	21.00	
Syracuse, Auburn and Rochester	104.00	104 00	
Batavia and Attica	11.00	11.00	
Rochester and Suspension Br.	74.75	74.75	34,143,911
Lockport and Tonawanda	12.25	12.25	
Rochester and Charlotte	6.88	6.88	
Buffalo and Lewiston	28.25	28.25	
26. New York and Flushing	8.00	8.00	345,000
27. New York and Harlem	130.75	130.75	11,438,495
Port Morris Branch	2.12	2.12	
28. New York, Housatonic and Northern	39.00	....	390,000
New York and New Haven		(See Connecticut)	
29. Niagara Bridge and Canandaigua	98.46	98.46	1,000,009
Tonawanda Branch	1.63	1.63	
Northern		(See New Jersey)	
30. Ogdensburg and Lake Champlain	118.00	118 00	4,818,334
Branches	4 00	4 00	
North Shore (L. I.)	12.00	12.00	400,000
31. Oswego and Rome	28 58	28.58	925,999
32. Oswego and Syracuse	39.29	36,29	1,057,737
33. Plattsburg and Montreal	23.17	23.17	349,775
34. Rensselaer and Saratoga	25 22	25 22	1,132,672
35. Rochester City and Brighton	10.00	10.00	278,973
36. Rochester and Genesee Valley	18 45	18.45	656,026
37. Rome, Watertown and Ogdensburg	189.63	189 63	
Potsdam Branch	24 28	24.28	4,003,304
Cape Vincent Branch	24.24	24.24	
38. Sackett's Harbor, Rome and N. Y.	18.00	18.00	76,542
39. Saratoga and Hudson	37 87	27.87	1,500,000
40. Saratoga and Schenectady	21 50	21.50	480,691
41. Saratoga and Whitehall	40 86	40 86	930,207
Rutland Branch	6.66	6.66	
42. South Side (L. I.)	60.00	27.50	600,000
43. Staten Island	13.00	13.00	362,580
44. Sterling Mountain	7.60	7.60	419,857
45. Syracuse, Binghamton and N. Y.	81.00	81 00	2,957,620
46. Troy and Bennington	5.38	5.38	240,000
47. Troy and Boston	34.91	34.91	2,173,058
48. Troy and Cohoes	4.50	4.50	200,000
49. Troy and Greenbush	6.00	6.00	294,908
50. Troy, Salem and Rutland (Vt.)	62.00	62.00	1,250,000
51. Troy, Union and Depot	2 14	2.14	762,238
52. Utica and Black River	86.26	45.00	1,200,000
Trenton Falls Branch	2.14	2.14	
53. Utica, Chenango and Susquehanna Valley	82 00	21.00	600,000
54. Utica and Waterville	13.00	13.00	325,000
55. Warwick Valley	10.33	10.33	172,576
	4,400.75	3,665.00	$221,263,575
State of New Jersey.			
1. Belvidere Delaware	64.21	64 21	$3,456,709
2. Burlington County	13 00	7.12	344,244
3. Camden and Amboy	63 90	63 90	
Trenton Branch	6.19	6.19	
Trenton and Deans Pond	17.00	17.00	10,099,001
New Brunswick Line	26.11	26.11	
4. Camden and Atlantic	60.23	60 23	1,931,424
5. Cape May and Millville	39.00	39 00	680,685
6. Central of New Jersey	73.80	73.80	14,923,408
Extra Track	59.00	59.00	
7. Flemington	12.00	12.00	375,667
8. Freehold and Jamesburg	11 50	11.50	230,257
9. Hackensack and New York	4.88	4.88	154,416
Lodi Branch (private)	0.78	0.78	20,000
10. Hibernia Mine	3.50	3.50	40,250
11. Jersey City and Bergen Point	10.00	10 00	300,000
12. Long Branch and Sea Shore	9.00	9 00	180,148
13. Long Dock and Tunnel	2.88	2 88	2,800,000
14. Millstone and New Brunswick	6.63	6 63	111,114
15. Millville and Glassboro	22.30	22 30	441,029
16. Morris and Essex	90.00	90.00	9,363,741
Denville and Hempfield	23 00	....	
17. Newark and Bloomfield	6.00	6.00	116,335
18. Newark and New York	7 50	....	600,000
19. New Jersey	33.80	33 80	6,288,033
20. Northern New Jersey (N. Y.)	21.27	21.27	487 903
21. Ogden Mine	10.00	10.00	423,008
22. Orange and Newark	17.00	17.00	618,296
23. Paterson and Hudson	14 50	14.60	630,000
24. Paterson and Newark	11 50	6 50	300,000
25. Paterson and Ramapo	15 12	15 12	350,000
26. Pequest and Walkill	12 00	....	.....
27. Perth Amboy and Woodbridge	7.00	7.00	214,581
28. Raritan and Delaware Bay	65.00	65.00	
Atsion Branch	9 00	9.00	
Long Branch	4 00	4 00	4,098,592
Tom's River Branch	3 00	3 00	
29. Rocky Hill	3 60	3.60	45,006
30. Salem	16.00	16.00	277,395
31. South Branch	16.00	16.00	431,693
32. Sussex	12.00	12.00	397,699
33. Vincentown Branch	4.50	4.50	49,833
34. Warren	21.04	21.04	2,059,050
35. West Jersey	38.05	38.05	1,749,804
Total	966.89	913.41	$64,599,521
State of Pennsylvania.			
1. Allegheny Valley	176.41	129 00	$5,500,000
Atlantic and Great Western (92½ m.)			
Franklin Branch (33 m.)		(See New York)	
Silver Creek Branch (6 m.)			
2. Bald Eagle Creek	51.20	51 20	1,050,000
Bellefonte Branch	2 00	2.00	
3. Barclay Coal	16 00	16.00	1,164,800
4. Bellefonte and Snow Shoe	21.00	21 00	436,286
Branch	1.50	1.50	
6. Buffalo, Bradford and Pittsburg	26.00	26.00	2,866,000
Buffalo and Oil Creek Cross-Cut		(See New York)	
7. Catasauqua and Fogelsville	20.00	20.00	621,861
8. Catawissa	65 00	65.00	3,634,000
Summit Branch	2.50	2.50	
9. Chartiers Valley	22.50	....	450 000
10. Chester Valley	21.50	21.50	1,740,000
11. Chestnut Hill	4.13	4.13	120,650
Cleveland and Erie (25.50 m.)		(See Ohio)	
Cleveland and Pittsburg (15 m.)			
12. Columbia and Port Deposit	(under contract in Md. & Pa.)		
13. Connecting (Phila.)	7.00	7.00	1,000,000
Connellsville and Southern		(projected)	
14. Cumberland Valley (Md.)	74.00	74.00	1,691,037
15. Delaware and Hudson Canal Co's. R. R.	32.00	32.00	2,162,876
16. Delaware, Lackawanna and Western	110.70	110.70	12,599,844
Branches	2.80	2 80	
17. East Brandywine and Waynesburg	17.50	17.50	259,000
18. East Mahanoy	8.00	8.00	391,604
19. East Pennsylvania	36.55	36.55	1,569,740
Temple Branch	1.67	1.67	
20. Ebensburg and Cresson	10.65	10.65	213,000

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.
21. Elmira and Williamsport (N. Y.)	78.00	78.00	2,620,000
Erie Railway		(See New York)	
22. Erie and Pittsburg	81.60	81.60	2,397,549
Erie Harbor Branch	2.00	2.00	
Enterprise		(under construction)	
Erie and North East		(now a part of Buff. & Erie N. Y.)	
24. Fayette County	12.66	12.66	130,000
25. Farmers'	7.75	7.75	407,537
26. Gettysburg	17.12	17.12	262,000
27. Hanover Branch	12.20	12.20	233,710
28. Harrisburg and Lancaster	36.00	36.00	1,882,550
Columbia Branch	18.00	18.00	
29. Hazleton	14.31	14.31	
Ashburton Branch	3.00	3.00	1,765,000
Clifton Branch	4.00	4.00	
30. Hempfield (W. Va.)	76.00	32.00	1,657,799
31. Huntingdon and Broad Top Mountain	44.00	44.00	
Shoup's Run Branch	9 25	9.25	
Six Mile Run Branch	4.50	4.50	2,168,499
Sandy Run Branch	1.00	1.00	
32. Ironton	9.68	9.68	280,158
Branch	1.25	1.25	
33. Jamestown and Franklin	40.00	40.00	1,227,606
Coal Branch	1.50	1.50	
34. Junction (Phila.)	4.62	4.62	800,000
Kersey Oil and Mineral	3.50	3.50	100,000
35. Lackawanna	9.10	9.10	200,000
36. Lackawanna and Bloomsburg	80.00	80.00	3,812,146
Pittston Branch	2.00	2.00	
37. Lawrence	18.00	18.00	360,000
38. Lehigh and Delaware Water Gap		(under contract)	
39. Lehigh and Lackawanna (Bethlehem)	36.00	14.00	400,000
40. Lehigh Luzerne	9.60	9.50	356,870
Eckley Branch	6.00	6.00	
42. Lehigh and Mahanoy		(merged in Lehigh Valley)	
43. Lehigh and Susquehanna	94.50	94.50	
Back Track	13.00	13.00	7,000,000
Branch (Nescopec)	8.50	8.50	
Mine Laterals	30.00	30.00	
44. Lehigh Valley	71.00	71.00	
Black Creek to Mt. Carmel	22.50	22.50	12,994,222
Penn Haven to Audenried	17.50	17.50	
45. Little Saw Mill Run	3.00	3.00	91,000
46. Little Schuylkill	28.30	28.30	1,466,283
Branches	5.50	5.50	
47. Littlestown	7.25	7.25	76,000
48. Locust Gap	4.88	4.88	100,000
49. Lorberry Creek	5.50	5.50	82,050
Panther Head Branch	1.00	1.00	
50. Lykens Valley	21.00	21.00	700,000
Wiconico Inclined Plane	0.50	0.50	
51. McCauley Mountain and Black Creek	5.25	5.25	160,500
52. McKean and Elk	26.20	....	.....
53. Mahanoy and Broad Mountain	12 25	12.25	1,582,410
Branches	19.25	19.25	
54. Mifflin and Centre County	12.50	6.90	167,900
55. Mill Creek	15.03	15.03	500,000
56. Mill Creek and Mine Hill	4.09	4.09	323,375
Extension	12.70	12.70	
57. Mine Hill and Schuylkill Haven	24.50	24.50	3,740,800
Extension and Branches	110.50	110 50	
58. Mount Carbon	1.26	1.26	203,259
Branches	6.50	6.50	
59. Mount Carbon and Port Carbon	2.50	2.50	282,350
Branches	6.50	6.50	
60. Nanticoke	30.00	25.20	1,250,000
Branches	9.25	9.25	
61. Nesquehoning Valley	13.10	....	36,117
62. Newcastle and Beaver Valley	14.92	14.92	390,025
63. New York and Middle Coal Fields	....	....	.....
Northern Central		(See Maryland)	
64. North Lebanon	7.52	7 52	319,632
Branches	4.68	4.68	
65. North Pennsylvania	55.26	55.26	
Doylestown Branch	10.10	10.10	6,420,185
Shimerville Branch	1.89	1.89	
66. Oil Creek	37.00	37.00	2,458,946
Oil Creek and Pithole	7.00	7·00	200,000
67. Panther Creek Valley	6.50	6.50	150,000
68. Pennsylvania	249.99	249.99	
Holidaysburg Branch	7.60	7.60	
Indiana Branch	18.99	18.99	
Steubenville Extension	1.20	1.20	21,135,440
Philadelphia Division	81.14	81.14	
Port Breeze Branch and Del. Extension	5.50	5.50	
Pennsylvania and New York Canal		(under construction)	
69. Pennsylvania Cannel Coal	12 00	12.00	300,000
70. Pennsylvania Coal	47.00	47.00	2,000,000
Lackawaxen Branch	15.87	15.87	
71. Philadelphia and Baltimore Central	50.00	39.00	1,095,346
72. Phila., Germantown and Norristown	17.08	17.08	1,407,568
Germantown Branch	3.14	3.14	
73. Philadelphia and Reading	95.00	95.00	
Richmond Branch	5 50	5.50	26,380 004
Lebanon Valley	54.00	54.00	

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.
74. Philadelphia and Erie	287.51	287.51	17,869,733
75. Philadelphia and Trenton	26.50	26.50	1,369,284
76. Phila., Wilmington and Balt. (Del. & Md.)	95.95	95.95	9,608,800
77. Perkiomen	36.50	....	10,714
78. Pittsburg and Connellsville	149.00	68.40	2,432,068
79. Pittsb'g, Ft. Wayne & Chicago (O. Ind. & Ills.)	468.50	468 50	23,841,274
Cleveland, Zanesville and Cincinnati	61.00	61.00	
80. Pittsburg and Steubenville (W. Va.)	52.00	52.00	2,600,000
81. Port Kennedy	0.78	0.78	15,600
82. Reading and Columbia	40.00	40.00	1,852,708
Lancaster Branch	8.50	8.50	
83. Reno, Oil Creek and Pithole	28 00	28.00	1,053,000
84. Schuylkill and Susquehanna	54.00	54.00	1,308,686
Branch	1.00	1.00	
85. Schuylkill Valley	9.23	9.23	576,050
Branches	15.22	15.22	
86. Shamokin Valley and Pottsville	28.03	28.03	1,569,450
Scranton Colliery Branch	1.12	1.12	
87. Southern Pennsylvania		(projected)	
88. Southwark	2.12	2.12	58,368
89. Strasburg	4.25	4.25	100,000
90. Swatara (Cold Spring)	6.00	6.00	41,780
91. Summit Branch	21.00	21.00	937,496
Branch	0 50	0.50	
92. Tioga	36.60	36.60	1,073,612
93. Tonawanda	....	....	.....
94. Trevorton	15.30	15.30	1,890,000
95. Tyrone and Clearfield	23.50	23 50	498,147
96. Union Canal Co's Railroad	3.50	3.50	130,000
Branches	2.25	2.25	
Union Coal Company's Railroad	19.00	19 00	500,000
97. Warren and Franklin	57.00	57.00	1,250,000
98. Westchester	9.00	9.00	184,833
Branch	1.25	1.25	
99. Westchester and Philadelphia	26.38	26.38	1,492,148
100. Western Pennsylvania	43.40	43.40	2,262,298
Allegheny Extension	21.30	21.30	
101. West Reading	1.74	1.74	54,600
102. Wilmington and Reading	53.00	....	.....
103. Wrightsville, York and Gettysburg	13.00	13.00	393,230
Sundry Coal and Iron Railroads not specifically accounted for	250.00	250.00	7,000,000
Total	4,892.27	4,515.56	$232,839,623

State of Delaware.

1. Delaware	84.30	84.30	$1,692,716
2. Dorchester and Delaware (Md. 30 m.)	35.00	....	.....
3. Junction and Breakwater	40.60	18.60	372,000
Kent County (5 miles)		(See Maryland)	
4. Maryland and Delaware (Md. 40¼ m.)	54.00	32 34	700,000
5. Newcastle and Frenchtown	6.00	6.00	744,425
6. Newcastle and Wilmington	5.00	5.00	150,000
Phila., Wilmington and Baltimore (23 m)		(See Pennsylvania)	
Total	224.90	146.24	$3,659,141

State of Maryland.

1. Annapolis and Elkridge	20.50	20.50	$442,000
2. Baltimore and Ohio (W. Va. 241 m.)	379.60	379.60	24,993,206
Branches			
Washington Branch			1,650,000
Harper's Ferry Branch	....	....	.....
3. Baltimore and Potomac	80.00	....	.....
4. Cumberland Coal and Iron	10.20	10.20	600,000
Branches	3.60	3.60	
5. Cumberland and Pennsylvania	34 00	34.00	2,473,382
Branches	5.25	5.25	
Cumberland Valley (5 m.)		(See Pennsylvania)	
Dorchester and Delaware (30 m.)		(See Delaware)	
6. Eastern Shore	38.50	38.50	650,000
7. George's Creek	21.00	21.00	660,000
8. Kent County (Del. 5 m.)	35.00	....	.....
Maryland and Delaware (40¼ m.)		(See Delaware)	
9. Metropolitan	41.00	....	.....
10. Northern Central (Pa. 98 m.)	134.00	134.00	10,905,751
Canton Extension	4.00	4.00	
Phila., Wilm. and Balt. (56 m.)		(See Pennsylvania)	
Pocomoke and Wicomoco	20.00	20.00	250,000
11. Union	....	....	.....
12. Washington County	23.00	23.00	600,000
13. Western Maryland	56.00	56.00	2,500,000
Hagerstown Extension	42.00	....	
Total	984.85	786.85	$45,924,339

State of West Virginia.

Baltimore and Ohio (241 m.)		See Maryland)	
1. Chesapeake and Ohio (Va. 10 m.)	224.00	....	$2,240,000
Hempfield (9 m.)		(See Pennsylvania)	
2. Iron Valley (B. & O. R. R.)	3 25	3.25	100,000
3. Northwestern Virginia	103 50	103.50	5,322,150
Pittsburg and Steubenville (8 m.)		(See Pennsylvania)	
Total	330.75	106.75	$7,662,150

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
STATE OF VIRGINIA.			
1. Alexandria and Fredericksburg	38.00	38.00	$1,600,000
2. Alexandria, Loudoun and Hampshire	150.00	41.51	1,533 038
3. Alexandria, Georgetown and Washington	7.00	7.00	250,000
4. Blue Ridge (State Road)	16.81	16 81	1,650,000
5. Clover Hill	21.00	21.00	420 000
6. Fredericksburg and Gordonsville	45.00	....	450,000
7. Lynchburg and Danville	80.00	....	.....
8. Manassas Gap	139.30	77.77	
Fort Royal Branch	1.00	1.00	3,500,000
Gainesville Branch	7.96	7.96	
Harper's Ferry Branch	44.12	....	.....
9. Norfolk and Petersburg	80.00	80.00	2,250,000
10. Orange and Alexandria	88.30	88.30	
Warrenton Branch	8.90	8.90	6,421,800
Lynchburg Extension	59.50	59.50	
11. Petersburg (N. Car. 8½ m.)	59.20	59.20	
Gaston Branch (N. Car. 9 m.)	21.30	21.30	1,250,000
12. Richmond and Danville	140.50	140.50	
Midlothian Branch	1.14	1.14	4,917,500
Manchester Branch	1.56	1.56	
Greensboro' Extension (N. Car.)	58.50	58.50	1,500,000
13. Richmond Frederick and Potomac	75.00	75.00	
Springfield Branch	3.50	3.50	2,248,557
14. Richmond and Petersburg	22.14	22.14	
Port Walthall Branch	2.75	2.75	1,249,891
15. Richmond and York River	38.30	38.30	1,000,000
16. Roanoke Valley (N. Car. 14 m.)	22.00	22.00	480,000
Seaboard and Roanoke, 63½ m		(See North Carolina.)	
17. South Side (Petersburg and Lynchb'g)	123.00	123.00	
City Point Branch	9.50	9.50	3,673,635
18. Virginia Central	108.00	108.00	
Western Division	81.19	81.19	5,964,942
19. Virginia and Kentucky	130.00	....	130,000
20. Virginia and Tennessee	204.24	204.24	
Salt Works Branch	9.42	9.42	7,500,000
Other Branches	1.20	1.20	
21. Winchester and Potomac	32.00	32.00	575,831
Total	1,941.32	1,462.18	$48,565,194
STATE OF NORTH CAROLINA.			
1. Atlantic and North Carolina	94.92	94.92	$2,200,000
2. French Broad River	80.00	30 00	1,000 000
3. North Carolina	223.00	223.00	4,919,972
Petersburg, 8½ m		(See Virginia)	
Gaston Branch (9 m.)		(See Virginia)	
4. Raleigh and Gaston	97.00	97.00	1,250,000
5. Richmond and Danville, 5 m		(See Virginia)	
6. Roanoke Valley, 14 m		(See Virginia)	
7. Seaboard and Roanoke (Va. 63½ m.)	80.00	80.00	2,000,000
8. Western Coal	41.50	41.50	830,000
9. Western North Carolina	273.12	81.00	
Newton Branch	3.00	3.00	2,000,000
10. Wilmington, Charlotte and Rutherford	112.00	112.00	
Western Division	150.00	25.00	2,500,000
11. Wilmington and Manchester (S. Car. 99 m.)	161.50	161.50	3,280,173
12. Wilmington and Weldon	161.50	161.50	
Tarboro' Branch	15.00	15.00	3,058,895
Total	1,492.54	1,125.42	$23,039,040
STATE OF SOUTH CAROLINA.			
1. Blue Ridge	53.50	31.50	
Branch	1.50	1.50	3,000,000
2. Charlotte and South Carolina (N. Car. 6 m.)	109.60	109.60	2,300.000
3. Cheraw and Darlington	40.30	40.30	600,000
4. Columbia and Augusta	80.00	80.00	2,500,000
5. Greenville and Columbia	143.25	143.25	
Abbeville Branch	11.50	11.50	3,056,000
Anderson Branch	9.50	9.50	
6. King's Mountain	22.50	22.50	225.000
7. Laurens	32.00	32.00	640.000
8. North Eastern	102.00	102.00	2,148,131
9. Port Royal	80.00	....	.....
10. Savannah and Charleston (Ga. 15 m.)	103.52	103.52	2,500,000
11. South Carolina	136.00	136.00	
Columbia Branch	68.00	68.00	8,511,967
Camden Branch	38.00	38.00	
12. Spartanburg and Union			
13. Wilmington and Manchester, 99 m		(See North Carolina)	
Total	1,031.17	929.17	$25,481,098
STATE OF GEORGIA.			
1. Atlanta and West Point	86.74	86.74	$1,250,000
2. Atlantic and Gulf	400.00	215.00	
Florida Extension (Fla. 20 m.)	49.00	49.00	6,000,000
3. Augusta and Savannah	53.00	53.00	1,032,298
4. Barnesville and Thomaston	16.00	16.00	200.000
5. Brunswick and Florida	67.20	43.50	870,000
6. Central of Georgia	190.72	190.72	4,472,000
East Tennessee and Georgia, 13 m		(See Tennessee)	
7. Etowah	8.87	8.87	120,000
8. Georgia	171.00	171.00	
Athens Branch	39.00	39.00	4,155,000
Warrenton Branch	4.00	4.00	
Washington Branch	16.00	16.00	
9. Macon and Augusta		(In Progress)	
10. Macon and Brunswick	174.00	100.00	3 500,000
11. Macon and Western	102.00	102.00	1 500,0 0
12. Milledgeville and Eatonton	22.00	22.00	280,0 0
13. Milledgeville and Gordon	17.00	17.00	220 0 0
14. Muscogee	50.00	50.00	1,000,0 0
15. Rome and Kingston	20.00	20.00	250,0 0
Savannah and Charleston, 15 m		(See South Carolina)	
16. Southwestern	106.10	106.10	
Butler Branch	22.00	22.00	
Eufala Branch	59.08	59.08	3,802,326
Fort Gaines Branch	21.89	21.89	
17. Western and Atlantic (Tenn. 13 m.)	138.00	138.00	6,000,000
Total	1,755.60	1 552.90	$34,652,624
STATE OF FLORIDA.			
Atlantic and Gulf, 20 m		(See Georgia)	
1. Florida	154.20	154.20	$3,084,000
2. Florida and Alabama	45.10	45.10	1.133 000
3. Florida, Atlantic and Gulf Central	59.30	59.30	1,500,000
4. Pensacola and Georgia	297.00	130.00	
Monticello Branch	4.00	4.00	2,719,000
5. Perdido and Junction	6.00	6.00	60,000
6. Tallahassee	21.00	21.00	420,000
Total	586.60	419.60	$8,916,000
STATE OF ALABAMA.			
1. Alabama and Florida	115.60	115.60	$3,500,000
2. Decatur and Montgomery	209.50	....	1,000,000
3. Marion and Cahawba	32.00	32.00	1,000,000
Memphis and Charleston, 147 m.		(See Tennessee)	
Florence Branch, 6 m		(do. do.)	
4. Miss. Gainesville and Tuscaloosa (Miss. 6 m.)	84.00	22.00	600,000
5. Mobile and Girard	228.30	63.00	2,000,000
6. Mobile and Ohio (Miss. 270, Tenn. 118½ and Ky. 20½ m.)	510.00	472.00	
Columbus Branch (Miss. 14½ m.)	14.50	14.50	14,436,670
7. Montgomery and Eufala	80.00	....	400.000
8. Montgomery and Selma	48.00	48.00	1,800,000
9. Montgomery and West Point	88.50	88.50	
Opelika Branch	28.40	28.40	2,453,625
Nashville and Decatur, 26 m		(See Tennessee)	
North and South Alabama		(Now Decatur and Montgomery)	
10. Selma and Gulf	53.80	....	598.000
11. Selma and Meridian (Miss. 10 m.)	107.00	107.00	
Newbern Branch	11.00	11.00	3,500,000
12. Selma, Rome and Dalton	167.40	135.00	3 375,000
13. Tennessee and Coosa	36.50	....	365,000
14. Will's Valley	62.00	....	410,000
Total	1,901.50	1,137.00	$35,628,295
STATE OF MISSISSIPPI.			
1. Grand Gulf and Port Gibson	8.00	8.00	$200,000
Memph's and Charleston, 38 m		(See Tennessee)	
2. Mississippi Central (Tenn. 47.4 m.)	236.00	236.00	7,570,997
3. Mississippi and Tennessee (Tenn. 10 m.)	99.20	99.20	2,995,000
Mississippi, Gainesville and Tuscaloosa, 6 m.		(See Alabama)	
Mobile and Ohio, 270 m		(See Alabama)	
Columbus Branch, 14½ m		(See Alabama)	
N. Orleans, Jackson & Gt. Northern, 117 m.		(See Louisiana)	
4. Raymond Branch	7.00	7.00	100,000
Selma and Meridian, 10 m		(See Alabama)	
5. Vicksburg and Meridian	140.00	140.00	3,357,407
West Feliciana, 6 m		(See Louisiana)	
Total	493.80	493.80	$14,223,404
STATE OF LOUISIANA.			
1. Baton-Rouge, Gros-Tete and Opelousas	46.00	17.00	$327,000
2. Clinton and Port Hudson	22.00	22.00	750,000
3. Mexican Gulf	27.00	27.00	665,000
4. Milnburg and Lake Pontchartrain	6.00	6.00	220,000
5. New Orleans and Carrollton	6.50	6.50	
Branches	9.00	9.00	650,000
6. New Orleans, Opelousas and Great Western	258.00	80.00	
Lapruche Branch	2.00	2.00	4,805,435
Southern Texas Branch	161.00	.....	1,315,795
Red River Branch	36.00	....	.....
7. New Orleans, Jackson & Gt. Northern (Miss. 117 m.)	206.00	206.00	7,571,046
8. Vicksburg, Shreveport and Texas	189.00	53.75	1,662,691
9. West Feliciana (Miss. 6 m.)	27.00	27.00	540,000
Total	995.50	456.25	$18,506,967
STATE OF TENNESSEE.			
1. Central Southern*	47.58	47.58	$1,079.572
2. Cincinnati, Cumberland Gap and Charleston	50.00	12.50	1,000,000
3. East Tennessee and Georgia (Ga. 13 m.)	110.80	110.80	
Chattanooga Branch	30.00	30.00	4,225,000

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.
4. East Tennessee and Virginia	130.20	130.28	3,399,984
5. Edgefield and Kentucky	48.00	48.00	1,350,000
6. Knoxville and Charleston	60.00	15.00	600,000
7. Knoxville and Kentucky	65.00	65.00	2,000,000
Louisville and Nashville 21 m		(See Kentucky)	
8. Memphis & Charleston (Miss. 38 & Ala. 147 m.)	271.56	271.56	
Somerville Branch	13.00	13.00	7,286,186
Florence Branch (Ala.)	6.00	6.00	
9. Memphis, Clarksville and Louisville	83.00	83.00	3,037,069
10. Memphis and Ohio	130.60	130.60	2,400,411
11. McMinnville and Manchester	34.20	34.20	825,000
Mississippi Central, 47.4 m		(See Mississippi)	
12. Mississippi and Tennessee, 10 m		(See Mississippi)	
Mobile and Ohio 118.50 m		(See Alabama)	
13. Nashville and Chattanooga	149.75	149.75	3,632,862
Shelbyville Branch	9.00	9.00	
14. Nashville and Northwestern (Ky. 7¼ m.)	172.00	172.00	6,000 000
15. Rogersville and Jefferson	15.50	15.50	376,250
16. Tennessee and Alabama*	45.81	45.81	1,185,053
Western and Atlantic, 13 m		(See Georgia)	
17. Tennessee and Pacific	160.00	....	.....
18. Winchester and Alabama	38.12	38.12	950,000
Total	1,510.20	1,427.70	$46,347,387

* The Central and Southern and Tennessee and Alabama Railroads have been consolidated under the name of the Nashville and Decatur Railroad.

State of Kentucky.

1. Breckenridge Coal	8.50	8.50	$370,000
2. Covington and Lexington	80.00	80.00	4,529,322
3. Lexington and Big Sandy	133.00	12.00	225,000
Coalton Branch	0.75	0.75	
4. Lexington and Southern Kentucky	35.00	13.00	756,500
5. Louisville, Cincinnati and Lexington, viz:			
—Lexington and Frankfort	29.00	29.00	654,265
—Louisville and Frankfort	65.10	65.10	1,532,645
—Cincinnati Branch	79.00	....	2,000,000
6. Louisville and Nashville (Tenn 21 m.)	185.00	185.00	
Bardstown Branch	18.00	18.00	
Lebanon Branch	85.00	85.00	10,168,330
Memphis Branch	46.00	46.00	
Lebanon Branch Extension	47.00	....	1,808,044
7. Maysville and Lexington	89.00	18.80	601,293
Mobile and Ohio 20¼ m		(See Alabama)	
Nashville and Northwestern 7¼ m		(See Tennessee)	
8. New Orleans and Ohio	62.00	62.00	1,000,000
9. Portland and Louisville	5.00	5.00	100,000
Total	967.35	628.15	$23,754,404

State of Arkansas.

1. Cairo and Fulton	301.00	....	$1,000,000
2. Central Pacific	300.00	....	.....
3. Iron Mountain and Helena	120.00	....	.....
4. Memphis and El Paso	300.00	....	.....
5. Memphis and Little Rock	146.00	101.00	3,000,000
6. Mississippi, Ouachita and Red River	155.00	12.00	300.000
7. Pine Bluff and Napoleon	99.33	....	100,000
Total	1,421.33	113.00	$4,400,000

State of Texas.

1. Buffalo Bayou, Brazos and Colorado	269.00	84.00	$2,000,000
2. Eastern Texas	140.00	21.00	1,000,000
3 Galveston, Houston and Henderson	50.00	50.00	2,000,000
Junction Branch	1.75	1.75	
4. Houston and New Orleans	96.00	96.00	3,000,000
Sabine City Branch	20.00	20.00	
5. Houston Tap and Brazoria	50.00	50.00	2,000,000
6. Houston and Texas Central	356.00	80.00	3,500,000
Washington Co. Branch	50.00	25.00	
7. Memphis, El Paso and Pacific	625.00	....	.....
8. Rio Grande (Brownsville)	15.00	15.00	200,000
9. San Antonio and Mexican Gulf	135.00	25.00	500,000
10. Southern Pacific	783.00	27.60	1,000,000
Total	2,590.75	495.25	$15,200,000

State of Ohio.

1. Ashtabula and New Lisbon	84.62	....	$946,200
Atlantic and Great Western (246 m.)			
New Lisbon Branch (30 m.)		(See New York)	
Cleveland Branch (50 m.)			
2. Bellefontaine (Ind. 84 m.)	202.00	202.00	6,165,913
3. Carrolton Branch	11.50	11.50	225,000
4 Central Ohio	137.10	137.10	6,502,178
5. Cincinnati, Dayton and Eastern (tunnel)	53.20	53.20	2,000,000
6. Cincinnati, Hamilton and Dayton	60.30	60.30	4,921,618
Atlantic and Great Western track	60 30	60 30	
7. Cincinnati and Indiana	20.00	20.00	450,000
8. Cin. and Indianapolis Junction (Ind. 20 m.)	42 00	42.00	2,700,000
Cambridge City Br. (Ind. 12 m.)	12.00	12.00	
9. Cincinnati and Zanesville	162.80	132.80	2,900,000
10 Cincinnati, Richmond and Chicago	45.10	45.10	900,000
11. Cleveland, Columbus and Cincinnati	135.41	135.41	
Delaware Curve	5.72	5.72	4,770,000
Springfield and Pittsburg Line	49.80	49.80	

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
12. Clev., Painesville & Ashtabula (Pa. 25¼ m.)	95.50	95.50	4,868,427
13. Cleveland and Pittsburg	101.00	101.00	
Tuscarawas Extension	32.00	32.00	
Hanover Branch	1.50	1.50	9,066,896
Beaver Extension (Pa. 15 m.)	7 05	7.05	
Wheeling Extension	47.00	47.00	
14. Cleveland and Toledo	112.50	112.50	
Northern Division	60.00	60.00	7,876,417
15. Columbus & Indianapolis Central (Ind. 73 m.)	188.00	188.00	
Union City Branch	19.50	19.50	6,100,000
16. Columbus and Xenia	54 56	54.56	1,764,000
17. Dayton and Michigan	144.00	144 00	6,145,847
18. Dayton and Union	32.00	32.00	1,000,000
19. Dayton and Western	38.30	38.30	1,120,000
20. Fremont, Lima and Union	118.00	40.00	1,500,000
21. Iron	24.00	13.00	267,333
Lake Shore (consolidation of Clev., Painesv. & Ashtab. & Clev. & Toledo.)			
22. Little Miami	83 40	83.40	3,710,305
23. Mahoning (Atl. & Great Western)	67.00	67.00	
Hubbard Branch	11.00	11.00	2,851,951
24. Marietta and Cincinnati	205.00	205.00	
Hillsboro Branch	21.00	21.00	
Union Branch	9.00	9.00	15,850,779
Portsmouth Branch	56.00	56.00	
Michigan Southern (82¼ m.)		(See Michigan)	
25. Ohio and Mississippi (Ind. 172 and Ill. 148)	340.00	340.00	25,500,000
26. Pittsburg, Columbus and Cincinnati	117.80	117.80	
Cadiz Branch	8.00	8.00	
Pittsburg, Ft. Wayne & Chicago (252 m.)		(See Pennsylvania)	
Clev., Zanesville & Cincin. (61 m.)			
27. Pittsburg, Maysville and Cincinnati	225.00	....	1,125,000
28. Sandusky and Cin. (Cin., Dayton & Eastern)	116 00	116.00	
Findlay Branch	16.00	16 00	4,600,000
29. Sandusky, Mansfield and Newark	117.00	117.00	
Huron Branch	10.00	10.00	2,963,435
30. Springfield and Columbus	19.50	19.50	382,132
31. Tol., Wabash & Western (Ind. 167 & Ill. 211)	454.00	454 00	
Naples Branch (Ill.)	4.00	4.00	19,850,000
Keokuk Branch (Ill.)	41.00	41.00	
Total	3,977.46	3,548.84	$146,793,430

State of Indiana.

1. Chicago, Cincinnati and Louisville	102.00	30.00	$1,200,000
2. Chicago and Great Eastern (Ill. 21 m.)	224.00	224.00	10,000,000
Bellefontaine, 84 m.		(See Ohio)	
Cincinnati & Indianapolis Junction, 32 m		(See Ohio)	
3. Cincinnati and Martinsville	40.00	40.00	800,000
Columbus & Indianapolis Central, (73 m.)		(See Ohio)	
4. Columbus and Shelbyville	24.00	24.00	480,000
5. Evansville and Crawfordsville	109.00	109.00	
Rockville Extension	23.00	23.00	2,810,640
6. Evansville, Indianapolis and Cleveland	155.00	....	310,000
Grand Rapids and Indiana, 48 m.		(See Michigan)	
7. Indianapolis, Cincinnati and Lafayette	154.00	154.00	6,500,000
8. Indianapolis, Crawfordsville and Danville	....	....	.....
9. Indianapolis, Peru and Chicago	75.00	75.00	2,500,000
10. Jeffersonville, Madison and Indianapolis	103.00	103.00	
Madison Division	46.00	46.00	6,041,249
Jefferson-Madison Junction	6.00	6.00	
Joliet and Indiana, 15 m.		(See Illinois)	
11. Knightstown and Shelbyville	27.00	27.00	400,000
Lafayette, Bloomington and Mississippi	....	....	.....
12. Louisville, New Albany and Chicago	288.00	288.00	7,500,000
Michigan Central, 51 m.		(See Michigan)	
Michigan Southern, 169 m.		(See Michigan)	
Ohio and Mississippi, 172 m.		(See Ohio)	
Pittsburg, Ft. Wayne and Chicago, 151 m.		(See Pennsylvania)	
13. Shelby and Rush	20.00	20.00	320,000
Cambridge City Extension	21.00	21.00	400,000
14. Terre Haute and Indianapolis	73.00	73.00	1,988,150
15. Toledo, Logansport and Burlington	61.00	61.00	.....
Toledo, Wabash and Western, 167 m.		(See Ohio)	
16. Union Track (Indianapolis)	3.50	3.50	350,000
17. Union and Logansport	90.00	90.00	2,700,000
18. Vincennes and Indianapolis	71.00	20.00	500,000
19. White Water Valley	12.00	12.00	300,000
Total	1,732.50	1,464.50	$45,100,039

State of Illinois.

1. Chicago, Burlington and Quincy	204.00	204.00	
Aurora Branch	13.00	13.00	
Peoria Line	53.00	53.00	16,203,038
Lewiston Branch	30.00	30.00	
Quincy Line	100.00	100.00	
Chicago and Great Eastern, 21 m.		(See Indiana)	
2. Chicago and Milwaukee (Wisc. 40 m.)	83.44	83.44	4,000,000
3. Chicago and Northwestern (Wisc. 174 m.)	242.40	242.40	
Freeport Line	91.00	91.00	
Clinton Line	138.10	138.10	
Elgin-Richmond Line	33.00	33.00	41,871,570
Belvidere-Madison Line (Wisc. 48 m.)	67.60	67.60	
Rockford-Kenosha Line (Wisc. 40 m.)	72.40	72.40	
Peninsula (Mich.) Railroad	71.50	71.50	
Iowa Leased Lines (See Iowa)			

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
4. Chicago and Alton	220.00	220.00	$10,118,522
Alton and St. Louis	23.00	23.00	800,000
Joliet and Chicago	37.00	37.00	2,000,000
5. Chicago, Rock Island and Pacific	181.80	181.80	
Port Byron Branch	11.00	11.00	18,000,000
Iowa Division (Iowa 224 m)	224.00	224.00	
6. Illinois Central	308.75	308.75	
Galena Branch	252.20	252.20	30,954,453
Chicago Branch	146.50	146.50	
7. Illinois Coal (Brooklyn)	4.00	4.00	100,000
8. Jacksonville, Peoria and Chicago	161.50	71.00	3,500,000
9. Joliet and Northern Indiana (Ind. 15 m.)	45.00	45.00	2,000,000
Michigan Central, 13 m		(See Michigan)	
Michigan Southern, 13 m		(See Michigan)	
10. Mound City	3.50	3.50	100,000
11. Ohio and Mississippi, 148 m		(See Ohio)	
Pekin, Lincoln and Decatur			
Pittsburg, Ft. Wayne and Chicago, 18 m.		(See Pennsylvynia)	
12. Rock Island and Peoria	71.00	12.00	300,000
13. St. Louis, Alton and Rock Island	120.00		600,000
14. St. Louis, Alton and Terre Haute	168.50	168.50	
St. Louis Branch	25.00	25.00	10,700,000
Belleville Branch	14.80	14.80	
15. St. Louis, Jacksonville and Chicago	185.00	150.00	5,000,000
16. Sterling and Rock Island	52.00	52.00	2,600,000
17. Syracuse and Cortlandt	5.00	5.00	100,000
18. Toledo, Peoria and Warsaw	111.00	111.00	4,878,624
Mississippi and Wabash	116.00	37.50	1,250,000
Toledo, Wabash and Western, 256 m		(See Ohio)	
19. Western Union (Wisc. 69 m.)	181.00	181.00	3,620,000
Total	3,666.99	3,483.99	$158,696,207

State of Michigan.

1. Amboy, Lansing and Traverse Bay	192.00	30.00	$1,250,000
2. Chicago, Detroit and Canada Grand Junct'n.	59.00	59.00	2,500,000
3. Chicago and Michigan Grand Trunk			
4. Detroit and Milwaukee	188.00	188.00	7,265,758
5. Detroit, Monroe and Toledo (Ohio 7 m.)	59.12	59.12	1,800,000
6. Flint and Holly	17.0	17.00	425,000
7. Flint and Pere Marquette	173.00	61.50	2,000,000
Bay City Branch	14.00	14.00	
8. Grand Rapids and Indiana (Ind. 48 m.)	352.00	20.00	600,000
9. Jackson and Grand River Valley	101.00		500,000
10. Jackson, Lansing and Saginaw	65.00	65.00	2,000,000
11. Marquette and Ontonagon	65.00	40.00	1,000,000
12. Michigan Central (Ind. 51 and Ill. 13 m.)	284.80	284.80	14,930,814
13. Michigan Southern (Ohio 12, Ind. 99 & Ill.13)	242.00	242.00	
Adrian and Monroe	33.60	33.60	
Palmyra and Lenawee	2.50	2.50	
Jackson Branch	41.90	41.90	18,295,048
Constantine Branch	4.20	4.20	
Goshen Air Line (Ohio 63½ & Ind. 70 m.)	133.20	133.20	
Peninsula (Northwestern) 62 m.		(See Illinois)	
15. Port Huron and Lake Michigan	112.50		1,125,000
16. Schoolcraft and Three Rivers	24.00	24.00	480,000
Total	2,163.82	1,319.82	$54,371,620

State of Wisconsin.

Chicago and Milwaukee, 40 m		(See Illinois)	
Chicago and Northwestern, 174 m.		(See Illinois)	
Madison Line, 48 m.		(See Illinois)	
Kenosha Line, 40 m.		(See Illinois)	
1. Dubuque, Platteville and Monroe	56.50		560,000
2. Manitouwoc and Mississippi	220.00	7.50	200,000
3. Milwaukee and Beloit	43.50		435,000
4. Milwaukee and Minnesota	95.00	95.00	3,500,000
5. Milwaukee and St. Paul	196.00	196.00	
Horicon Branch	52.00	52.00	10,902,982
Sun Prairie Branch	57.20	27.00	
6. Milwaukee and Prairie du Chien	193.50	193.50	
Southern Line	42.00	42.00	7,726,200
Iowa and Minnesota Leased Lines		(See Iowa and Minn.)	
7. Mineral Point	32.50	32.50	500,000
8. Sheboygan and Fond du Lac	43.00	20.00	457,000
9. Sugar River Valley	35.50		355,000
Western Union, 69 m		(See Illinois)	
Total	1,066.70	605.50	$24,636,182

State of Minnesota.

1. Hastings and Farmington	36.00		
2. Lake Superior and Mississippi	145.00	20.00	500,000
McGregor Western 15 m.		(See Iowa)	
3. Minnesota Central (M. & St. Paul)	115.00	104.00	2,500,000
4. Minnesota Valley	180.00	50.00	1,200,000
5. Northern Pacific			
6. St. Paul and Pacific—1st Division	375.00	80.00	2,000,000
" " —2d Division	220.00	20.00	1,000,000
" " —Winona Division	110.00	10.50	250,000
7. Southern Minnesota	300.00	30.00	1,000,000
8. Winona and St. Peter	150.00	90.00	2,500,000
Total	1,631.00	404.50	$10,950,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
State of Iowa.			
1. Burlington and Missouri	276.50	130.00	$5,000,000
2. Cedar Rapids and Cedar Falls	56.00		280,000
3. Cedar Valley and Minnesota	76.00	18.00	500,000
4. Cedar Rapids and Missouri (C. & N. W.)	274.00	274.00	8,000,000
5. Chicago, Iowa and Nebraska (C. & N. W.)	82.00	82.00	4,000,000
6. Council Bluffs and St. Joseph	55.00	55.00	1,500,000
7. Des Moines Valley	162.00	162.00	6,000,000
8. Dubuque and Sioux City	320.00	186.00	7,500,000
9. Dubuque South Western	56.00	56.00	1,550,000
10. Iowa Central			
11. Iowa Northern Central	82.00		
12. Iowa and Missouri State Line	208.00	11.00	300,000
13. Keokuk and St. Paul	61.50	18.00	1,250,000
Fort Madison Branch	7.00	7.00	
14. McGregor Western (Minn. 15 m.)	111.00	111.00	3,500,000
15. Miss. and Missouri (C., I. & Pac.) 174 m.		(See Illinois)	
Oskaloosa Branch 50 m.		(See Illinois)	
16. Muscatine, Tipton and Anamosa	42.00		420,000
17. Sioux City and Pacific (Nebr. 32 m.)	100.00	74.00	2,500,000
Total	1,969.00	1,084.00	$41,700,000
State of Nebraska.			
Sioux City and Pacific, 32 m		(See Iowa)	
1. Union Pacific—Omaha Line	955.70	555.00	$25,000,000
Total	955.70	555.00	$25,000,000
State of Missouri.			
1. Cairo and Fulton	76.79	37.00	$897,168
2. Chariton and Randolph	40.00		400,000
3. Cameron and Kansas City	46.00	46.00	1,200,000
4. Hannibal and St. Joseph	206.80	206.80	12,983,740
Quincy Branch	10.50	10.50	400,000
5. Iron Mountain and Belmont			
6. Missouri Valley	150.49	30.00	1,200,000
Savannah Branch		22.00	
7. North Missouri	168.80	168.80	7,759,646
Iowa Line Extension	67.95		2,000,000
Western Extension	108.00		1,000,000
8. Pacific of Missouri	283.00	283.00	16,166,369
9. St. Louis, Chilicothe and Omaha			
10. St. Louis and Iron Mountain	86.50	86.50	5,797,192
Potosi Branch	3.65	3.65	
Southern Extension			
11. South West Pacific	246.00	90.50	6,000,000
Total	1,494.48	984.75	$55,754,105
State of Kansas.			
1. Central Branch, Union Pacific R. R.	235.00	60.00	$4,000,000
2. Kansas City and Neosho Valley			
3. Leavenworth and Lawrence	33.00	33.00	1,000,000
4. Lawrence and Galveston	160.00	40.00	1,500,000
5. Missouri River	26.00	26.00	1,000,000
6. Union Pacific, Eastern Division	381.00	315.00	15,000,000
Total	835.00	494.00	$22,500,000
State of Colorado.			
1. Denver and Pacific	100.00		$
State of Nevada and Utah Territory.			
1. Central Pacific of California	545.30	30.00	$2,000,000
Total	545.30	30.00	$2,000,000
State of California.			
1. California Pacific (Vallejo to Sacramento)	60.00		$300,000
2. California Central	21.80	21.80	1,000,000
3. California and Oregon (Pacific)	400.00		
4. Central Pacific	156.00	156.00	15,600,000
5. Napa Valley	36.00	4.00	200,000
6. North Beach and Mission	3.50	3.50	200,000
7. Northern California	26.00	26.00	1,300,000
8. Omnibus (San Francisco)	3.80	3.80	200,000
9. Placerville and Sacramento	34.90	34.90	2,000,000
10. Sacramento Valley	22.50	22.50	1,800,000
11. San Francisco and Alameda	26.00	14.00	400,000
12. San Francisco and Oakland	4.00	4.00	200,000
13. San Francisco and San Jose	50.00	50.00	2,000,000
San Francisco and Washoe	92.00		
14. South San Francisco	4.00	4.00	200,000
15. Southern Pacific (San Jose south)			
16. Stockton and Copperopolis	9.00		90,000
17. Western Pacific	120.00	20.00	1,000,000
18. Yuba	24.00	18.00	600,000
Total	1,093.50	382.50	$27,090,000
State of Oregon.			
1. Cascades Transit	6.00	6.00	$200,000
2. Dalles and Deschutes	13.50	13.50	300,000
3. Oregon Central	240.00		
Total	259.50	19.50	$500,000

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,678,139	----------	----------
Allegheny Valley ---------- 50	1,498,400	----------	----------
Alton and St. Louis ---------- 100	125,000	J. A. J & O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ...50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio..... 100	16,152,962	A. & O.	Oct. '67 4
Do. Washington Br. ---- 100	2,550,000	A. & O.	Oct. '67 1
Baltimore City Passenger....	670,000	----------	Jan. '68 3
Boston and Chelsea ------100	110,000	A. & O	Oct. '67 4
Bellefontaine Line ------100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware------100	997,112	----------	----------
Berkshire* ---------- 100	600,000	J. A J & O	Jan. '68
Blossburg & Corning.* ---- 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell. ------100	1,830,000	J. & D.	Dec. '67 4
Boston and Maine ---------100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,600,000	J. & J.	Jan. '68 5
Boston and Worcester ---100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) ------100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City ---------- 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buff., New York & Erie*..100	850,000	M. & N.	N'v. 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy. ------100	6,842,200	F. & A.	Aug. '67 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch ---------- 50	721,926	J. & J.	Jul. 63 2½
Catawissa. ---------- ---- 50	1,150,000	----------	----------
Catawissa, pref.---------- 50	2,200,000	A. & O.	Oct.'67 2½
Cayuga & Susquehanna.* 50	589,110	----------	Jan. '68
Central of Georgia.------100	4,666,900	J & J	Jul. '67 5
Central of New Jersey....100	13,000,000	J. A. J & O	Oct.'67 2½
Central Ohio ---------- 100	400,000	J. & D.	Dec.'67 3
Do. pref.----------	----------	J & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	----------	Ap.'61 2½
Charlotte & S. Carolina....100	1,201,000	----------	----------
Chemung*. ---------- ----100	380,000	----------	Dec.'67 3
Cheshire, preferred ------100	2,017,825	Annual.	Jan' 68 3
Chicago and Alton.------100	3,886,643	M. & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*..100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	13,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton ------100	3,129,100	A. & O.	Oct. '67 5
Cin., Richmond & Chicago.100	350,000	----------	----------
Cin. & Indianap. Junction.100	1,600,000	----------	----------
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati...100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov. 67 4
Cleve., Painsv. & Ashta....100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,408,911	----------	Sep. '67 5
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n.'67 3½
Col. & Indianapolis Cen....100	4,000,000	J. A. J & O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord ---------- ---- 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan.'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.------100	1,650,000	J. & J.	Jan.'68 4
Cumberland Valley. ------ 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*....100	2,384,941	----------	----------
Delaware. ---------- ----100	406,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '67 5
Des Moines Valley------100	1,550,050	----------	----------
Detroit & Milwaukee.....100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.) ---------100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) ---------100	492,500	J. & J.	Jan. '68 4
East Pennsylvania ------ 50	604,400	----------	----------
East Tenn. and Georgia....100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J & O	Jul. '67 4
Elm., Jeffers. & Canand*..100	600,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	600,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	600,000	J. & J.	Jan.'68 3½
Erie Railway ---------- 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.---------- 100	8,526,700	Annual.	Jan. '68 7
Erie & North East* ------100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834	----------	----------
Fitchburg ---------- ----100	4,640,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly ----------	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---------- ----100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite. ---------- ----100	----------	F. & A.	Aug.'67 5
Great Western (Ca.).....	16,802,745	----------	---------- 1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J. A. J & O	Jan. '68 5
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do. pref.100	5,253,830	----------	----------
Hanover Branch ---------- 50	116,850	M. & N.	Nov.'67 5
Housatonic. ---------- ----100	820,000	----------	----------
" pref ---------- ----100	1,180,000	M. & N.	Nov.'67 4
Hudson River ---------- ----100	13,937,100	A. & O.	Oct. '67 4
Hazleton ---------- ----50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central ---------- 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '68
Joliet and Chicago*.------100	1,500,000	J. A. J & O	Oct. '67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Lehigh and Mahanoy------ 50	2,158,665	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N	M'y.'67 5
Lehigh Valley ---------- 50	10,734,100	J. A. J & O	Oct. 67 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami. ---------- 50	3,572,400	J. & D.	Dec.'67 4
Little Schuylkill*. ------ 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island. ---------- 50	3,000,000	F. M. A. N.	Aug.'67 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville...100	5,500,000	F. & A.	Aug'67 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence ----100	200.000	A. & O.	Oct. '67 3
Macon and Western ------100	1,500,000	----------	Jan. '68 4
Mahanoy & B'd Mount'n* 50	921,615	----------	----------
Maine Central. ---------- 100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati---- 50	2,029,778	----------	----------
" " 1st pref. 50	6,686,135	M. & S.	Sep. '68 3
" " 2d pref. 50	4,061,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio ---------100	570,000	----------	----------
Metropolitan (Boston).----100	1,250,000	J & J.	Jan. '68 5
Michigan Central ---------100	7,502,466	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 5½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).------100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,...	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.---------100	3,627,000	J. & J.	----------
" " " pref.----100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. '67 4
Mobile and Ohio ---------100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex ------- 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.------100	600,000	M. & N.	Nov.'67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck ---------- ----100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,588	----------	----------
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey ---------- ----100	5,000 000	F. & A.	Aug.'67 5
New London Northern.----100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457	----------	----------
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.--------100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.---- 50	5,255,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue.---------- 100	797,400	----------	----------
North Carolina.---------100	4,000,000	----------	----------
Northern Central ------- 50	4,518,900	F. M. A. N	Nov.'67 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,06 .400	J. & D.	Dec.'67 4
Northern of N. Jersey ...100	158,800	----------	----------
North Missouri ---------100	2,369,301	----------	----------
North Pennsylvania.------ 50	3,150,150	----------	F'b.'67 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Aug.'67 2
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.----100	20,222,647	----------	----------
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark ------100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.------100	3,581,000	----------	----------
Panama. ---------- ----100	7,000,000	J. A. J & O.	Jan. '68 6
Paterson and Ramapo.----100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania ---------- 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,500	----------	----------
Philadelphia and Erie*... 50	5,069,450	----------	Jul. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Oct .'67 5
Phila. and Trenton*.------1 0	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt.------ 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City ------- 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby.. 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	2,794,628	----------	----------
Pittsb., Ft. W. & Chicago.100	9,940,987	J. A. J & O	Jan.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '683
Portland and Kennebec...100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	665,019	----------	----------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport ---------- ----100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland and Burlington...100	2,233,376	----------	----------
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chio'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand., Manef. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'n. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* ------ 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottv.* 50	869,460	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) -----100	750,000	----------	Nov.'67 5
South Carolina ---------100	2,819,275	----------	----------
South Shore ---------- ----100	259,685	----------	----------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.----100	1,000,000	----------	----------
Staten Island.---------- 100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	----------	----------
Taunton Branch ---------100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,992	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).----100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jul., '67 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West.--- 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.---------100	607,111	----------	----------
Troy and Greenbush*.----100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.).100	200,000	----------	----------
Union Pacific.---------- ----100	----------	----------	----------
Union Pacific (E. D.).----100	----------	----------	----------
Union Pacific (Cent. Br.).100	----------	----------	----------
Union (Phila.) ---------- ---- 50	291,475	J. @ J.	Jan.'67 3
Utica and Black River----100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.----100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.---------100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Vermont Valley.---------100	516,164	----------	----------
Virginia Central ---------100	2,353,679	----------	----------
Virginia and Tennessee...100	3,452,815	----------	----------
Western (Mass.).---------100	6,710,800	J. & J.	Jan. '68 5
Western Union ---------100	2,687,237	----------	----------
West Jersey ---------- ----100	731,050	M. & N.	N. '67 10
West Philadelphia.---------- 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester.----100	1,130,470	----------	----------
Wilm. and Weldon.---------100	1,340,233	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio ---- 25	3,228,595	----------	----------
Delaware Division.------- 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.----100	10,000,000	F. & A.	Aug.'67 3
Delaware and Raritan.----100	2,298,400	F. & A.	Aug.'67 5
Ere of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	6,187,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated)..... 10	1,0 5,000	F. & A.	Feb.'67 3
" (preferred).---------100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,088	----------	----------
Union---------- ---------- 50	2,907,850	----------	----------
" preferred ---------- 50			
W. Branch and Susq ------ 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley.---------- 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation ---------100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal.---------- 25	1,500,000	M. & S.	M. '67 3½
Ashburton ---------- ---- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.---------- ---- 25	500,000	J. & D.	Dec.'67 2
Central Coal ---------- ----100	2,000,000	J. & J.	Jan.'67 5
Mt. Pleasant Coal.----------	200,000	J. A. J. O.	Oct.'67 2½
Pennsylvania Coal ------- 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.------	200,000	J. A. J O.	Oct.'67 2½
Spring Mountain Coal.---- 50	1,250,000	J. & J.	Jan.'67 6
Spruce Hill Coal.---------- 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.---------100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble.---------- 25	1,000 000	----------	Dec'67 2½
Adams Express.---------- 100	10,000,000	FMA&N	Nov.'66 3
American Express ------ 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp....100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	55
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	90½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46,000	—	—	20,399	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,539	200,000	50,000	50,032	164,742	5,253	—	....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	337	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	753,414	113,472	—	....	55½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	167,176	11,437	—	....	38
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,283	71,600	58,400	55,000	34,256	2,585	—	....	....
30 Nov.'66	7.78	—	48	12	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	87½
30 Nov.'66	1.68	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	8	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	.....	46,365	1,841	—	....	....
30 Sep.'66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	....
30 Sep.'66	10.76	—	—	—	38	Broadway (Brooklyn)	286,759	200,000	27,500	5,910	98,266	23,408	8	100	....
30 Sep.'66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,196	268,445	4	100	....
30 Sep.'66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep.'66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep.'66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1.61424	356,856	12	10	....
30 Sep.'66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep.'66	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	....	....
30 Sep.'66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	....	....
30 Sep.'68	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	....	....
30 Sep.'66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	loss.	—	100	....
30 Sep.'66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	.....	.....	—	....	....
30 Sep.'66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep.'66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	....
30 Sep.'66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	.....	—	....	....
30 Sep.'66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep.'65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	....	....
30 Sep.'66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	58,296	9,042	—	100	....
30 Sep.'66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep.'66	8.87	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	116
30 Sep.'66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep.'66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,230000	70,000	1,09893	260,333	12	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	....	....
30 Sep.'66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	....	....
30 Sep.'66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	.....	.....	—	....	....
30 Sep.'66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	....	....
30 Sep.'66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	....	....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	....	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	....	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	2,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,586	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	26	8	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	148,111	61,093	20	50	....
31 Oct.'66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	55½
31 Oct.'66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	....	27
31 Oct.'66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	27
31 Oct.'66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	80
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	....
31 Oct.'66	19.00	—	300	66	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	10½
31 Oct.'66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	11½
31 Oct.'66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct.'66	5.92	....	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	—	39,291	13,479	—	20	12
31 Oct.'66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct.'66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,388	23,058	16	50	....
31 Oct.'66	9.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	....
31 Oct.'66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P)	—	....	....
31 Oct.'66	19.39	—	485	72	4	Second & Third st. (Phila.)	435,823	339,007	114,200	41,229	407,923	131,588	50	50	75
31 Oct.'66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	12
31 Oct.'66	8.50	—	154	19	4	Spruce & Pine (Pe'll. & Gr'n F.)	250,253	250,157	—	—	101,996	38,491	8	50	26
31 Oct.'66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	66
31 Oct.'66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	19
31 Oct.'66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	37½
31 Oct.'66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	60
31 Oct.'66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	....	....
31 Oct.'66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	60	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	20
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec 62	3.62	—	—	—	—	Pendleton & 8.st Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1854	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	556,000	7	J. & J.	.....	....
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	.....	.....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	38,000	--	.....	.....	..
Malden & Melrose bonds	46,971	--	.....	.....	....
Real Estate	6,000	--	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1880	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1870	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy. Plain bonds	58,100	--	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	--	.....	.....	....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1880	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Dec. 1, 1867.					
Loan of Jan. 28, 1847 ..... registered	14,650,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	136½
" " " " coupon		6	" "	1868	134
Texas Indemnity, of Sep. 9, 1850 ..... coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	111½
" " " " coupon		5	" "	1874	111
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	115
" " " " coupon		5	" "	1871	121
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	108½
" " " " coupon		6	" "	1881	108½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	263,300,555	6	Jan & July.	1881	108½
" " " " coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,324,412,560	6	May & Nov.	1882	105½
" " " (5-20s) ..... coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	105
" " " (5-20s) ..... coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	104
" " " (5-20s) ..... coupon		6	" "	1885	106
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	104½
" " " (5-20s) ..... coupon		6	" "	1886	104½
" " 3d series (5-20s) ... registered		6	" "	1887	104½
" " " (5-20s) ..... coupon		6	" "	1887	104½
Loan of March 3, 1864, (10-40s) ... registered	178,530,350	5	Mar. & Sept.	1904	102
" " " (10-40s) ..... coupon		5	" "	1904	101½
Pacific R. R. Bonds ..... (currency)	18,601,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64 : 2d series	235,587,100	7.3	June & Dec.	1868	104½
" " (7-30s) Mar. 3, '65 : 3d series		7.3	Jan. & July.	1868	104
Matured Debt not presented	13,916,364	---	presentation.	----	----
Gold Certificates of Deposit	18,401,400	---	presentation.	----	----
Coupon Interest Notes 1864 '65	62,249,360	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,212,473	---	----------	----	----
Three per cent. certificates	1,855,000	---	----------	----	----
Fractional currency	30,929 984	---	----------	----	----
Navy Pension Fund	12,000,000	---	----------	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,350	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan & July	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ..coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	128
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	98½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98½
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	84
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,669,000	6	" "	'68-'74	71
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'88	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	101½
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,258	6	" "	'77-'79	1½
" —War Loan Bonds ..... "	945,200	6	" "	1879	101½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	----
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99½
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	98½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	6	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,406,507	5		1889	----
" — " " (R.R. various) "	120,000	5		1889	----
" — " " (") cur'cy.	159,974	5		89-'90	----
" — " " (B. & O. R.R.) sterl...	2,277,386	5		1890	----
" — " " (C. and O. Can.) "	3,259,616	5		1880	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	----
" — " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	100
" — " " (Bounty)	501,000	6		abt.'74	100½
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,583	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	276,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	5	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1888	----
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	103½
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,118,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,180	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" —War Loan Bonds	1,111,500	7	" "	1868	----
" —Bounty Loan Bonds	463,600	7	" "	1886	100
Minnesota—State Building Loan	100,000	7	May & Nov.	1890	----
" —*Railroad Loan Bonds	2,275,000	7	Jan. & July.	1877	----
Mississippi—*State Bonds (Planters' Bank).	2,000,000	7	" "	1883	----
" " " (Union Bank)	5,000,000	6	----------	'41-'71	----
Missouri—State Bonds	622,000	6	Jan. & July.	Var.	----
" —Hannibal and St. Joseph R.R.	3,600,000	6	" "	'62-'83	96
" —*Pacific R.R.	7,000,000	6	" "	'81-'85	90
" —*Southwestern R.R.	4,500,000	6	" "	'81-'87	90½
" —*North Missouri R.R.	4,350,000	6	" "	'85-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'82-'87	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'83-'89	----
" —*Platte County R.R.	700,000	6	" "	'85-'87	----
New Hampshire—War Loan of July 1, 1864 ..	1,194,100	6	" "	1887	----
" — " " Sept. 1, 1864 ..	600,000	6	Jan. & July.	'67-'78	98½
" — " " Oct. 1, 1866 ..	609,500	6	May & Nov.	'84-'89	----
" — " " July 1, 1866 ..	500,000	6	April & Oct.	'67-'74	99½
New Jersey—War Loan of 1861 (free)	1,798,900	8	Jan. & July.	1869	98
" — " " 1863 (")	1,002,900	6	Jan. & July.	'67-'84	102½
" — " " 1864	793,400	6	" "	'86-'96	----
New York—General Fund Bonds	700,000	6	" "	'97-'62	102½
" —Bounty Fund Bonds ..... coupon	2,559,000	7	J. A. J. & O.	1870	103
" — " " " ..registered	27,726,500	7	Jan. & July.	1877	107½
" —General Fund Bonds	1,189,780	7	" "	1877	105½
" — " " "	500,000	6	" "	pleas.	----
" — " " "	800,000	6	" "	1868	----
" — Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1878	----
" — " " "	6,000,000	6	" "	1871	100½
" — " " "	2,250,000	6	" "	1873	99½
" — " " "	1,400,000	6	" "	1874	100½
" —General Fund Bonds	909 607	6	" "	'75-'77	101
" — " " "	442,960	5	Jan. & July.	pleas.	----
" — " " "	900,000	5	May & Nov.	1868	----
" — " " "	800,000	5	Jan. & July.	1875	91
" —Canal Fund Bonds	1,163,000	5	" "	1878	----
" — " " "	167,000	5	J. A. J. & O.	1868	----
" — " " "	4,500 000	5	" "	1871	----
North Carolina—State Bonds	366,000	6	" "	1874	93
" — " "	8,334,000	6	Various.	'69-'78	65
" — " " (new)	650,000	6	Jan. & July.	'81-'90	----
Ohio—State Bonds (Union Loan)	280,366	6	April & Oct.	'90-'91	----
" — " "	2,183,532	6	Jan. & July.	1900	62
" — " "	1,600,000	6	Jan. & July.	1868	100
" — " "	4,095,309	6	" "	1870	100
" — " "	2,400,000	6	" "	1875	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	6	" "	1881	103
Pennsylvania—State Bonds ..... coupon	4,993,000	7	Jan. & July.	1886	101½
" " " ..... registered	5,033,052	5	Various.	1875	----
" —Inclined Plane Bonds	400,000	6	April & Oct	'77-'82	95½
" —State Bonds, 1st series	92,850	6	Jan. & July.	'68-'70	99
" — " " 2d series	99,480	5	" "	1879	----
" — " " 3d series	720,983	5	" "	1882	----
" — " " 1st series	4,907,150	5	" "	1892	----
" — " " 2d series	7,909,520	6	" "	1877	104½
" — " " 3d series	9,270,017	6	" "	1882	105½
" —Military Loan Bonds	2,000,000	6	" "	1892	106½
Rhode Island—State War Bonds of 1861	468,500	6	Feb. & Aug.	1871	103
" — " " " 1862	1,196,000	6	April & Oct.	1871	----
" — " " " 1863	269,000	6	Mar. & Sept.	1882	----
" — " " " 1868	776,000	6	April & Oct.	1883	95½
" — " " " 1864	917,000	6	Jan. & July.	1893	98½
South Carolina—Free Loan Bonds	796,898	6	Feb. & Aug.	1894	----
" —State Bonds (various)	3,275,000	5	J. A. J. & O.	'68-'70	----
" " " (new)	1,210,803	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,949,480	6	" "	1887	----
" " "	239,167	5	April & Oct.	1868	----
" — " "	1,706,000	5½	" "	Var.	60½
" —Railroad, &c., Loan Bonds	14,606,000	6	" "	1868	----
" " endorsement	2,207,000	6	Jan. & July	30 yrs.	66
" —New Bonds	6,000,000	6	" "	Var.	----
Vermont—State War Bonds	1,567,500	6	" "	1882	----
Virginia—State Bonds (sterling)	1,865,000	6	June & Dec.	'71-'78	80½
" " " (sterling new)	466,250	5	Jan. & July.	long.	100
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,469,398	5	" "	long.	----
" — " " ..... (coupon	10,900,000	6	" "	long.	----
" — " " (new) ..... registered	1,379,500	6	" "	long.	87½
" — " " (") ..... coupon	489,300	6	" "	1876	----
" — " " (")	39,600	6	" "	18	85½
Wisconsin—State Bond	405 100	6	" "	18	42½
			Jan & July.	'77-'89	36

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	365,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	438 279	385,991	412,521	464,507	493,243	466,998	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,013	465,102	383,396	400,550	461,879	483,177	483,917	446,596	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,157	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,697	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,233	142,947	238,562	283,921	338,691	343,471	356,142	421,484	422,164	430,108	364,196	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,080	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,965	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,386	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	568,200	415,400	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435.945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,857	800,325	1,038,824	1,451,284	1,508,883	1,210,387	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528.364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94.542	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317.102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,605	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65.035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,990	53,683	69,018	77,113	81,676	80,967	------	------
Erie:													
1863	845,695	889,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	679,160	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	96,453	1,038,165
1865	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,958
1866	90,411	85,447	84,351	81,151	96,288	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,713	121,217	142,823	132,387	------	------
Milwaukee and Prairie du Chien:													
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,644	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,757	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,202,545
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	362,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,282	312,879	428,762	487,868	539,435	423,241	------	------
Michigan Central:													
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,970	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	376,210	362,783	333,952	284,977	313,021	398,998	464,778	506,296	412,934	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,948	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,091
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	183,815	276,416	466,350	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	295,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,514	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	940,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	959,023	1,105,664	1,004,435	1,029,736	1,056,793	1,273,117	1,450,076	1,227,113	1,187,506	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,854	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,781	934,536	1,101,696	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	249,443	224,957	228,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,763,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,681
1867	242,793	219,065	279,647	284,729	282,930	240,135	234,685	313,165	355,901	379,367	336,065	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	233,996	254,285	333,725	414,707	448.994	463,873	466,557	454,826	4,088,831
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,055	608,305	116,215	923,283	416,341	566,979	957,194	1,121,206	1,351,579	1,419,282	1,196,955	702,685	10,033,028
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,253	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,128,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,863	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,878	649,201	654 926	767,441	679,935	655,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,099	685,068	765,566	691,005	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,878	153,470	144,736	143.748	162,921	1,554,913
1864	100,872	147,485	180,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	1e2,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,938	220,788	219,160	230,340	204,095	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	106,056	132,111	134,272	152,585	105,564	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050,327
1865	144,084	139,171	155,758	144,001	138,733	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,894,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	------	------
Western Union:													
1865	43,716	27 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,530	689,333
1866	45,102	36,006	39,301	43,332	86,913	102,918	85,276	60,693	84,462	100,313	75,246	54,465	814,026
1867	39,079	27,667	36,392	40,710	67 852	60,558	58,262	73,525	126,495	120 268	79,431	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,833,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	98
" " " 1850	628,500	6	Jan. & July.	"	1880	99
" " " 1855	1,024,750	6	Jan. & July.	"	1875	98½
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
3d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,900	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	96½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	87½
" " $2,500,000	867,000	6	May & Nov.	"	1889	83¾
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	92⅝
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	83
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'87–'90	
Central Pacific of California:						
1st Mortgage	1,886,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,600,000	7	" "	"	1883	99½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plan Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	96,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1863	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	103
1st Mortgage pref. S. F.	483,000	7	May & Nov	" "	1877	100
Income Bonds	1,700,000	7	April & Oct.		1883	91
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1896	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	91½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	86½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	81
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	98½
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	572,500	6	June & Dec.	Boston.	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1870	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	70
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	90
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,902,000	7	" "	" "	1867	100¾
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1863	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,060	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	96½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,388	7	Feb. & Aug.	New York.	1891	88
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		55
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,590	6	Jan. & July.	New York.	1892	
1st Mortgage	1,264,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1885	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	96
2d General Mortgage	2,693,000	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	88
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	78
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,000	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,860	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,000,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,300		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1869	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	90½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	458,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	92
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102
2d Mortgage	4,000,000	7	March & Sept	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89½
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July	" "	1867	98½
New York and New Haven:						
Mortgage Bonds, Coupon	1,683,500	6	April & Oct.	New York	1875	96
N. York, Providence and Boston.						
1st Mortgage	500,000		Feb. & Aug.	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86½
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'62–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	68
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	96
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68–'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1893	78
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	93
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	95½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	89
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	139
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg l'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	77
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,930,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	61
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	22
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	90
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	66–'76	
Virginia and Tennessee:						
1st Mortgage	404,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	83
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	71
1st Mortgage guaranteed	200,000	6	" "	"	1890	84
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1894	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	------	101,102	37,866	—	—
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,986	30.3	------	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	------	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	----------	----------	----------	----------	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	----	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—					
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	------	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	----------	23.8	53,855	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	----------	----------	122.4	319,433	644,725	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,096	3,000,000	927,000	104,183	4,946,027	75.2	546,118	1,685,334	692,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	----------	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,536	766,000	----------	----------	62.0	------	67,143	loss.	—	—
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	----------	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,311	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,828	2,068,260	704,016	10	120
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	366,149	750,678	290,528	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	-	-	- —	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	---	---	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	------	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	-----	*Florida*	----------	----------	—	----------	----------	----------	----------	----------	------	----------	----------	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	------	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	----------	----------	—	----------	----------	----------	----------	----------	------	----------	----------	—	—
— — '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	----------	----------	—	----------	----------	----------	----------	29.4	------	----------	----------	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	----	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	------	391,477	68,930	3½	—
— — '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	----------	----------	—	----------	----------	----------	----------	30.0	------	----------	----------	—	—
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	----------	----------	53.0	------	168,968	96,612	—	—
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	------	----------	----------	—	—
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,349,923	4,666,800	786,000	183 940	6,686,956	229.0	------	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	----	—	48	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	------	1,136,142	346,356	6½	—
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	----------	12,296	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,960	249,000	----------	1,026,868	50.0	------	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	------	----------	----------	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,191	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	—
30 Sep. '59	138.0	—	----	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----------	138.0	------	832,243	454,541	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	130½
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	366,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	137
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	------	10,161,735	2,226,967	—	68
31 Mar. '67	181.8	181.5	----	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	98½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----------	4,214,342	180.0	------	742,097	377,476	—	—
31 Dec. '66	454.8	252.5	----	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,328	23,415,780	12,144,000	----------	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	132½
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	—
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----------	—	4,000,000	6,700,000	----------	10,700,000	209.0	------	2,240,744	488,568	—	53
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----------	----------	—	4,390,000	5,600,000	----------	----------	224.0	------	----------	----------	—	20
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	283,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	659,128	246,720	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	------	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	------	448,858	230,834	9	60
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	----------	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	----------	1,538,763	132 0	------	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	------	645,527	371,40.	—	30½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,384	1,049,720	297,126	12	150½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,718	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,956	5,429,203	156.5	319,880	805,271	237,361	—	—
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----------	1,491,449	38.5	11 mo's.	458,821	21,366	—	—
30 Jun. '65	135.0	96.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	------	----------	----------	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	------	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	} 14	13	225	} Lexington and Frankfort	601,965	52,300	36 711	514,646	63,000	1,790	690,976	29.0				7	—
30 Jun. '67	65.1	—	5.4	—	}			} Louisville and Frankfort	1,405,910	126,735		1,109,594	294,519	7,430	1,586,923	65.1	248,321	510,319	153,217	6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	334 0	929,486	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,098,425	1,730,000	2,504,768	8,628,793	80.0	105,900	414,741	200,220	—	—
30 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	------	1,583,042	286,268	—	—
31 Aug '60	53.7	—	----	136.3	---	---	-----	*Vicsburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	243,969	108,434	1,710,819	53.7	------	----------	----------	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----------	----------	------	----------	----------	—	—
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----------	9,008,369	188.6	------	340,898	----------	—	—
31 May '67	284.8	—	28.4	—	97	83	1,728	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,496,713	10	108½
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,626,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,387	—	95
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----------	1,550,000	----------	----------	----------	------	----------	----------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----------	----------	—	----------	575,000	----------	----------	----------	------	----------	----------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----------	----------	—	----------	600,000	----------	----------	----------	------	----------	----------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----------	----------	—	----------	500,000	----------	----------	----------	------	----------	----------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	28	22	536	*Mississippi Central*	4,966,022	756,292	—	2,090,961	2,554,732	896,992	6,331,899	236.0	------	584,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,235	456,949	276,060	1,974,444	59.7	------	176,462	118,433	—	—
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	------	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,536	7,177,600	----------	----------	206.8	579,324	1,047,567	429,026	—	80
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	------	1,020,089	267,804	—	—
31 Dec. '62	152.0	—	3.6	----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	----------	----------	52.0	------	----------	----------	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,875	719.230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,306,000	1,280,000	2,000,000	----------	5,000,000	127.0	------	----------	----------	—	—
28 Feb. 64	86.5	3.6	9.1	----	16	13	219	*St. Louis and Iron Mountain*	5,427,068	360,029	—	1,971,222	3,501,000	49 558	6,352,109	90.1	240,189	399,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,962,330	149.0	378,873	1,116,113	177,373	—	65
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '67	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,966	16,151,962	9,420,580	1,022,969	39,683,113	236.8	3,493,376	8,577,692	5,307,183	10	122½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	42½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	13½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	125
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,780	164.3	775,454	1,575,826	498,499	10	131
30 Nov. '66	47.0	7.0	46.0	—	30	53	230	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	142
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,310	83.6	729,470	1,914,729	490,201	10	.....
30 Nov. '66	46.0	1.1	2.7	—	7	17	98	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,928	—	11,050	1,093,608	47.1	86,510	202,097	68,027	5	60
30 Nov. '66	80.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	112
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	108½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	119
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,804	90,995	8	128
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,571	234,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,332,307	509,790	7	85
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,871,680	44.4	295,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,155	243,305	226,900	680	471,171	(Op	er. by B	& L. Co.)		1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,642	3½	52½
30 Nov. '66	156.1	17.3	144.4	—	83	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,408,791	10	.....
30 Nov. '66	45.7	—	10.6	—	11	14	228	Worcester & Nashua (par 83⅓)	1,026,000	116,000	124,386	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	98.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	199,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	72½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	52.7	.....	.....	101,242	8	123
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,288	*	—	695,588	568,000	—	.....	.....	.....	.....	.....	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,640	681,301	242,997	8	110
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,552	1,444,705	15	128
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	55	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	114
31 Dec. '66	58.0	—	—	45.5	24	48	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	58.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	132½
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	osa.	—	65
31 Dec. '66	18 2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	33.5	—	.....	47.	—	—	—	West Jersey	1,219,504	*	454,219	731.050	1,010,500	—	1,741,550	54.0	.....	283,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19,643	4,628,691	98.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,389,088	*	—	950,000	2,880,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 8.0	—	371	180	5,825	Erie	19,122,686	*	5,166,188	25,101,121	22,429,927	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	72
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,846,526	1,795,099	9	131½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,693,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	61½
30 Sep. '67	297.8	296.0	452.9	—	289	296	5,620	New York Central	29,759,528	6,384,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	693.2	6,401,420	14,496,786	3,201,112	6	117½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,481	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,700	534,804	8	118
30 Sept. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	3,818,334	122.0	451,196	851,783	284,606	—	58
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,876	1,067,737	36.3	90,260	252,175	89,372	8	.....
30 Sept. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	176.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	.....	.....	.....	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	.....
30 Sept. '66	141.3	48.5	20.7	—	36	27	423	Rome, Watert'n & Ogdensb'g	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,008,304	189.6	555,492	1,066,366	364,668	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.		—	—
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	490,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	288,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	1,200,000	—	—	1,200,000	1,636,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sept. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,848	65,234	—	811.000	—	—	936,581	34.9	83,548	141 888	78,832	7½	.....
30 Sept. '66	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,645,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— —	'59 97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	288,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	31
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	98½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	102½
30 Nov. '66	101 0	102.5	—	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,963	3,872,861	169,197	9,566,282	203.5	1,440,681	2,351,906	654,726	5	88½
31 May '67	109.3	79.4	—	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	96
30 Nov. '60	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,438	158.2	1,160,900	1,936,085	469,205	9	108
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,860,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,032	—	.....
30 Jun. '66	158.9	16.0	.....	—	28	17	423	Sandusky and Cincinnati	3,984,364	595 400	391,992	3,382,162	1,218,972	109,318	4,972,746	205.9	346,671	694,520	134,081	—	80
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	25,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '66	413.0	45.2	—	—	103	47	1,603	Toledo, Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,245,000	796,101	22,118,900	250.0	———	3,717,886	906,200	—	42½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	18	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	128,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,949,900	1,156,819	60,721,124	507.0	2,041,771	4,833,420	1,476,030	—	.....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,406	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,715	2,788,496	714,825	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620.000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	.....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	.....	1,882,550	—	oper. by	Penn.	R.R.Co.	7	51
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	686,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,531	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,780	818,878	285,010	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	51½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,564,655	(ope	r. by Re	ading	R. R.)	2	26½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	58
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,235	67.5	345,588	902,213	382,500	—	38
31 Dec. '66	354.8	38.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	365.6	7,080,026	16 583,883	5,967,520	9	52½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	606,346	247,446	9	64½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,783	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541.052	454,077	—	28½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,899,868	22,742,867	6,719,562	—	32.577,848	474 8	4,361.336	10,902,819	6,016,531	10	45½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	*	272,223	1,099,120	200.000	—	1,641,607	26.5	195,478	849,446	316,764	15	125½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,936	2,470,958	1,057,687	10	52½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1 776,129	1,500,000	73,108	3,349,237	70.9	324,068	639,109	245,966	—	.....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	97½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,055	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	15	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,590	143,650	—	.....
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,823	12	85
								SOUTH CAROLINA.													
31 Dec. '58	54.0	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,142,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,475	242.0	.....	1,312,738	387,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	421,029	154,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	.....
30 Jun. '67	271.6	19.4	20.0	—	55	60	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,431,517	291.0	786,331	1,661,812	71,490	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	56.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '65	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,039	3,015,107	99.2	.....	367,252	173,729	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859.....	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	177,490	493,706	184,652	—	.....
31 Aug. '66	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163	—	.....
31 Aug. '66	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,688	—	1,097,000	.....	.....	1,206,688	62.5	136,761	185,474	67,785	—	.....
31 May, '66	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	95
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '63	59.0	5.6	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	26,188	83,131	1,534,194	.....	.....	.....	.....	—	.....
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	9 months	79.2	47,702	84,121	16,332	—	.....
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,805	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	128.3	10.1	.....	—	18	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,228,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	—	71
30 Sep. '66	140.5	1.5	11.2	—	26	16	289	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,339	7,301,983	190.5	239,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,580	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '66	22.2	2.8	3.1	—	3	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	.....
30 Sep. '59	23.7	—	0.2	14.0	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,868	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	.....
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	37[illegible],297	6,879,046	221.8	300,405	554,511	135.648	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	276,889	556,022	93,832	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	70.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,968,960	9,229,000	—	18,508,374	275 0	996,737	2,588,900	934,103	—	46
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	—	.....	—	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								CANADA.													
31 Jan. '63	—	—	.....	—	31	27	40	Buffalo and Lake Huron (¼ y.)	11,988,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	161.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,969	*	15,311	1,631,130	911,029	22,964	2,663,376	49.0	.....	242,798	117,842	—	68
30 Jun. '63	49.0	—	.....	78.0	204	130	2,299	Grand Trunk	7,410,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	.....
31 July '63	1,096	137.0	.....	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31Dec. '64	229.0	115.5	63.0	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	98.1	402,670	467,266	191,133	—	.....
	94.5	1.6	.....	—				NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,718	—	—	4,658,706	—	—	—	108.0	.....	148,339	55,777	—	.....
July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,138	—	1,380,000	12,100	126,000	1,709,282	60 0	.....	124 455	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,151	—	—
	5.							NEW GRANADA.													
					11	22	120	Pan [illegible]	9,900,000	*	—	5 071,[illegible]	—	—	10,783,776	48.7	—	7 237,438	1,328,224	—	200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	21
Catawissa (preferred)	1,150,000	7	---	23½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	61
Chicago & Alton (preferred)	2,425,400	7	7	89
Chicago & Northwestern (pref.)	14,789,125	7	7	70½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	73
Hannibal & St. Joseph (preferred)	5,253,856	7	---	61
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	15
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	98
" " (2d pref.)	841,400	7	7	90
Milwaukee & St. Paul (preferred)	7,370,900	7	---	63½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	112
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	70
Toledo, Wabash & Western (pref.)	1,000,000	7	7	64
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,567,343	6	J. & J.	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	---	----	----	----
Erie and Penn.:					
Bonds	678,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	86½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	468,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	70
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59½
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	16
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	80
Wyoming Valley,					
[illegible]	600,000	6	J. & J.	1878	76

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Mark Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	26
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	82
Delaware and Hudson	100	10,000,000	10	147½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	27½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	88
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	12½
" " (preferred)	50	2,888,988	---	21½
Susquehanna and Tide Water	50	2,048,260	---	11½
Union	----	----	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	90
Wyoming Valley	50	750,000	16	87

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	35 —	@ 37 —
Pig, American, No. 1		38 —	@ 40 —
Pig, American, No. 2		36 —	@ 37 —
Bar, Refined, English and American		85 —	@ 86 —
Bar, Swedes, assorted sizes	(gold)	92 50	@105 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		155 —	@ — —
Bar, English and American, Refined		100 —	@105 —
Bar, English and American, Common		90 —	@ 95 —
Scroll		127 50	@175 —
Ovals and Half-round		127 50	@155 —
Sand		127 50	@ — —
Horse Shoe		125 —	@ — —
Rods, ½ @ 3-16 inch		105 —	@160 —
Hoop		132 50	@185 —
Nail Rod	per lb.	— 9	@ — 10½
Sheet, Russia, Med. No.'s		— 15	@ — 16
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	— —	@ 52 —
Rails, American (at works)		— —	@ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½ @ — 20
English Machinery		— 13½ @ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½ @ — 17
American, Cast, Tool, do.		— 21 @ — 23
American, Spring, do.		— 12 @ — 15
American Machinery, do.		— — @ — 14
American German do.		— 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 35 @ — —
Braziers'		— 35 @ — —
Sheathing, &c., Old		— 20 @ — —
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— 27 @ — —
American Ingot		— 21 @ — 22

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 45 @ 6 50
German Refined	(gold)	6 45 @ 6 55
English	(gold)	6 4 5 @ 6 75
Bar	(net)	10 50 @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26	@ — —		
Straits	(gold).	— 24	@ — 24½		
English	(gold).	— —	@ — 23½		
	—Gold.—			—Currency.—	
Plates, I.C.Charcoal.p.box	7 50	@ 8 25	10 50	@ 11 —	
Plates, I. C. Coke	6 25	@ 7 25	8 50	@ 10 —	
Plates, Coke Terne	— —	@ 6 25	8 25	@ 8 50	
Plates, Charcoal Terne	7 75	@ 9 —	10 50	@ 11 25	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 10½ @ — 11
Crude, 40 @ 47 gravity (in shipping order)		— 16 @ — 16½
Refined, free, S. W.		— — @ — 43
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 23½
Refined, in bond, Standard White		— — @ — 24
Refined, in bond, prime White		— 25 @ — 25½
Naptha, Refined, (60 @ 68 gravity)		— 31½ @ — 32
Benzoline	per bbl.	— — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 1.

	Th. 26.	F. 27.	Sat. 28.	M 30.	Tu. 31	W. 1
Atlantic M. S. S. Co	119½	----	119½	117½	115	----
Boston, Hartford & Erie	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	----	----	----	----	----
Chicago & Alton	50½	51	50½	48½	49	----
" " pref.	130	130½	----	----	----	----
" " 1 M.	103	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	137	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Ohio & Northwest'n	58	57½	55	59	55	----
" " pref.	70½	71½	70½	70½	69½	----
" " 1st M.	----	86½	----	86½	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	99½	99½	99	97½	92½	.. ..
" " 1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	----	95½	95½	95½	----	----
Clev., Col. and Cin.	98	----	----	98½	98½	----
Clev. and Pittsburg	87½	88½	87½	87½	86½	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	98½	98	98½	97½	97½	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	28	30½	31½	31½	----	----
Del. & Hudson Canal	148½	148	147½	----	----	----
Del., Lack. & West.	----	112	112	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	72½	73½	72½	72½	71½	----
" pref.	74x	73½	----	----	73	----
" 1 M. 7 p.c. '67	----	102	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	90½	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	131½	131½	131½	131½	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	----	----	132	133½	132½	----
" bonds	----	118	----	118	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref.	----	13½	13½	13½	13	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	107½x	107½	----	106½	----	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	85	85½	85½	85½	84½	----
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	96	----	96	96	----	----
" " 2 M.	93	----	93	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	90	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	49	48½	46½	47	46	----
" " pref.	65½	65½	63½	63½	62½	----
" " 1st mort.	----	----	----	88	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	98	99	100	99½	99½	----
" iss. to H. & St. J. R.	90	89	90	----	----	----
" " Pacific	----	----	----	----	99½	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort	----	----	----	----	----	----
" " 2d mort	----	----	----	----	----	----
New York Central	117½	117½	117½	117½	116½	----
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83.	92	----	----	----	90½	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	112	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	130	130	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	50	50½	51	51½	----	----
" new	----	----	50½	51	51½	----
Ohio & Miss. cer.	----	28½	29½	28½	28½	----
" " pref.	70	----	----	----	----	----
Pacific Mail S.S. Co.	109½	110½	111	110	110½	----
Panama	----	----	----	----	290x	----
Phila. and Reading	96½	96½	96½	96½	96	----
Pitts. Ft. W. & Chicago	99½	100	100	97x	96½	----
" " 1M.	----	105½	----	----	105½	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	21	21½	21½	21½	21	----
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	96	97½	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	75½	76	77	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	65½	63½	63½	65½	65	----
" new	62½	62	63	63½	63½	----
Tol. Wab. & Western.	43	42½	----	----	----	----
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	47	----	----	47½	47½	----
" new	----	----	----	----	24½	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 1.

	Th 26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	113	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	101¾	101¾	101¾	101¾	101¾	----
U. S. 5s, 10-40s, reg.	----	101¾	----	----	101¾	----
U. S. 6s, 1881, reg.	----	108¾	----	----	----	----
U. S. 6s, 1881, cou.	----	112¾	----	112¾	112¾	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	104½	105	----	----	----	----
U. S. 6s, 5-20s, c. '62	108¾	----	108¾	108¾	108¾	----
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	105½	105½	105½	----	----	----
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65.	105½	105½	105¾	107¾	----	----
U. S. 6s, 5-20s, r. n. '65.	104¾	104	104¾	----	----	----
U. S. 6s, 5-20s, c. n. '65.	108¾	108¾	108¾	108¾	108¾	----
U. S. 6s, 5-20s, r. n. '67.	104¾	104¾	----	104¾	----	----
U. S. 6s, 5-20s, c. n. '67.	108¾	108¾	108¾	108¾	108¾	----
7.30 Notes, 2d series	104¾	104¾	----	104¾	104¾	----
" " 3d series	104¾	104¾	104¾	----	104¾	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	W.25.	Th.26	F.27.	Sat.28.	M.30.	Tu.31
Catawissa	----	----	----	----	----	----
" preferred	----	----	23½	23¾	22¾	23¾
Camden & Amboy	127¾	128	----	----	----	----
" " 6s, '70	----	----	96¾	----	----	----
" " 6s, '75	----	----	90	----	----	----
" " 6s, '83	----	----	87¾	----	----	----
" " 6s, '89	----	----	----	83¾	----	83¾
" mort. 6s, '89	93	93	93	92¾	92¾	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	29¼	28¾	28¾	28	27¾	----
" " 6s, '84	----	----	----	----	----	85½
Lehigh Valley R. R.	51¼	51¼	51¼	51¼	51¼	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	26¼	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	58	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	33
" " 6s	----	----	----	----	39	----
" " 10s	----	----	----	----	----	110
Northern Central	42¾	----	42¾	42¾	----	----
Pennsylvania R. R.	51¾	51¾	52	52¾	52¾	----
" 1st m.	----	----	100¾	----	----	101
" 2d m.	93¾	----	----	----	----	93¾
Penn. State, 6s 1st series	----	104¾	104¾	----	----	----
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	----	----	----	----	----	----
" " 6s, W. L.	----	103	----	----	----	----
Philadelphia City, 6s	----	95¾	----	----	95¾	----
" " new	----	99¾	99¾	99¾	99¾	----
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	64¾	----	----	----
Phila. & Reading	48¾	48¾	48¾	48	48	----
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	95¾	----	----	----	----
Philadelphia & Erie	28¾	28¾	28¾	28¾	28¾	----
" " 6s	92¾	93	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	12¼	----	----	----
" " pref.	----	----	----	----	22	21¾
" " 6s '82	----	70	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	16	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	W.25.	Th 26.	F.27.	Sat.28.	M.30.	Tu.31
Baltimore City 6s, 1875	97¼	----	97¼	----	97¼	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	98¾	----	----	----	----	----
" " 1893	----	----	----	----	----	----
Balt. and Ohio	122¾	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	98	----
Northern Central	----	----	----	48	----	----
" " b'ds, 1885	86¾	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
Boston and Albany	139¼	139¾	139	138¾	138¾	----
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	131	----	131	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston, Hartford & Erie	14	12¾	13¾	13¾	13¼	----
Cheshire, pref.	----	----	64¼	----	61x	----
Concord	----	----	----	----	----	----
Connecticut River	112	----	----	----	----	----
Eastern, Mass.	108	108	108¼	108¾	----	----
Fitchburg	----	----	118¾	----	119	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	113	108x	----	108	107	----
Northern, N. H.	110	----	----	----	----	----
Ogdens. & Lake Champ	58	58	----	----	----	----
Old Colony & Newport	----	----	86¼	----	85	----
Ph., Wil. & Baltimore	52¼	----	----	52¾	52¼	----
Portl'd, Saco & Ports.	----	----	----	101¾	----	----
Vermont & Canada	----	95	94¾	95	----	----
Vermont & Mass.	----	----	53¾	54	52¾x	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	90¼	----	90¾	----
Metropolitan "	58	55¼x	56	55¾	55¾	----
Middlesex "	----	----	----	38	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	21	20¾	20	20	20	----
Franklin "	----	9¼	8¾	8¼	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	8	6	5¼	4¾	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 6th and 13th Dec.:

	Closing Prices. Dec. 13.	Dec. 6.
United States, 5-20s, 6 per cent 1882	71¼@ 72¾	70¾@ 70¾
Do. do. 6 do. 1884	70 @ 71	69 @ 71
Do. do. 6 do. 1885	70¾@ 70¾	69¼@ 69¾
Do. do. 6 do. 1868	87 @ 90	87 @ 90
Virginia State, 5 per cent	48 @ 52	48 @ 52
Do. 6 per cent	30 @ 32	31 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	19 @ 20	18¼@ 19¼
Erie shares, $100 (all paid) 8 p. c.	48 @ 49	47¼@ 48¼
Do., convertible bonds, 6 p. c.	67 @ 69	67 @ 69
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	77 @ 79	82 @ 86
Do., $100 shares (all paid)	89¼@ 90¾	88 @ 90
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	81 @ 83	82 @ 84
Do. with option to be paid in Phil.	81 @ 83	82 @ 84

American Railroad Journal.

Saturday, January 4, 1868.

Stock Exchange and Money Market.

The Money Market has been fairly active, since our last. The speculative call has been more animated, particularly toward the close; but it has been very generally met with promptness at 6@7 chiefly at 7 per cent. on call. The discount business has been of a less urgent nature, as usual at this season of the year. All really prime paper offered has found a ready market within a range of from 7@8½ per cent. per annum. The Sub-Treasury revenues, since our last, have been more extensive than its expenditures; and its cash balances have been considerably augmented. On the 31st ult. it commenced disbursing the January coin-interest on the public debt. With the opening business day of the new year, it begins the redemption of the matured bonds of 1847, both principal and accrued interest being paid in coin, dollar for dollar, in strict conformity with the terms of the original contract. This is the third prompt reimbursement, in Gold, of the principal of the Public Debt, since the general suspension of specie payments and the establishment of greenbacks as legal tender for all other payments than for customs duties and the interest on and principal of the funded debt of the United States, to which the Customs Revenues (made receivable exclusively in Gold,) are specifically pledged. The practice has never been departed from before or since the Act of February, 1862, and undoubtedly the same strict and honorable faith will be observed thirteen or fourteen years hence in regard to the principal of the loans of 1861 and of 1862. An easy monetary movement is looked for through the current month of January, and on probably to the resumption of active business in the spring. On Thursday, unusually heavy disbursements commenced to be made in gold from the Treasury Office, a large portion of which will go into bank. The amount of currency dividends —Bank, State, Railway, &c.—which will be paid out to private parties will also be large. As the banks close on the business of the day following, Friday night, Jan. 3, so will their returns show to the Deparment at Washington, on Monday morning, (before the clearances of Monday are made,) Jan. 6. The city banks in their last weekly statement, show a further gain of $2,346,500 in greenbacks, while losing $2,496,140 of their gold and gold deposits by reason of the export demand for Europe. The general deposit line is $1,080,000 higher. The loans increase $454,000. The specie reserve of the city banks is now $10,971,969, against $13,185,222 same time last year. The city bank deposits are now $178,713,191, against $200,811,290 week ending Dec. 29, 1866. The legal tender reserve amounts to $60,657,932, against $63,000,687 same time last year. The circulation now stands at $34,134,400, against $32,664,526 same time last year. The loans are now $244,620,312, against $259,354,761 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $74,856,717 a day, against a daily average of $78,858,584 the preceding week, and $74,607,310 the week ending with Dec. 14. The current week's exchanges average about $85,148,000 a day. The city banks, last week, gained $2,346,500 of legal tender, and $1,080,608 of deposits while they lost $2,496,140 of specie. They increased their loans, $454,959; and their circulation, $115,299.

The Philadelphia Bank movement the past week shows a increase in loans, of $238,988; a decrease of $8,895 in specie; an increase in legal tenders of $287,108; an increase of $320,897 in deposits; and a decrease of $4,236 in circulation. The Bank Clearings show a decrease of $5,211,869, and the balances, a decrease of $725,171.

The U. S. Sub-Treasury receipts, week ending with Dec. 28, were $10,317,157, including $1,057,760 from customs duties; payments, $8,301,206, including $105,000 of coin interest; balance at the close of the week, $104,249,547, against $102,233,596, at the close of the preceding week, showing an increase of $2,015,951. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,809,828 including $184,649 from customs; and payments, $2,199,607; on Tuesday, receipts, $3,074,887 including $289,000 from customs, and

payments, $7,850,882. The balance at the close of business on Tuesday stood at $101,683,223, against $103,565,841 a week previous; and $103,176,365 on Dec. 15.

The United States Sub-Treasurer in New York, has given notice that on and after 2d January, 1868, bonds of the loan of 1847 (act Jan. 28, 1847,) will be redeemed at his office on presentation of certificates. The latter must be assigned to "The Secretary of the Treasury for redemption," and endorsed by the party to whom payment is required to be made. Where such assignments are executed in a representative or fiduciary capacity, the evidence of authority to make the assignment must accompany the certificates. Should that evidence be already filed with the Department, the date of its transmission, and the bureau in which it was lodged should be stated. Certificates presented should be listed in a schedule, in which the numbers, denominations, names of payees, and other data above required, should be set forth.

The total receipts of the Sub Treasury in December were $81,524,145, including $5,448,244 from customs; total disbursements, $87,496,905 including $1,438,753 of coin interest.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Dec. 23, was $238,184,380; aggregate redemptions, $206,585,000; leaving outstanding certificates to the amount of $31,599,380.

National Bank notes to the amount of $55,650 were issued last week, making the total issue to 1,673 banks thus far, $305,486,161, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,625,555, leaving, with the existing 1,639 banks, (having an aggregate capital of $424,394,861,) an actual circulation at this date of $299,833,606. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,997,750; and for the public deposits, $37,817,950—making a total of $378,815,700. The Treasury Department last week redeemed and destroyed $253,600 of worn and mutilated fractional currency, and issued $1,072,000 of new.

Government revenues show no improvement as yet, but there are indications of an early increase in the yield of both excises and customs. The excises, last week, yielded $2,225,000, against $2,254,000, the preceding week; customs at the port of New York $1,057,760, and at the outports, about $328,000 (in coin) more, making the grand total income for the week equal about $4,086,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $101,000,000.

Government received $7,194,910 from customs, through the port of San Francisco, from Jan. 1, to Dec. 8, 1867.

Gold has been rather more active, since our last. The speculative inquiry has been brisker, and the export demand considerably beyond the usual average of late. The customs call has been comparatively light, however. The highest sales of the week were at 134¼, and the latest at 133⅝@133¾. The California steamer, on Tuesday, delivered $1,111,741 in treasure at this port. Government commences disbursing, with this week, some thirty millions of coin, on the public debt account, both principal and interest. It paid out about two and a half millions on Tuesday, in this way. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $3,145,592, against $9,624,432 same time last year. The customs demand for Gold last week, averaged $211,552 a day; thus far, this week, it has been equal to $185,000 a day, or equal to a weekly aggregate of $1,110,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $48,723, and from California, $1,111,741. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $116,513,410, against $129,961,017 same time in the preceding calendar year. The total receipts of California gold at this port since Jan. 1, 1867, have been $28,789,297, against $42,110,796 same time last year, showing a decrease this year, of $13,321,449. The exports of specie from this port, last week, were $3,226,677. The total outflow of specie from the port, since Jan. 1, 1867, has been $51,791,278, against $62,553,700 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $105,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $61,823,595, against $48,429,171 for the preceding calendar year. The specie exports from San Francisco, from Jan. 1, to Dec. 8, reached $37,942,265, against $40,851,469 same time last year, showing a decrease, in 1867, of $2,909,204.

We annex a statement of the gold disbursements from the Treasury in January, about three-fourths of which will be paid at New York:

Principal of loan of 1847–'67	$6,670,000
Interest thereon	190,100
Interest on loan of 1848–'68	246,030
Interest on loans of 1861–'81	8,481,946
Interest on 5-20s of 1865–'67	14,692,830
Interest on 5 per cent. of 1871–'74	675,550
Grand total	$30,956,456

Foreign exchange has been less freely dealt in, and has been less firm in price. The offerings of bills have been fair and increasing gradually. Bankers' 60 day bills on London closed on Tuesday at 109⅞@110⅛, and on Paris to 5.20@5.12½; sight bills on London to 110⅜@110⅝ and on Paris to 5.11¾@5.10. The offering of produce bills have been rather light, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,607,233, making the total value of exports since Jan. 1, 1867, $186,051,093, against $185,099,711 same time in the preceding year.

Government securities have been in decidedly better demand, chiefly for home investment purposes, though partly on speculative account, and prices have steadily favored sellers. The offerings of the funded obligations have been moderate, those of the Five-twenties of all issues, especially the earliest and latest series, have been really light. U. S. sixes of 1881 closed here on Tuesday at 112½@112⅝; U. S. Five-twenties of 1862, 108⅛@108¾; U. S. Five twenties of 1864 at 105⅛@105¾; U. S. Five-twenties of 1865 at 105⅞@106; U. S. Five-twenties of 1865, consolidated, 108½@108⅝; U. S. Five-twenties of 1867, 108⅝@108¾; U. S. Ten-forties at 101⅞@102, and U. S. Seven-thirties at 104⅝@104⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	117⅜	September, 1865	116
August, 1865	116⅜	October, 1865	115¾

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 18.	Dec. 24.	Dec. 31.
Consols	92⅝	92⅛	92
U. S. 5-20's of 1862	72	72⅜	72⅛
Erie	50	49½	48¾
Ill. Central	89⅞	87¾	89¾

General business has not been very brisk, outside of the Cotton line, in which there has been a marked revival of activity at improved prices, closing buoyantly on Tuesday on the basis of 16 for middling uplands, per lb. The stock of cotton now here is estimated at about 55,000 bales. The receipts at the port this week, have averaged about 3,200 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 774,000 bales, against 704,000 bales same time last year; exports, same time, 379,000 bales, against 275,000 bales same time last year; stock on hand at latest dates, 295,000 bales, against 525,000 bales same date last year. Beeves have been in light supply and demand this week, ranging in price from 12@19c.; veal calves, from 8@12c.; sheep, from 4@7½c.; lambs, from 5@7¼c.; swine, from 6¾@7c. per pound, all live weight. The week's receipts have been 3,420 beeves, 408 calves, 14,147 sheep and lambs, and 16,284 swine. Breadstuffs and provisions have been held with more firmness, but have been inactive. Foreign merchandise has been in light demand generally, and prices have been depressed. Dry goods have been lightly dealt in. Domestic cottons and woollens have been in most favor. The total imports of foreign dry goods, last week, were $501,948, and the total amount marketed $454,133. The value of foreign merchandise imported last week, was $1,956,545—making the grand total specie value of last week's imports of dry goods and merchandise, $2,458,493, and since Jan. 1, 1867, $235,439,840, against $282,247,972 same time in the preceding fiscal year. The ocean freight market has been quiet, but steady since our last. For Liverpool we quote flour at 2s. 3d. @2s. 6d. per bbl.; grain at 5d.@5½d. per bushel; cotton at ¼d.@⅜d. per lb.; and heavy goods at 20s.@30s. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Dec. 31, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$2,875,002	$2,514,442
Prev. reported.....	185,815,620	185,535,176
Since January 1.....	$188,690,622	$188,049,618

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Great Western 2d mort., 70; Buffalo, New York and Erie 1st mort., 90; Quincy and Toledo 1st mort., 72; New York and New Haven 6s, 96; Toledo, Peoria and Warsaw 1st mort., 77; Hannibal and St. Joseph, 50; do., pref., 61; Indianapolis and Cincinnati R. R., 60; New Jersey Central R. R., 114; New Jersey R. R., 132½; N. Y. State Bounty Loan, reg., 105¼; Western Union Telegraph, 87½; do., bonds, 80; Boston Water Power Co., 24; Wells-Fargo Express, 46; U. S. Express, 78½; Merchants' Union Exp., 38⅞; Adams' Express, 76⅝; Am. Exp., 76; American Coal, 49½; Central National Bank, 101; Ninth National Bank, 101; Ocean Bank, 103; St. Nicholas Bank, 105; Manhattan Bank, 138; Fourth National Bank, 102; Bank of Republic, 110; American Gold, 0.45; Alameda Silver, 0.80; Benton Gold, 0.29; Consol. Gregory Gold, 5.00; Corydon, 0.30; Davidson Copper, 0.37; Edgehill Mining, 3.30; Gunnell Gold, 1.00; Midas Silver, 0.85; New York Gold, 0.56; New York and Eldorado, 1.40; Quartz Hill Gold, 0.90; Rocky Mt., 13; Smith and Parmalee, 2.80; Wallkill Lead, 0.38; Bennehoff Run petroleum, 2.00; Pit Hole Creek, 0.81; Buchanan Farm, 0.35; United States, 1.75; Rynd Farm, 0.19.

Philadelphia.—Philadelphia and Trenton R. R., 125⅛; Pittsburg 4s, 50; Lehigh Valley scrip, 40; Germantown Passenger R. R., 27; 13th and 15th streets R. R., 19; Pennsylvania coupon 5s, 96⅛; do., 5s, 1870, 99; Philadelphia City 5s, 87; Schuylkill Navigation 7s Boat Loan, 73; Big Mt. Coal, 4⅛; Shamokin Coal, 2¼; St. Nicholas Coal, ⅜; McElheny Oil, ¾; Ocean Oil, 3¼; Maple Shade, ½; Penn National Bank, 55; Girard Bank, 56; City Bank, 70; Commercial Bank, 54; Mechanics' Bank, 29¾; Commonwealth Bank, 62½; Western Bank, 93. The latest quotations are: City 6s, 95@95½; do., free of tax, 99¾@99⅞; State 5s, reg., 98½@—; do., coupon, 96@96; do., 6s, W. L., 102¾@103½ Reading, 47⅞@48; do., 6s, 1870, 95½@96; do., bonds, 92@92½; Camden and Amboy, 128@128½; do., mort. 6s, 1889, 92½@93; do., 1883, 87@88; Penn. R. R., 52¼@52½; do., 1st mort., 100½@101; do., 2d mort., 93½@94; Little Schuylkill R. R., 26½@27; Morris Canal, 28@35; do., pref., 88@90; do., bonds, 83@94; Wyoming Valley Canal, 35@37; do., 6s, 75@80; Susquehanna Canal, 12@13; do., 6s, 59½@60; Sch. Nav., 12½@13½; do., pref., 20@20⅞; do., 6s, 1882, 69½@70½; Union Canal bonds, 16@17; Delaware Div. Canal, 51@54; do., bonds, 80@92; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92@94; do., 5s, 60@65; Lehigh Coal and Navigation, 27½@27¾; do., bonds, 1884, 83¾@86; North Pennsylvania, 33⅛@33½; do., 6s, 88@90; Philadelphia and Erie, 28⅛@28¼; do., 6s, 92½@93; Minehill, 57½@58; Catawissa, 8@13; do., pref., 23⅜@23½; Lehigh Valley, 51⅜@51½; do., bonds, 91½@92½; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 74@74½; West Philadelphia, 64@68; Spruce and Pine, 26@26; Green and Coates, 30@31; Chestnut and Walnut, 44½@45; Thirteenth and Fifteenth, 18@19; Girard College, 26@28; Tenth and Eleventh, 64@69; Union, 37@37½; Hestonville, 10¼@11⅞.

Boston.—Rutland R. R., 22¼; Indianapolis and Cincinnati, 28; Worcester and Nashua R. R., 116½; Sandusky and Cincinnati pref., 33½; Nashua and Lowell R. R., 128; Boston, Hartford and Erie 7s, 57; Eastern R. R. 6s, 1874, 95⅛; Vermont Central and Vermont and Canada 8s, 1877, 101; Ogdensburg 1st mort., 98; Western R. R. 6s, 1875, 97½; Boston Water Power Co., 19⅞; Cary Land Co., 7¼; Waverly Land, Co., 1¼; Massachusetts 6s, 5-20 currency, 101½; do., 5s, 1894, gold, 103⅛; Maine 6s, 1889, 98¾; New Hampshire 6s, 1871⅞1885, 98½; Chicago 7s, Tunnel bonds, 93; St. Louis 6s, municipal, 83; Boston 6s, currency, 1874, 102; Cambridge 6s, 1875, W. L., 99⅛; Lynn 6s, 1885, 99; Bath 6s, 1887, 90; Cambridge Gas, 115; East Boston Gas, 27½; North National Bank, 111; City National Bank, 105⅛; Second National Bank (Granite,) 141¾; New England National Bank, 125⅛; Columbian National Bank, 116; Market National Bank, 105; Merchants National Bank, 114; Eliot National Bank, 106; Eagle National Bank, 110¼; Union National Bank, 121½; Tremont National Bank, 118; Old Boston National Bank, 67; Atlas National Bank, 110½; Webster National Bank, 104⅞; Allouez Mining Co., 3½; Concord, 2¾; Hancock, 4⅞; St. Clair, 1⅛.

Baltimore.—Parkersburg R. R., 17¾; Marietta and Cincinnati 1st mort., 88; Western Maryland bonds, 84; Baltimore City 5, 79¼; Virginia 6s, old, reg., 37¼; Mineral Hill, 0.24; George's Creek, 60; Union Bank, 59½; Mechanics Bank, 93¼; Bank of Baltimore, 109; Farmers' and Planrtes' Bank, 34. The latest quotations are: Balt. and Ohio, 122⅞@123; do., 6s, 1875, 99@99½; do., 1880, 99@99; do., 1885, 98@—; Northern Central, 42½@43; do., bonds, 1885, 85¾@86¼; do., 1900, 85@85½; N. W. Va., 17¾@17¾; do., 1st mort., 92½@93; do., 2d mort., 92@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 87½@88; do., 2d mort., 55@56½; Central Ohio, 30@33; do., 1st mort., 82½@84; Western Md. 6s, 1890, 72½@73¾; do., guar., 84¾@85; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100¼@101½; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@99; do., 1873, 96@—; do., 1875, 97½@98; do., 1886, 97@98; do., 1890, 98@98½; do., coupon, 100@—; do., Park, 98@98¾; do., 1893, 93½@94; do., 5s, 1838-'70, 79@79¼; City Passenger R. R., 18¼@19¾; Canton Co., 47⅜@47¾; Gardner, 0.85@1.40; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 59@60; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.25@0.40; Atlantic Coal, 0.72@0.74; Mineral Hill, 0.24@0.25; Baltimore Coal, 290@—.

Finances of Kansas.

The receipts into the State Treasury from taxes from 1861 to 1866, inclusive, and from the sale of bonds, school and railroad lands, etc., were $400,074 28; and the total disbursements, $454,462 27—leaving a balance on hand December 1, 1867, of $35,612 01. The amount of scrip outstanding was in round numbers $148,000, against $15,000 the previous year. The total bonded indebtedness of the State is $744,000. The assets, including taxes unpaid, etc., is $390,000.

Notice to Contractors.

Proposals will be received by the Dunleith and Dubuque Bridge Company at their office, in the city of Dubuque, Iowa, after January 1st, and until January 13th, 1868, at 10 o'clock A. M., for the construction of a bridge across the Mississippi river between Dubuque and Dunleith, and for connecting the west end of said Bridge with the Dubuque and Sioux City Railroad.

The piers and abutments will be of first class masonry resting on piled foundations, capped with timber, except the east abutment, which will be on rock.

The superstructure will be entirely of Iron. The draw of all wrought iron, and the remainder of the bridge of all wrought iron except the top chord which may be of cast iron.

Proposals will be received on Post's, Pratt's Bollman's, Linville & Piper, or any other approved plan of superstructure, with some slight modifications.

No single bid will be received for the whole work. But they must be separate for the superstructure, for masonry, foundations, and protection to Draw Pier, and for the work connecting West end of Bridge with the Dubuque and Sioux City Railroad.

Plans and specifications for said work may be seen at the office of the company in Dubuque, Iowa, on and after December 16th, 1867, or information relative to the work may be obtained on application to the undersigned at Chicago, Illinois.

Materials for the construction of the Bridge will be transported free from Chicago and from other points on the Illinois Central Railroad to Dunleith.

Satisfactory security will be required for the faithful performance of the work.

The Dunleith and Dubuque Bridge Company reserve the right to reject any or all bids if deemed best for the interest of the company.

R. B. MASON,
Engineer.

Kent County Railroad.

The Chestertown (Md.) *News* states that a contract for the Kent and Queen Anne's Railroad has already been made at $12,000 per mile, the work to be commenced in the early spring.

☞ The Toledo *Blade* says that for a month past Saginaw City, East Saginaw and Bay City have had a continuous ovation, having in that time opened three distinct railroads, viz: The Bay City and East Saginaw, 23d November; the 2d division of Flint and Pere Marquette, November 30, and the Jackson, Lansing and Saginaw December 17.

☞ The State of Missouri has instructed the Bank of Commerce to pay the January coupons on its bonds and given notice that the remaining seven overdue coupons, amounting to twenty-one per cent., will be funded into new six per cent. bonds having twenty years to run. The exchange of coupons for bonds will be made for new bonds at the bank after the necessary blanks and instructions are received.

☞ The following gentlemen have been elected directors of the Dorchester and Delaware Railroad Company for the ensuing year: President, W. Wilson Byrn; Treasurer, Thomas W. Anderson, Directors, John Webster, John W. Brown, Daniel M. Henry, R. F. Thompson, Edward W. Lecompte, James Gore and Isaac W. Fisher. The office of the company is at Cambridge, Md.

Railroad Earnings.—Weekly.

The earnings of the Michigan Central Railroad for the 3d week in Dec., 1867, were..$75,107 05
Corresponding week of previous year.. 73,303 25

Increase $1,803 80

The earnings of the Western Union Railroad for the 3d week in Dec., 1867 ..... $11,974 59
Corresponding week previous year.... 9,382 42

Increase $2,592 17

The earnings of the Marietta and Cincinnati Railroad the 3d week in Dec., 1867...$30,029 00
Corresponding week previous year.... 28,758 00

Decrease.. ..... $1,271 00

The earnings of the Chicago and Rock Island Railroad for the third week in December, 1867, were $98,000 00
Corresponding week of previous year.. 62,124 00

Increase $35,876 00

The earnings of the Atlantic and Great Western Railway for the third week in Dec., 1867, were $96,076 00
Corresponding week previous year.... 84,119 00

Increase $11,957 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for the third week in December, 1867, were $37,843 87
Corresponding week of previous year. 39,714 47

Increase..... $1,870 60

The earnings of the Toledo, Wabash and Western Railroad for the 3d week of Dec., 1867, were $73,347 58
Same week in 1866.. ..... 60,057 80

Increase $13,289 78

Coal Tonnage Forwarded down the Lehigh Valley.

The quantity of coal transported over the Lehigh Valley Railroad from Mauch Chunk during the years ending November 30, 1866 and 1867, and over the Lehigh Canal from Mauch Chunk during the last two seasons of navigation (the items representing the quantity supplied from each contributing mining region,) as given in the *U. S. R. R. & Mining Register*, was as follows:

Lehigh Valley R. R.:	1867. Tons. cwt.	1866. Tons. cwt.
Beaver Meadow Region.	473,302 01	418,389 00
Hazleton Region.....	775,053 06	864,784 08
Mahanoy Region.....	426,965 07	246,051 13
Wyoming Region.....	273,164 11	188,224 02
Other shippers.....	.....	12,989 09
Total tons moved.	8,948,385 05	1,730,438 07
Lehigh Canal:		
Mauch Chunk Region ..	363,021 04	485,398 01
Beaver Meadow Region.	96,892 18	103,766 04
Hazleton Region.....	332,396 19	239,067 09
Mahanoy Region.....	18,269 18	73,603 10
Upper Lehigh Region...	16,252 17	.....
Wyoming Region	179,770 01	126,576 05
Buck Mt. Co.'s mines...	.....	24,485 15
Sundry operators.....	.....	13,405 13
Total tons moved.	1,006,603 17	1,066,302 17

The quantity of coal forwarded down the Lehigh and Susquehanna Valleys by rail and canal in 1867, compares as follows:

	Tons. cwt.
By Lehigh Valley R. R.....	1,948,385 05
By Lehigh Canal	1,006,603 17
Total down Lehigh.....	2,954,989 02
By Phil. and Reading R. R.....	3,446,826 06
By Schuylkill Canal.....	1,029,178 09
Total down Schuylkill.....	4,476,004 15

Internal Revenue.

EXTRACTS FROM THE REPORT OF THE COMMISSIONER.

The internal revenue laws, as amended by the act of March, 1865, were in operation without substantial change during the entire fiscal year of 1866. The tabular statements, therefore, which accompanied my last annual report exhibited the revenue from different sources under a uniform taxation through the entire year. The amendments of July 13, 1866, and of March 2, 1867, very materially reduced the productive power of the law, adding largely to the free list and modifying the rates upon many objects of taxation. The definite and permanent effect which these and other changes have produced cannot be stated because of the nature of some of them and the little time which has elapsed since their adoption. I shall endeavor, however, in this the sixth annual report of this office, among other subjects the discussion of which seems appropriate, to present as clearly as possible the results of the present law as compared with those which have preceded it, and, with recommendations of such changes as a careful observation of its operations suggests, will furnish an estimate of its probable productiveness for the current fiscal year. After the passage of the act of July 1, 1862, and until the suppression of the rebellion, the legislation of Congress relating to internal revenue was substantially for its increase. Since that time, however, the revenues from taxation have been regarded as in excess of the current expenditures of the Government and the judicious payment of its indebtedness, and recent acts have been for their reduction.

The statute of July 13, 1866, was intended to reduce the revenue about sixty-five million dollars per annum, and from the act of March last a further annual reduction of forty millions was expected. The receipts of the last fiscal year were, therefore, of course, less than those of the year preceding, while they were larger than were anticipated at the passage of the acts providing for the reduction.

AGGREGATE RECEIPTS.

The aggregate receipts of internal revenue, exclusive of the direct tax upon lands and the duty upon the circulation and deposits of national bank, were for the year

1865	$211,129,529
1866	310,906,984
1867	265,920,475

These amounts include drawback upon goods exported and sums refunded as erroneously assessed and collected.

The amounts of drawback and sums refunded were as follows:

	Drawback.	Amounts Refunded.
1865.....	$698,655	$422,734
1866.....	798,867	514,844
1867.....	1,864,642	706,582

The increase of the amount of drawback for the past year was largely due to the increased exportation of cotton goods and of spirits of turpentine, and the presentation of claims on account of goods exported prior to June 30, 1864, which was made necessary by the statute of limitations barring their payment unless the same were presented prior to October, 1866. From the amount of drawback allowed up to this time during the present fiscal year it is probable that the whole amount for the year will not much exceed $1,000,000.

BANKS, TRUST COMPANIES AND SAVINGS INSTITUTIONS.

	1865.	1866.	1867.
Dividends and additions to surplus.....	$3,987,209	$4,186,024	$3,774,975
Circulation	1,993,662	990,328	208,276
Deposits	2,043,841	2,099,635	1,355,396
Capital	903,868	374,074	476,868

The reduction of receipts from capital, circulation and deposits is due to the conversion of State banks into National institutions, paying taxes to the Treasury of the United States.

Deposits of savings having no capital stock have been largely relieved from taxation by the act of July 13, 1866.

RAILROADS.

	1865.	1866.	1867.
Dividends....	$2,470,817	$2,205,804	$3,379,262
Inter't on b'ds	847,684	1,255,917	
Gross receipts	5,917,293	7,614,448	4,128,255

The returns of the taxes upon dividends and interest on bonds were made to the office of the Commissioner until the act of July, 1866, took effect. Since that time they have been made only to the assessors, and the tax has been paid to collectors. The monthly abstracts of the collectors have not given the amounts received from the two sources separately. The reduction of amount from gross receipts is due to the exemption of receipts for the transportation of property from tax after July, 1866.

INSURANCE COMPANIES.

	1865.	1866.	1867.
Dividends and additions to surplus	$764,658	$767,231	$563,474
Premiums and assessments.....	961,503	1,169,722	1,326,504

The rate of tax upon dividends of banks, railroads and insurance companies has been five per cent. during the last three years; that upon premiums one and a half per cent.

GROSS RECEIPTS OF TELEGRAPH COMPANIES.

1865	$215,051
1866	308,437
1867	239,595

After July, 1866, the tax was reduced from 5 to 3 per cent.

GROSS RECEIPTS OF EXPRESS COMPANIES.

1865	$529,276
1866	645,769
1867	558,359

The rate has remained unchanged during the three years.

REVENUE STAMPS.

1865	$11,162,392
1866	15,444,373
1867	16,094,718

The excess of the revenue of 1866 over that for 1865 was due to the use of stamps in that portion of the country prior to that time in rebellion. Since August 1, 1866, affidavits, receipts for the delivery of property, appeals, confessions of judgments, writs and other original processes have been exempt from duty, while the tax upon bankers' and brokers' sales of stocks, bonds, &c., has been added to the stamp schedule.

Sales of beer stamps are not included in the receipts above given.

During the year the sum of $1,927,117 56 was received from the sale of one cent stamps and $3,231,247 27 for stamps from special dies for matches, perfumery, cosmetics, medicines and other proprietary articles.

LEGACIES AND SUCCESSIONS.

1865	$545,807
1866	1,168,766
1867	1,861,429

From the infrequency with which returns of successions and legacies are due from tax payers, they are often ignorant of their liabilities, and while frauds, perhaps, are seldom perpetrated, the receipts of the several districts depend very much upon the diligence and faithfulness of their local officers. Now that the annual list is completed, assessors have been instructed to give early and special attention to this subject.

INCOME.

1865	$20,567,350
1866	60,894,135
1867	57,040,640

Income, articles in schedule A, and special taxes, except wholesale dealers and wholesale dealers in liquor, are subject only to annual assessment. The income tax of the fiscal year 1865 was mainly from the income of the calendar year 1863, and that of 1866 from the calendar year 1864. By the statute of March last, the annual assessment was changed from May to March, so that of the $57,040,640 collected in the fiscal year 1867, $9,773,858 were from the income of the calendar year 1866, and $47,266,782 from the year 1865. The entire tax collected from the income of 1865, was $48,101,467. The amount collected during the present fiscal year from the income of 1866, is $14,611,234, which, added to the $9,773,858 before collected, make thus far collected from the income of 1866, $24,385.092. This sum is as large, I think, as was generally expected, for incomes were usually less than for the year preceding, and the increase of the exemption to $1,000, and the reduction of one-half in the rate upon incomes exceeding $5,000, were intended to decrease the receipts nearly $20,000,000.

The number of persons whose income tax on the annual list in 1867 was

Twenty dollars or less	63,085
Over $20 and not over $50	42,947
Over $50 and not over 100	28,936
Over $100 and not over $500	54,778
Over $500	50,388
Total number	240,134

No reports of the number of persons assessed for income tax on the annual list of 1867, have been received from the following districts, viz:—First Arkansas, California, Second Indiana, Third Louisiana, First North Carolina, Third and Fourth Texas, Idaho, Montana, Nevada, Oregon and Washington.

The whole number of persons assessed on the annual list for 1866, was 460,170. The difference is attributable to the amount exempt from tax.

ARTICLES IN SCHEDULE A.

1865	$779,902
1866	1,692,792
1867	2,116,495

Carriages below the value of $300, yachts and pianofortes and other musical instruments were exempted by the act of July, 1866. The receipts during the year from assessments upon those articles, made prior to their exemption, were $1,005,152. The receipts from watches in 1866, were $426,557; in 1867, $619,062. The change in the time of making the annual assessment, heretofore described, increased the amount of collections from this source during 1867. Of this amount $1,807,157 were derived from the assessment of 1866, and $309,338 from that of 1867. Since July 1, $496,180 have been collected, making the receipts thus far from the last annual assessments $805,518.

SPECIAL TAXES.

1865	$12,598,681
1866	18,015,743
1867	18,103,616

What I have said in relation to the time of the assessment of income and schedule A applies as well to special taxes. Of the receipts for the last fiscal year, $12,516,461 were derived from the annual assessment of 1866, and the balance from that of 1867. The total receipts thus far from the assessment of 1867, are $11,830,959.

Wholesale dealers and wholesale dealers in liquor, until the act of July, 1866, paid their license taxes upon their probable sales for the year as determined by their sales of the year preceding. After the payment of fifty dollars by wholesale dealers and one hundred dollars by wholesale dealers in liquor, their returns are now made and their taxes paid upon their monthly sales. This change in the law accounts for the apparent reduction of the aggregate receipts from special taxes. The difference, however, will be recovered during the current year and will be reported as sales.

The following tables exhibiting the comparative receipts for three years from several sources may not be, in this connection, unprofitable:

	1865.	1866.	1867.
Apothecaries	$32,872	$43,712	$55,447
Assayers	10,883	12,889	12,211
Auctioneers	80,545	89,724	98,084
Bankers	846,686	1,262,649	1,433,715
Brewers	77,747	105,412	238,155
Brokers of various sorts	581,450	673,260	598,854
Claim agents	56,782	70,637	84,627
Dealers, retail	1,606,788	1,949,017	2,047,860
Wholesale	3,543,104	5,428,344	3,880,281
Retail liquor	2,205,366	2,807.225	2,966,683
Wholesale liq'r.	400,692	801,531	982,134
Distillers, coal, oil, &c	16,024	17,350	21,809
Spiritu's liquors	46,661	81,295	174,445
Apples, grapes.	13,236	20,239	67,332
Hotels	415.279	580,021	663,656
Insurance agents.	21,609	104,866	148.647
Lawyers	190,377	264,836	357,648
Manufacturers	625,115	1,043,030	1,296,487
Pedlers	459,298	679,013	708,113
Physicians & surgeons	302,847	425,596	549,368
Rectifiers	48,781	61,300	80,470

Prior to the act of July 13, 1866, brewers paid $50 for each license, and where their product was less than five hundred barrels per year, $25. After that time the rates were doubled, as was the tax upon distillers of spirituous liquors.

Manufacturers of tobacco, snuff and cigars were by that act classed as tobacconists instead of manufacturers, and during the past year paid a special tax of $59,321.

The number of persons paying tax as pedlers during 1865 were 27,878; 1866, 43,196; 1867 45,649.

RAW COTTON.

1865	$1,772,983
1866	18,409,655
1867	23,769,079

The tax was two cents per pound until August 1, 1866, when it was increased to three cents, where it remained until September, 1867, when it was reduced to two and a half cents per pound. The receipts during 1866 represent cotton grown at different times which could not, by reason of the war, before that time reach the market. The receipts of 1867 substantially represent the product of that year—nearly two million bales.

REFINED PETROLEUM AND COAL OIL.

1865	$3,147,213
1866	5,317,396
1867	4,904,762

Oil distilled from coal, asphaltum or shale paid fifteen cents per gallon until August, 1866; after that ten cents. Naptha and the lighter oils have, at different times, been variously taxed, but at successively lower rates.

In 1864, 22,015,732 gallons of refined petroleum were brought to charge, and 671,945 gallons of refined coal oil; in 1865, 14,756,069 gallons of refined petrolenm, and 64,992 gallons of refined ceal oil; in 1866, 25,890,694 gallons of petroleum, and 928,380 gallons of coal oil; in 1867, 24,993,535 gallons of petroleum, and 768,925 gallons of coal oil.

The amount in bonded warehouse on the 30th of June, 1867, was in excess of that at the close of the preceding fiscal year; the amount exported during 1867 was nearly double that for 1866.

It is believed that the tax has not only been avoided in various ways through a defect in the law, but that the law itself has been frequently violated with great loss to the revenue. The high rate of tax offers strong temptation both to refiners and officers.

CIGARS, CIGARETTES AND CHEROOTS.

1865	$3,087,421
1866	3,476,237
1867	3,661,984

For ten months of the year 1865 the receipts were from specific taxes graduated by different values of the cigars. On March 3, 1865, a uniform rate of $10 per thousand was imposed. By the statute of July 13, 1866, the tax became partly specific and in part ad valorem, and by that of March last the tax of $5 per thousand was adopted, which was a very large reduction from the then existing duty.

CHEWING AND SMOKING TOBACCO.

1865	$8,017,021
1866	12,339,922
1867	15,245,478

The tax upon smoking tobacco, except that made exclusively of stems, was increased in March, 1865, from 25 cents to 35 cents per pound. Fine cut chewing and plug, in March, 1865, was increased from 35 cents to 40 cents per pound, where it still remains. The tax upon smoking tobacco not sweetened, stemmed or butted, was reduced in 1865 to 15 cents per pound. 11,075,568 pounds of the manufactured article were exported in bond during the last fiscal year, while the amount in bonded warehouse was increased from 4,123,631 pounds, on the 1st of July, 1866, to 7,625,001 pounds on the 1st of July, 1867. The taxed production of tobacco in 1865 was 36,689,020 pounds; in 1866, 35,748,351 pounds and in 1867, 45,635,581 pounds. The product of 1866 was largely prejudiced by tobacco manufactured in the South before the war and during its progress, and after its close brought to Northern markets. Notwithstanding the heavy loss by fraud the increase of the receipts has been quite satisfactory.

FERMENTED LIQUORS.

1865	$3,657,181
1866	5,115,140
1867	5,819,345

The tax of one dollar per barrel has been continued during the three years.

DISTILLED SPIRITS AND BRANDY.

	Distilled spirits.	Brandy.
1865	$15,995,702	$12,005
1866	29,198,578	283,500
1867	28,296,264	868,145

For the first six months of the fiscal year 1865 the tax on distilled spirits was $1 50 per gallon, afterwards $2. The tax on brandy has varied from 50 cents to $2.

The amount of spirits forfeited has been largely in excess of that during any year preceding, and probably equals the whole amount prior to June 30, 1866. The receipts from forfeited spirits are not included in the above.

The frauds connected with the production and removal of spirits are of very alarming extent and character, and will be considered more fully in another part of this report. The amount of spirits in bonded warehouse on the 1st of July, 1866, was 6,081,551 gallons; on the 1st of July, 1867, 17,887,272 gallons. The amount out of warehouse under transportation bonds on July 1, 1866, was 3,133,211 gallons, and on July 1, 1867, was 3,931,444 gallons. The amount of spirits received into "class 2 warehouses" so called, for the manufacture of medicines, cosmetics, cordials, &c., for exportation, was 892,727 gallons. The amount exported in bond was 4,654,816 gallons. The amount upon which tax was paid was 14,148,132 gallons. From this it will appear that the amount of distilled spirits which was reported to revenue officers during the year 1867, and which can be accounted for is 32,299,629 gallons. The difference between this amount and the actual production measures the product which reached the market through fraud.

EXPENSE OF COLLECTING THE REVENUE.

The expense of collecting the internal revenue has always been a matter of interest to the public, who at the time of payment of taxes have not the present means of ascertaining their actual advantages to the government. From the great extent of territory, and the almost numberless objects of taxation, it was variously estimated during the pendency of the first Internal Revenue bill in the

Thirty-seventh Congress that the charges of collection would be from seven to twelve per cent., and it was freely argued that the excise proper could not reach the Treasury for less than fifteen or twenty per cent. of its amount. It is a cause of no small satisfaction, therefore, that the accounts of the department, as exhibited by the accounting officers of the Treasury, have shown the most moderate estimate to be largely in excess of the actual expenditures. The manner of adjustment and payment of expenses, as prescribed by law, has been variously changed from time to time, and I cannot well present comparative tables except for the year 1866 and 1867.

	1866.	1867.
Compensation and expens's of assessors and assistant assessors	$4,034,043	$3,849,914
Collectors' compensation & expenses	2,161,710	2,144,206
Superintendents of exports and drawbacks	16,714	15,435
Revenue agents	35,456	45,542
Special agents assigned to this office	17,227	39,812
Revenue inspectors	121,079	189,271
Special revenue commission	22,080	1,229
Officers and clerks of this bureau	277,673	296,910
Stamps and cotton tags	177,089	186,235
Other incidental expenses of this office	40,093	87,999
Commission on sale of stamps	786,536	855,536
Total	$7,689.700	$7,712,089

PROBABLE RECEIPTS FOR THE PRESENT FISCAL YEAR.

Experience has shown that the estimates of future revenues, even when made by those best qualified to make them, are liable to great inaccuracy. Changes in the law have been so frequent, and production by reason of the disturbed condition of the country so uneven, that no certain and absolute conclusion can be argued from the statistics of the past.

From a careful consideration of such data, however, as are in possession of the office, an approximation to the aggregate collections for the year may be made.

I herewith present a tabular statement of the receipts during July, August, September and October, of the fiscal years 1865 and 1866 and 1867 respectively, as appears from the certificates of deposit received at this office:

	1865.	1866.	1867.
July	$21,693,471	$27,079,103	$24,734,656
August	34,087,539	88,343,341	17,848,651
September	37,939,416	33,714,719	13,183,607
October	30,457,983	26,414,430	14,486,636

Of the amount collected during the four months of 1865 $52,948,561 were from incomes, and of that in 1866 $43,463,655, while of that in 1867 only $17,733,714 came from these sources.

☞ At the recent annual meeting of the Vineyard Sound Railroad Company the following Directors were chosen for the ensuing year, viz: Oliver C. Swift, Stephen Dillingham, Erasmus Gould, A. S. Tobey, T. H. Lawrence, Wm. Nye, Jr., P. S. Crowell. At a subsequent meeting of the stockholders, P. S. Crowell was elected President.

☞ The following gentlemen have been elected directors of the Pacific Mail Steamship Co.: Allen McLane, Howard Potter, William Dennistoun, James M. Brown, Louis McLane, Jonathan Thorne, Abiel A. Low, George B. Hartson and Lamuel G. Wheeler, Jr. Each received 158,328 votes—all the votes cast, out of 175,928 shares entitled to vote.

Finances of Michigan.

The total receipts into the Treasury of Michigan during the fiscal year ending November 30, 1867, including $579,007 32 from the previous year, were $2,276,397 64; and the disbursements, $1,964,283 68—leaving a balance in the treasury of $582,113 96, with which to pay interest on the state debt, appropriations, current expenses, etc., and to retire the balance of the Two Million Loan bonds due Jan. 1, 1863, amounting to $192,000.

In accordance with law the following sums are applicable to, and have been set apart for the several sinking funds during the fiscal year:

War Loan Sinking Fund, 1-16th mill tax	$19,247 87
Two Million Loan Sinking Fund, 1/8 mill tax	38,495 73
Two Million Loan "Surplus Interest," (derived by anticipating the payment upon $58,000 of $2,000,000 loan bonds, due Jan. 1, 1868)	2,651 31
Primary School Fund, receipts from July 1, 1866, to July 1, 1867	146,717 74
Five per cent. Primary School Fund, receipts from Jan. 1, 1864, to July 1, 1867	44,800 83
University Fund, receipts from July 1, 1866, to July 1, 1867	16,818 22
Normal School Fund, receipts from July 1, 1866, to July 1, 1867	1,896 52
	$270,628 22

The amounts charged and chargeable to the funds are as follows:

Two million Loan Bonds due Jan. 1, 1868	$250,000 00
War Loan Bonds, drawn Oct. 1, 1867, (Act 5, Extra Session, 1861,)	19,000 00
Overdrawn Nov. 30, 1866	94,879 11
Total	$363,879 11
Showing the Sinking Funds overdr'wn	$93,250 89

The bonded interest-bearing debt of the State is as follows:

Sault Canal Bonds, 6s, due July 1, 1879	$100,000 00
Renewal Loan Bonds, 6s, due July 1, 1878	216,000 00
Two Million Loan Bonds, 7s, due Jan. 1, 1868	192,000 00
Two Million Loan Bonds, 6s, due Jan. 1, 1878	500,000 00
Two Million Loan Bonds, 6s, due Jan. 1, 1878	500,000 00
Two Million Loan Bonds, 6s, due Jan. 1, 1883	750,000 00
War Loan Bonds, 7s, due Jan. 1, 1886	1,100,500 00
War Bounty Loan Bonds, 7s, due May 1, 1890	463,000 00
Total interest bearing debt	$3,821,500 00

The non-interest bearing debt of the State is as follows:

Adjusted bonds, past due	$4,000 00	
Full-paid five million loan bonds, past due	12,000 00	
War loan bond, drawn for sinking fund	100 00	
$110,000 unrecognized five million loan bonds, adjustable at	63,642 70	
		79,742 70
Total bonded debt of the State		$3,901,242 70

During the year, $15,000 of the unrecognized five million loan bonds have been adjusted and paid at $8,678 55.

The Trust Fund debt of the State is composed of the following funds and amounts

Primary school fund	$1,381,166 07
Five per cent. primary school fund	151,824 15
University fund	298,847 59
Normal school fund	43,701 95
Railroad deposits	2,157 32
Total	$1,877,697 08

Winchester and Potomac Railroad.

The following is a copy of an agreement recently concluded between this company and the Baltimore and Ohio R. R. Co.:

1st. That the Baltimore and Ohio Railroad Company shall hold the undisturbed possession and control of the road for twenty years from the 1st day of July last—receiving to their own use during that time all the revenues of the road, with the option of continuing to hold it indefinitely thereafter for any succeeding term or terms of like duration.

2d. That the Baltimore and Ohio Railroad Company shall pay to the Winchester Company, in equal semi-annual installments, the sum of $27,000 per annum during the continuance of the contract.

3d. That the amount remaining due to the Baltimore Company on the 1st of July last for advances made in the renewal and repairs of road, &c., shall be treated as a loan to the Winchester Company during the continuance of the contract, and that the former company will also advance to the latter a sum not exceeding $20,000 to provide for what is known as its floating debt, being debts contracted prior to or at an early stage of the late war, and such further sum as will enable the Winchester Company to extinguish its indebtedness to the commonwealth, in pursuance of the terms of the act passed April 25, 1867.

4th. That the Baltimore and Ohio Company shall guarantee the bonds of the Winchester and Potomac Company for a sum not exceeding the principal and one half the interest in arrear to the 1st of July last, of the 7 per cent. bonds of the latter—such guaranteed bonds to bear 6 per cent. interest from the last named date, and which it is proposed to offer to the holders of the 7 per cent. bonds in exchange for the latter. The subsisting lien on the road for the security of the 7 per cent. bonds to be continued as a security for the guaranteed bonds in the hands of the holder; and also to the Baltimore and Ohio Company for such amount of them as they may be required to pay.

5th. The Baltimore and Ohio Company is to retain out of its semi-annual payments to the Winchester and Potomac Company an amount equal to 6 per cent. interest on its advances, and also to provide for the semi-annual payment of interest on the guaranteed bonds, which it is expected will reach about $150,000.

6th. That company assumes "all the legal obligations of the Winchester and Potomac Company under its charter, is to pay all State and Federal taxes, and keep the road and its appurtenances during the continuance of the term, and deliver them up at its expiration in as good repair (necessary wear and tear excepted) as when they take charge of them."

525 MILES

OF THE

Union Pacific Railroad

Running West from Omaha

Across the Continent,

ARE NOW COMPLETED.

This brings the line to the eastern base of the Rocky Mountains, and it is expected that the track will be laid thirty miles further, to Evans Pass, the highest point on the road, by January. The maximum grade from the foot of the mountains to the summit is but eighty feet to the

mile, while that of many eastern roads is over one hundred. Work in the rock-cuttings on the western slope will continue through the winter, and there is now no reason to doubt that the entire grand line to the Pacific will be open for business in 1870.

The means provided for the construction of this Great National Work are ample. The United States grants its Six Per Cent. Bonds at the rate of from $16,000 to $48,000 per mile, for which it takes a *second lien* as security, and receives payment to a large if not to the full extent of its claim in services. These bonds are issued as each twenty-mile section is finished, and after it has been examined by United States Commissioners and pronounced to be in all respects a first-class road, thoroughly supplied with depots, repair shops, stations, and all the necessary rolling stock and other equipments.

The United States also makes a donation of 12,800 acres of land to the mile, which will be a source of large revenue to the Company. Much of this land in the Platte Valley is among the most fertile in the world, and other large portions are covered with heavy pine forests and abound in coal of the best quality.

The company is also authorized to issue its own First Mortgage Bonds to an amount equal to the issue of the Government and no more. Hon. E. D. Morgan and Hon. Oakes Ames are Trustees for the Bondholders, and deliver the Bonds to the Company only as the work progresses, so that they always represent an actual and productive value.

The authorized capital of the Company is One Hundred Million Dollars, of which over five millions have been paid in upon the work already done.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a *Government Work*, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay

SIX PER CENT. IN GOLD,

or over NINE PER CENT. upon the investment, and have thirty years to run before maturity. Subscriptions will be received in New York at the Company's Office, No. 20 Nassau street, and by

CONTINENTAL NATIONAL BANK, 7 Nassau st.,
CLARK DODGE & CO., Bankers, 51 Wall st.,
JOHN J. CISCO & SON, Bankers, 33 Wall st.,

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.
November 23d, 1867.

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THE BOARD OF DIRECTORS OF THIS COMPANY have declared a dividend of five per cent. in cash, free of Government tax, to be paid on the first day of February next to the holders of the full-paid shares registered upon the books of the Company on the 18th day of January next. The transfer-books to be closed from the 18th day of January until the 5th day of February next.
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1.	General Table for all Bases and all Slopes.			13.	for Base	18 ft.	Slop. 1½ to 1
2.	For Side Hill Cuts and Fills.			14.	"	20 "	" 1½ to 1
3.	Base	12 ft.	Slopes 1½ to 1	15.	"	22 "	" ¾ to 1
4.	"	14	" 1½ to 1	16.	"	24 "	" 1½ to 1
5.	"	15	" ¾ to 1	17.	"	25 "	" 1½ to 1
6.	"	15	" 1 to 1	18.	"	26 "	" 1½ to 1
7.	"	15	" 1½ to 1	19.	"	28 "	" ¾ to 1
8.	"	16	" ¾ to 1	20.	"	30 "	" 1 to 1
9	"	16	" 1 to 1	21.	"	30 "	" 1¼ to 1
10.	"	18	" ¾ to 1	22.	"	30 "	" 1½ to 1
11.	"	18	" ¾ to 1	23.	"	32 "	" 1 to 1
12.	"	18	" 1 to 1	24.	"	32 "	" 1¼ to 1

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American Railroad Journal.

New York, Saturday, January 11, 1868.

Car Wheels, their Formation and Causes of Breakage.

With the frequent accidents caused by the breaking of car wheels, we know of no subject connected with railways, demanding greater attention on the part of engineers, than the use of the strongest wheels.

In most treatises on iron, the texture of cast iron is said to be granular, it is in fact chrystalized as found by chemical experimont and microscopic investigation. Chrystals of gray iron being octahedral, their maximum limit when cubic being $\frac{1}{15000}$ of an inch in linear dimension, and about $\frac{1}{3000000000}$ of a grain in weight; chrystals in white or chilled iron are smaller, and most frequently occur in six sided prisms, sometimes connected in fascicles by their ends, at other by their sides, in a sort of stellated or radiated arrangement, as may be readily observed in a fragment from the tread of a chilled wheel.

The density of cast iron is from 7.1 to 7.5, of a porous nature, under hydraulic pressure water having been forced through four inches of metal. By remelting in an air furnace, its strength has been increased up to twelve meltings, though the same result has not been found with the cupola.

The purer the iron is from foreign particles the greater cohesion its crystals have with each other, which constitutes the difference between strong and weak irons. So great is its affinity for other substances, that its ores are seldom found pure, and as the foreign matters form the quality of the metal smelted from the ores, it is evident, that each peculiarity of the ore is imparted to the iron made from it.

The best qualities of charcoal pig iron, give by analysis: Iron, 96.992 per cent.; Carbon, 2.800; Silicon, 0.208, with traces of manganese and copper. The tensile strength of the pig, from 18,000 to 28,000 pounds per square inch. Remelted iron from 31,000 to 41,000 pounds.

Charcoal, the fuel with which the ores are smelted, when new and pure, consist of carbon 97 parts, ashes 3 parts. When old, carbon 85 parts, water 12 parts, ashes 3 parts. The best qualities of ores and the fuel show an entire freedom from either sulphur, or phosphorus.

The effect of sulphur on iron is to cause brittleness at all temperatures, red shortness when hot, to such a degree that experiment has shown that even $\frac{1}{3000}$ of sulphur is enough to produce brittleness, and $\frac{1}{10000}$ red shortness.

Phosphorus imparts the quality of cold shortness at low temperatures, and there are but few irons in which a trace of this substance cannot be found. One per cent. of phosporus rendering iron to be of a very bad quality and of limited use.

In the manufacture of car wheels, the pig metal is melted with anthracite coal in the cupola. Anthracite coal contains carbon 88.50 parts, volatile matter 7.50 parts, ashes 4.00. Average specimens of white ash anthracite coal from Pennsylvania contains in 100 parts, sulphur 0.91 per cent. All varieties of hard coal contain sulphur in a more or less degree, combined with iron in the form of iron pyrites, disseminated through the coal. Anthracite iron, or iron smelted with anthracite coal, from its want of strength owing to the sulphur and other impurities in it, is never used for car wheels.

Having noted the peculiarities of the best charcoal irons, and charcoal, as compared with anthracite iron and anthracite coal, it becomes a matter of much importance to inquire how far these elements effect the car wheels as generally supplied to Railroad Companies.

But few, if any, railroads would be willing to risk the use of car wheels made from anthracite iron, even if a proper chill could be put on them to ensure wear. The general practice is to remelt the old car wheels with anthracite coal, using from one-third to two-thirds of new metal. With each remelting, the affinity of the iron for foreign substances absorbs the sulphur from the coal, resulting, with each remelting of the old wheels, in a weaker iron, and thus the process goes on from year to year.

How near the mixture thus made, claimed to be pure charcoal iron, is to the genuine article, can readily be conjectured; but with this process comes poor wheels, breakage and loss of life.

Cast iron when in constant vibration, as in a car wheel in use under express cars, soon wear out, or "become tired," the granular formation is disturbed by the repeated jar of continued motion, as is evident by the failure of wheels under express cars, with less mileage than wheels under cars or engines with frequent stops or long periods of rest.

Another great cause of breakage is due to the extreme pressure used in pushing the wheels upon the axle; a pressure of 10 to 12 tons per wheel holding it fast, as well as 30 or 40 tons as is frequently used, which strains the wheel, ending in a cracked wheel after a short time in use.

With a knowledge of these facts, the Ramapo Wheel and Foundry Co., in connection with the Richmond Iron Works of Berkshire County Mass., in 1866, established an extensive car wheel works at Ramapo, N. Y., on the Erie Railway, for the purpose of making wheels entirely of pure metal from the Richmond and Salisbury Mines.

The Richmond iron famous for ordnance—the U. S. Government having used not less than twelve thousand tons for guns—and recently so successfully tried in the Rodman Gun trial at Shoeburyness, England, having a tensile strength of from 31,000 to 41,000 pounds per square inch, has proved itself to be one of the strongest of cast irons for guns.

To ascertain its relative strength in car wheels, experiments were made by the Pennsylvania Rail-

road Co., July 17th, 1867, in comparison with the wheels in use on this road as follows:

No.	Maker.	Size. in.	Weight. lbs.	*Blows. on each wheel.			Total. No. of Blows.
1	Omitted	33	496	49	24	13	86
2	"	33	631	21	21	45	87
3	"	33	546	9	7	23	39
4	Ramapo	33	519	59	152	80	291
5	Omitted	33	549	36	28	..	64
6	"	32	513	51	43	..	94
7	"	33	510	20	9	12	41

* Each wheel was tested in three places, if not destroyed by previous blows.

By the first set of blows given, all of the wheels, with the exception of the Ramapo wheel, were entirely destroyed, the subsequent blows being given to test various portions of the remaining plates.

The Ramapo wheel, with each trial was only dented or crushed in, and after many repeated blows on the rim, a portion was broken out to show the texture of the iron.

As to the wearing qualities of the Ramapo wheel, the Erie Railway Company report them equal to any in use.

On the Morris and Essex Railroad, out of 700 wheels in constant use over nine months, with a constant load of 10 tons per car, running 400 miles a week, but one wheel has failed, and that caused by accident. Similar results are reported from other roads using them. We learn that the Erie, Pennsylvania, Central Railroad of New Jersey, N. J. R. R. and Transp. Co., Morris and Essex, Atlantic and Great Western, etc., are using them for their passenger equipment. The cost is somewhat higher than the ordinary class of wheels, but the wear and great security amply repay it.

Montreal Ocean Steamship Co.

We notice that the Montreal Ocean Steamship Company is building two new vessels of 3,000 tons each, to be respectively called the "European" and "Abyssinian." It may not generally known, but it is nevertheless a fact, that the Messrs. Allans are now the largest steamship owners on the continent. Their Liverpool line may now be said to comprise 11 vessels, of a total of 27,168 tons, and their Glasgow line 4 vessels, of 5,757, or together 15 splendid full powered iron screw steamers, of an aggregate of 32,925 tons. No other company on this side of the Atlantic can show such a large and fine fleet, for it may be said to be principally owned in this city. There is another fact in this connection which we would draw attention to. These 3,000 ton vessels are intended to come up to Montreal. Ship owners abroad may therefore form some idea of the capacity of our harbor and the channel which leads up to it.—*Montreal Gazette.*

Railroad from Omro to Oshkosh.

The vote of the city of Oshkosh in favor of a loan of $30,000 dollars of its credit for the purpose of completing the St. Paul road from Omro to Oshkosh is really an important event in the railway history of our city. The Chicago and Northwestern has heretofore reaped nearly all the profits on the business of the thriving towns on and around Lake Winnebago. Oshkosh alone is one of the thriftiest and largest business centers in the state. As soon as the direct connection is completed *via* Omro, our city will secure a good portion of that business. Of that there seems to be no doubt. The railroad should have been constructed before, but better late than never, and now our business men may rejoice at the certain prospect of a railroad connection with the Winnebago country.

The Oshkosh people have a promise from the St. Paul railroad that so soon as they secured a certain amount of money for the construction of the road, the ten miles would be put under contract without delay. As the requisite amount has been secured it is probable that the direct connection will be formed with Oshkosh by the first of July next, and it can be said without exaggeration that the St. Paul company never entered upon the laying of ten miles of additional rail that will add more to their business or secure a greater per centage upon the cost than this same link between Omro and Oshkosh. The distance to that city by a route that looks circuitous is only seven miles further than by the Northwestern, *via* the Minnesota Junction and the old La Crosse railway.—*Milwaukee Wisconsin* Jan. 1.

Boston and Providence Railroad.

The earnings of this road for the fiscal year ending ending November 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$651,756 12	$640,441 73
" freight	490,334 67	380,301 52
" rents	11,421 96	13,531 08
" expresses	13,983 07	12,970 04
" mails	9,575 00	9,175 00
" interest received	6,763 22	8,527 98
" divid'ds on stock	7,000 00	6,200 00
Totals	$1,190,784 04	$1,066,147 35
Expenses, viz:		
Coal, wood and water.	$92,625 54	$85,585 25
Repairs of railroad	69,253 98	76,710 12
New sleepers	14,000 00	14,000 00
New iron	38,713 19	82,368 83
Repairs of locomotives.	84,624 34	45,074 03
" pass. cars	33,026 06	37,875 10
" freight cars	40,000 00	33,670 72
" stations, etc.	60,000 00	42,522 17
" bridges.	12,000 00	12,000 00
" fences	5,000 00	4,575 62
Snow account	1,000 00	5,338 05
Gratuities and damages	5,000 00	13,010 72
Passenger expenses	73,490 25	88,547 68
Freight "	110,989 64	97,268 54
Miscellaneous "	18,359 53	19,489 77
Switch and gatemen	19,459 01	23,199 48
Taxes and insurance	25,797 10	23,937 76
Waste for cleaning cars etc	2,398 81	2,006 58
Oil for engines, cars, etc.	8,973 84	6,481 77
Labor carrying mails	1,693 81	864 73
	$716,405 10	$714,727 67
U. S. Government and State tax	88,548 64	74,117 22
Interest paid on bonds.	1,186 25	1,350 00
Totals	$806,139 99	$790,194 89
Net earnings	$384,644 05	$275,952 46
Add balance from previous year		542,051 38
Total		$818,003 84
Dividends July 1, 1867, and January 1, 1868, 5 per cent. each		$336,000 00
Additional tax claimed by government on amount added to funds for renewal, and cost of new stations, new cars and locomotives, from June 30, 1864, to Nov. 30, 1866		11,159 35
Paid on account of new engine house at Roxbury		48,448 01
Paid on account of new bridge at India Point, Providence		23,029 89
Balance to new account		399,367 09
Total, as above		$818,003 84

Compared with the previous year, the gross earnings show a decrease of $124,636 69; with a decrease in expenses of $15,945 10—making a decrease in net earnings of $108,691 59. The report says:

This apparent diminution of the net earnings of the road for the year, is so far attributable to exceptional causes, that the directors have not deemed it expedient to diminish the rate of the customary dividends, nor to withhold the necessary expenditures required to meet the reasonable claims of the public for increased facilities of travel and transportation, and of keeping the road and all its appointments in a condition for first-class service.

That they have been enabled to pursue this course, consistently with a prudent regard to the permanent interests of the corporation, is due to the system adopted by its managers in previous years, and to which the attention of the stockholders has been repeatedly called in the annual reports, of laying aside a portion of the earnings from year to year, to meet the exigencies which must inevitably arise from the fluctuations of business, and thereby to secure an approximation to uniformity in the operations and results of this species of property.

The comparatively less prosperous results of our last year's operations, as compared with those immediately preceding, are susceptible of an obvious and satisfactory explanation.

In addition to the anticipated reduction of our gross receipts consequent upon the termination of the civil war, when all our resources were taxed to their utmost to meet the demands of the Government, as well as of the general public, we have felt to a very considerable extent, in common with other railroads, the influence of an unusually depressed condition of the commercial and manufacturing interests of the country.

But the special causes to which this exceptional exhibit of our operations for the year are due, are to be found in the fact, that for more than one half of the entire year, owing to the breaking up of the Stonington Line by the destruction of its steamers, we were deprived of a very large proportion, especially in freight, of our through business to New York. This with the further diminution of our Boston and New York freight business arising out of the establishment of new outside lines, and the more strenuous competition and reduced rates resulting therefrom, has made a difference in our gross receipts for the year, nearly, if not quite equal to the whole amount of the net decrease in the earnings of the road. The principal of these causes has now ceased to operate, and the result is apparent in the increase of our receipts in the latter over the earlier period of the year. The establishment of the new Bristol Line, with its unequalled attractions as a through line between Boston and New York, both in its magnificent steamers, and in the first class railroad service we have contributed to it, together with the early resumption of our connection with the old and favorite Stonington Line, by the placing of new steamers on that route, cannot fail to make large additions to our business for the coming year.

During the year there have been carried in the cars 2,128,246 passengers, against 2,003,447 carried in 1866, an increase of 124,799— of whom no one was injured while in the cars, or from any cause involving a want of care on the part of any one in the service of the corporation.

There have been laid during the year about a thousand tons of new rails, seven hundred of which are of steel. The greatly enhanced cost of these over iron, although requiring a large present outlay, will so diminish the cost of renewals as to sensibly reduce this formidable item in the expense account of future years.

We have largely increased the equipment of the road both in passenger and freight cars, the former of a quality unsurpassed by any in the country —and have added to our motive power one new engine by purchase, and have substantially rebuilt another at our own works.

The last instalment of our bonds was paid on the 1st inst., and the directors congratulate the stockholders that the road is now free from debt, funded or floating.

The equipment of the road consists of: 81 locomotives, 46¾ passenger, 12 baggage, 200 house, 87 platform, 48 coal and 115 gravel cars. Miles

run by engines, 448,521. Cost of fuel per mile, 18.59 cents.

BALANCE SHEET, NOV. 30.

	1866.	1867.
Construction	$3,152,600 00	$3,152,600 00
Equipment	207,400 00	207,400 00
Notes receivable	40,955 03	955 03
Cash	139,886 02	30,030 91
Cash for dividends	3,896 00	5,356 00
Cash balances due the corporation	44,133 22	44,987 45
Land that may be sold	52,618 15	51,628 15
Shares B. & P. R. R.	30,000 00	30,000 00
Shares Stoughton Br.	40,000 00	40,000 00
Balances due the Co.	60,109 71	11,473 00
Materials on hand	166,668 49	149,104 75
Real estate	103,039 01	103,039 01
Cost of land and filling in	228,863 29	228,863 29
	$6,270,168 92	$4,057,438 19
Capital stock	$3,360,000 00	$3,360,000 00
B'ds payable in 1868.	15,000 00	
Dividends unclaimed	3,896 00	5,356 00
" due Jan. 1.	168,000 00	168,000 00
Cash balances due other corporations.	41,974 27	30,332 78
Renewal bonds	139,247 27	94,382 37
Surplus earnings	542,051 38	399,367 09
	$4,270,168 92	$4,057,438 19

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, C. H. Warren, G. W. Hallet, Sam'l T. Dana, J. Huntington Wolcott, T. P. I. Goddard.

Superintendent—A. A. FOLSOM.

Cumberland Valley Railroad.

The earnings of this road for the years ending September 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$276,186 84	$190,359 20
" freight	270,874 00	320,731 78
" mails	6,300 00	6,300 00
	$553,360 84	$517,390 98
Expenses, viz:		
Motive power	$63,337 05	$68,559 59
Conducting transp	66,701 98	84,134 91
Maintenance of way	90,647 95	146,837 98
Maintenance of cars	14,632 45	20,081 55
General expenses	12,262 16	11,250 00
Materials	16,547 46	2,129 42
Construction and equipment	110,363 77	107,154 81
	$374,492 82	$440,148 26
Net earnings	$178,868 02	$77,242 72

The receipts of the company from all sources during the years named have been as follows:

	1866.	1867.
Balance from previous year	$161,615 08	$251,191 78
Earnings as above	553,360 84	517,390 98
Interest, rents, etc.	11,047 06	18,604 38
	$726,022 98	$787,187 14
Expenditures, viz:		
Dividends	$69,635 50	$79,193 20
Interest on bonds	25,880 40	26,633 90
Trustees of S. F	4,419 16	7,783 50
Expenses as above	374,492 82	440,148 26
Miscellaneous	403 32	1,705 95
Balance of accounts	16,673 43	21,644 46
Cash on hand	234,518 35	210,077 87
	$726,022 98	$787,187 14

During the last year, sidings have been extended, at White Hill, 3,321 feet; at Shiremanstown, 948 feet; at Mechanicsburg, 2,451 feet; at Chambersburg, 3,000; at Greencastle, 477 feet, making a total of 10,203 feet. Twenty miles of the main track have been thoroughly ballasted; an iron viaduct over the Valley and Letort Spring, at Carlisle, 554 feet; two new passengers cars have been built; seventy-two eight-wheeled freight cars have been added to our stock, and several new tools to our machine shop. There has been purchased real estate at Kingston, Greason, Scotland, Chambersburg and Marion Stations. There have been expended in these improvements—

For real estate	$12,477 58
Buildings, passenger, freight, dwelling and machine shop	18,171 69
Laying and grading new sidings	8,331 63
Two passenger cars built	7,419 99
Seventy-two eight-wheeled freight cars	51,971 50
Ballasting twenty miles track	42,500 07
New tools in machine shop	2,776 61
Masonry on bridge at Carlisle	3,692 75
Total	$147,341 82

In addition to this there has been purchased one new locomotive, at a cost of $12,600. There have been put into the road during the past year, one hundred tons of steel rails, of 56 lbs. to the yard, and three hundred and eighty-four tons of re-rolled rails, 6,010 new wrought iron chairs, and 26,259 cross ties. The percentage of required renewal of iron rails increases annually, and we may require eight hundred tons for the next year; and with our present experience, it would be impolitic to put any other than steel rails into the road. For although the first cost is nearly double that of iron rails, there is no room to doubt they are far the cheaper because of their durability.

To meet the constantly increasing business of the road we must increase our stock of freight cars, and add one new locomotive to do the business of the next year economically; and an increase of sidings at Bridgeport will be required to facilitate our business at that crowded point, where a coal house, water station, and passenger depot must be erected.

The termination of our road at Hagerstown is within six miles of the Chesapeake and Ohio Canal at Williamsport. We have a charter from the Legislature of Maryland authorizing us to build a road between these points. A road is about being constructed from Hagerstown directly to Baltimore called the Western Maryland Railroad and much work has been done upon it, under the patronage of the City of Baltimore, and a subsequent charter from the State of Maryland was granted to build the road from Hagerstown to Williamsport. This link connecting us with the Chesapeake and Ohio Canal, and thus with the bituminous coal mines of Cumberland and the timber country of the Allegheny mountains, to say nothing of the connection which is in prospect with the great southwest, though the Virginia and Tennessee roads to Memphis and New Orleans, presents the question to us whether we should not immediately make this connection. That it will be made, and that within a very short time, is absolutely certain; the trade it offers now, with that which is in prospect requires its completion. Shall we make it, or shall it be made by the Western Maryland Company is a question now presented to us. We have caused a careful and accurate survey and location of a road to be made from the termination of the Cumberland Valley Railroad at Hagerstown to the Chesapeake and Ohio Canal at Williamsport, a distance of six miles and fifteen hundred and ninety-seven feet through the middle of the Cumberland Valley, a country very similar to that of the whole length of the road from Harrisburg; to construct which, is estimated to cost $304,898 45. Another road diverging from a point about two miles west of the Pennsylvania line and running thence directly to the same point at Williamsport, a distance of nine miles three hundred and sixty-nine feet and through a country very similar to the other route, would cost $315,928 27, and the grades upon either of these routes are about the same as that of the present road from Hagerstown to Chambersburg; the maximum being 52.8 feet to the mile.

The company have 15 locomotives. Number of miles run with passenger trains, 131,704, with freight trains, 87,982, with other trains, 16,352—total, 236,048. Passengers carried east, 135,916 do., west, 145,789—total, 281,655.

GENERAL STATEMENT.

Cost of road	$1,691,037 05
Materials on hand	71,021 07
Trustees of Sinking Fund	95,199 51
Balance of accounts	21,644 46
Cash, 1st October, 1867	210,077 87
	$2,088,979 96
First preferred stock	$241,900 00
Second " "	243,000 00
Common "	832,000 00
First mortgage bonds	161,000 00
Second " "	109,500 00
Six per cent. "	85,300 00
Seven " "	300 00
Due for dividends and interest	62,704 30
Profit and loss	353,275 66
	$2,088,979 96

President.—FREDERICK WATTS.

Directors.—Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Washington Butcher, Wistar Morris, Josiah Bacon, H. J. Lombaert, Daniel O. Gehr, Thomas B. Kennedy, Edmund Smith, J. Edgar Thomson.

Secretary and Treasurer.—EDWARD M. BIDDLE.

Superintendent.—O. N. LULL.

New York Central Railroad.

PRESIDENT'S OFFICE,
ALBANY, January 1st, 1868.

Mr. Harlow W. Chittenden will, from this date, act as Superintendent of the line between Albany and Syracuse—"Eastern Division."

Mr. John Newell has been appointed, and will, from this date, act as Superintendent of the line between Syracuse and Buffalo—"Western Division."

Mr. Newell has, also, been appointed, and will, from this date, act as Chief Engineer of the entire line, in place of Mr. William B. Gilbert, resigned.

DANIEL TORRANCE, Vice President.

Iron Ore of Lake Superior.

The Lake Superior *Mining News* gives the following as the approximate amounts of ores mined in the Marquette district for the year 1867:

Mines.	Tons.
Jackson, including Gray's	125,000
Lake Superior	115,000
Cleveland	90,000
Pitts. and Lake Angeline	52,000
New York	50,000
Washington	24,000
New England	10,000
Marquette	6,000
Edward	5,000
Iron Mountain	2,000
Champion	500
Sent to local furnaces	33,000
Total tons	512,500

☞ The income of the Taunton Branch Railroad during the past year was $217,955; expenditures, $191,123; balance, $26,872. Dividend paid (8 per cent.) $21,052; added to surplus $5,792; paid Boston and Providence Railroad $101,626.

☞ The income of the Middleboro and Taunton Railroad during the past year was $45,387; the expenditures $38,435; added to surplus fund $4,247. The total surplus fund is now $18,942.

Ogdensburg and Lake Champlain R. R.

In the matter of the Northern Railroad Company *vs.* the Ogdensburg and Lake Champlain Railroad Company, Mr. Justice Ingraham, at a special term of the Supreme Court, held at the Chambers of the said Court, at the City Hall, in this city, on the 2d inst., dissolved the injunction restraining the defendant from making any further issue of its eight per cent. guaranteed preferred stock, and also from declaring or paying any further dividend on said preferred stock, or on the common stock of said company, until the further order of the Court, which had previously been obtained by the Northern Railroad Company, who were the original builders of the road, and has denied the motion to continue the injunction. His opinion is as follows:

INGRAHAM, J.—After a careful examination of the pleadings and affidavits used on this motion, I have not been able to see sufficient grounds for continuing the injunction. The proceedings complained of appear to have been made in a proceeding regularly brought before the Supreme Court in the Fourth and Fifth Districts, and in pursuance of acts of the legislature, authorizing such proceedings between 1854 and 1865, and apparently after a full notice and publication of their proceedings. If there was in any wrong in those proceedings, the proper course for redress was an application to the Court to vacate them, or to allow the plaintiffs to be heard therein. No such application has been made. Instead thereof, the company (the plaintiffs) have remained quiet and ceased to exercise their corporate rights for more than ten years past, and the defendants have been allowed to go on with the use of the road and the management thereof, paying the interest and expenses and working the road. The allegations on which the fraud is based are mainly denied in the answer so far, at least, as to relieve these defendants from the imputations against them in the plaintiff's papers. I do not deem it necessary for me to decide as to the matters on which the plaintiffs seek relief. Those questions will be better understood and decided after proof has been taken and the case properly tried, if this action can be maintained in any respect.

The great delay in seeking relief, the *nonuser* by the plaintiffs of their corporate rights, and the acquiescence in the possession and use of the road by the defendants, the omission to seek relief in the orginal action, the denial by the defendants in their answer of the principal matters relied on by the plaintiffs, the damage that would follow to the defendants, and I may say, also, to the plaintiffs, if they have any rights in the road, from any order that would suspend the operations of the road, convince me that the interests of the parties is best promoted by allowing the operations of the corporation to proceed.

The proposed issue of bonds is for the purpose of providing for the payment of the first mortgage bonds coming due within a short time, and can work no evil to either of the parties: while an injunction restraining such issue would expose the parties to the risk of being unprovided for their payment, and to a foreclosure of the bonds and mortgage on the road.

There is no allegation that the affairs of the road are not now properly administered, and in consideration of these matters above suggested, as well as others which might be stated, I do not think there are any grounds on which a preliminary injunction should be continued. So far as the plaintiffs seek to recover for property not included in the mortgage, there is no propriety in issuing an injunction. If the plaintiffs succeed they will have a judgment against the defendants which would be amply secured, and until recovery of judgment no such provisional remedy is proper.

I think also there is good ground for the conclusion that the Northern Railroad Company has by *nonuser* lost its corporate rights, and cannot maintain an action in its corporate name. If there is any property or rights belonging to it, proceedings to obtain them should be taken through a receiver, and not by corporation. Motion for an injunction denied and temporary injunction dissolved, with $10 costs.

Debt of the City and County of New York.

The following extract from the Message of the Mayor, shows in detail the items which make up the aggregate of the funded and temporary debt of the City and County of New York, as it stood on the 31st of December, 1867:

CITY FUNDED DEBT.

Water stocks—Issued on account of introducing the Croton water into the city and distributing the same	$11,030,800 00
Central Park Stocks—Issued on account of Central Park and the improvement on the same	9,923,571 00
Fire Indemnity Stock—Issued for payment of damages for blowing up buildings, December, 1835	402,768 00
Building Loan Stock—Issued on account of building workhouse on Blackwell's Island	190,000 00
Real Estate Bonds—Issued in settlement with State lessees of West Washington Market, for payment to the State for sundry lands filled in beyond the boundary line of the Montgomery charter, and for purchase of Fort Gansevoort property	1,183,487 50
Stock for Docks and Slips—Issued for rebuilding and repairing public docks and slips	450,000 00
Floating Debt Fund Stock—Issued for liquidating and funding floating debt in 1859	2,478,000 00
Public Education Stock—Issued for payment of debt of Public School Society	154,000 00
Stock for Rebuilding Tompkins Market—Issued, as its title indicates, for rebuilding Tompkins Market	24,000 00
Volunteer Soldiers' Family Aid Fund Bonds—Issued to provide for the families of soldiers in the United States army	3,766,500 00
Vo unteer Soldiers' Family Aid Fund Redemption Bonds—Issued to extend the time of payment of Volunteer Soldiers' Family Aid Fund Bonds No. 3..	500,000 00
Total funded debt of city..	$30,333,076 50

COUNTY FUNDED DEBT.

Harlem Bridge Bonds—Issued for erecting a bridge across Harlem River, at McComb's Dam	$20,000 00
County Court-house Stock—Issued, as its title indicates, for the erection of the new Court house in Chambers street	1,800,000 00
Soldiers' Substitute Bounty Redemption Bonds	2,000,000 00
Soldiers' Substitute and Relief Redemption Bonds	946,700 00
Soldiers' Bounty Fund Bonds	4,000,000 00
Soldiers' Bounty Fund Bonds No. 2	876,600 00
Soldiers' Bounty Fund Bonds No. 3	745,800 00
Riot Damages Redemption Bonds	1,000,000 00
Riot Damages Indemnity Bonds	685,000 00
Bonds for repayment of taxes. Issued to refund taxes of 1863 and 1864, levied on securities of the United States held by banks and insurance companies, decided by the Courts to be non-taxable	1,727,600 00
Total funded debt of county .	$18,251,700 00

RECAPITULATION—FUNDED DEBT.

City.	
Amount payable from Sink'g Fund	$22,689,576 50
Amount payable from taxation	8,652,500 00
	$30,333,076 50
County.	
Amount payable from taxation	18,251,700 00
Total	$48,584,776 50
The Commissioners of the Sinking Fund hold on account of the above debt the sum of	18,984,313 12
Net amount City and County Funded Debt, December 31, 1867	$29,600,463 38

Of the foregoing debt it will be perceived that $11,030,800 is for Croton Water Works; $9,923,571 for Central Park; and $13,970,600 for expenses growing out of and connected with the war.

TEMPORARY CITY DEBT.

Revenue bonds of 1867—Issued in anticipation of collection of taxes of 1867	$217,825 65
Street Improvement Fund Bonds—Issued to pay contractors for improving streets in anticipation of the collection of assessments therefor	3,442,600 00
Assessment Fund Bonds—Issued to pay for opening, widening, etc., of streets, in anticipation of the collection of assessment therefor	400,000 00
Assessment Bonds—Issued for the improvement of Seventh avenue, in anticipation of the collection of assessments therefor	61,472 80
Total temporary debt of city..	$3,121,897 95

TEMPORARY COUNTY DEBT.

Revenue bonds of 1867 issued in anticipation of collection of taxes of 1867	200,000 00
Tot. temporary debt, city & county.	$3,321,897 95

For the payment of this temporary debt the city holds assets in the shape of assessment liens, unpaid taxes, etc., etc.

The increase of the temporary debt $287,797 95, the past year, was caused by the large amount required for the payment of expenses for "Improvement of Streets," in anticipation of the collection of the assessments therefor.

Notwithstanding the creation of a debt of $1,727,600 in 1867, to refund taxes collected improperly from banks and on Government securities, in 1863 and 1864, the net funded debt has been reduced in said year (1867,) $1,301,415 01.

The whole debt is well secured, for it is a lien upon the whole property of the city, both public and private. The sinking fund (provided for payment of the principal and interest of a large portion of it) is in a sound condition. The revenues for payment of the interest on that portion of it payable from this fund are greatly in excess of what is required for that purpose, and the accumulations for payment of the principal will be ample to pay it long before its maturity.

The following is an analysis of the tax for State purposes:

Common schools for State, ¾ of a mill	$455,088 27
General purposes, 1¾ mills	1,061,872 62
Canals, 9-16 mills	341,316 19
Extension of Chenango Canal, 3-16 of a mill	113,772 07
Champlain Canal, 3-16 of a mill	113,772 07
For bounty, 2⅛ of a mill	1,289,416 75
Deficiency in State tax of 1865	515,306 44
	$3,890,544 41

The following is an analysis of the tax for County purposes:

For support of Metropolitan Police in this county		$2,613,754 99
For construction of Harlem Bridge		87,000 00
For Metropolitan Board of Health.		74,876 47
For College of the City of New York		114,000 00
For interest on the County, war and riot debt		583,508 00
For interest on the County debt		867,900 00
General expenses of the County	$3,350,037 89	
Deduct revenues of the County not otherwise specifically appropriated by law	120,000 00	
		3,230,037 89
Tax levied for county purposes		$7,071,077 85

The following is an analysis of the tax for city purposes:

Board of Commissioners of Central Park		$241,095 00
Interest on the Central Park debt		605,321 24
Metropolitan Fire Department		780,290 00
Metropolitan Police, in addition to amount on county account		47,500 00
Public Charities and Correction		1,095,267 51
Public instruction	$2,939,348 00	
Less school money received from State	247,441 58	
		2,691,906 42
Laying out the city north of One Hundred and Fifty-Fifth street		15,000 00
Sundry additions by the legislature, including donations, $199,500		814,517 00
		$6,290,897 17
For interest on the city war debt		273,055 00
For interest on the city debt		352,266 64
For redemption of the city debt		692,420 86
General expenses	$4,743,278 28	
Less revenue of the city not otherwise specifically appropriated by law, including the surplus of the sinking fund for the payment of interest on the city debt	1,752,558 42	
		2,990,719 86
Tax levied for city purposes		$10,599,359 03

The total increase of tax in 1867 over 1866, is $4,938,888 10; of which $987,695 04 is for State purposes, $1,507,495 89 for county purposes, and $2,443,697 17 for city purposes.

The assessed valuation of property for purposes of taxation from 1861 to 1867 inclusive, was as follows, viz:

1861	$581,579,971 00
1862	572,655,045 00
1863	594,300,193 00
1864	634,495,040 00
1865	608,792,335 00
1866	736,989,908 00
1867	830,594,718 00

Troy and Greenfield Railroad.

That portion of the Troy and Greenfield Railroad extending west from Greenfield (where it connects with the Vermont and Massachusetts Railroad) to Shelburne Falls—thirteen and one-half miles, was opened for traffic on the 1st inst. Hereafter two daily trains will be run between Boston and Shelburne Falls, *via* Fitchburg and Vermont and Massachusetts Railroads. The Troy and Greenfield Railroad will be run by the Vermont and Massachusetts Railroad; and by July next, at which time the Troy and Greenfield Railroad will be completed to the east portal of the tunnel, there will be a first-class stage line running between that point and North Adams, connecting with the Troy and Boston Road to Troy.

Movements of Produce.

The receipts of certain leading articles of domestic produce at the port of New York for the years 1866 and 1867, have been as follows:

	1866.	1867.
Ashes, bbls.	5,766	5,363
Breadstuffs—		
Wheat flour, bbls.	2,720,835	2,602,892
Cornmeal, bbls.	263,833	228,417
Wheat, bush.	5,729,912	9,640,131
Rye, bush.	1,314,943	765,376
Oats, bush	8,811,064	8,030,807
Barley, bush.	5,695,485	2,669,724
Peas, bush	552,730	668,457
Corn, bush	22,189,532	14,979,277
Cotton, bales	671,794	658,911
Naval Stores—		
Crude turp., bbls.	34,497	13,575
Spirits turp., bbls	58,002	62,816
Rosin, bbls	390,461	411,825
Tar, bbls.	46,622	23,475
Pitch, bbls	3,258	5,271
Provisions—		
Pork, pkgs	129,880	160,014
Beef, bbls.	70,855	104,635
Cutmeats, pkgs	100,629	105,134
Butter, pkgs.	493,061	551,791
Cheese, pkgs	742,441	1,302,132
Lard, tcs. and bbls	96,750	155,025
Do. kegs	8,817	13,763
Whiskey, bbls	101,914	146,219
Petroleum, pkgs	1,033,808	1,016,656

The exports from New York to foreign ports of certain leading articles of domestic produce for the years 1866 and 1867, were:

	1866.	1867.
Ashes—Pots, bbls	3,518	3,511
Do. Pearls, bbls.	73	438
Beeswax, lbs	302,423	238,701
Breadstuffs—		
Wheat flour, bbls.	900,084	867,122
Rye flour, bbls.	7,552	11,754
Corn meal, bbls.	149,773	136,653
Wheat, bush.	522,669	4,450,963
Rye, bush.	248,646	454,096
Oats, bush.	1,190,583	120,195
Barley, bush	1,329,842	886,863
Peas, bush	282,992	684,853
Corn, bush	11,079,394	7,981,748
Candles, bxs.	66,465	66,429
Coal, tons	67,392	70,863
Cotton, bales	381,092	436,800
Hay, bales.	33,503	24,013
Hops, bales	3,111	3,451
Naval Stores—		
Crude turp., bbls.	11,491	794
Spirits turp., bbls	21,969	28,812
Rosin, bbls	227,496	292,499
Tar, bbls	23,313	4,154
Pitch, bbls	2,757	4,648
Oils—Whale, galls.	51,643	387,654
Do. sperm, galls	218,489	684,927
Do. lard, galls	37,092	187,598
Do. linseed, galls	13,634	8,422
Provisions—		
Pork, bbls.	92,352	84,221
Beef bbls	28,149	17,235
Do. tcs	28,749	38,603
Cutmeats, lbs	29,478,691	33,034,800
Butter, lbs	1,985,423	4,479,456
Cheese, lbs	38,379,069	53,429,518
Lard, lbs	25,283,303	51,728,801
Rice, tcs	81	133
Do. bbls	9,379	13,192
Tallow, lbs	15,511,296	18,285,429
Tobacco, crude, pks.	104,975	153,601
Do. manf., lbs	5,619,926	7,027,353
Whalebone, lbs	493,147	642,175
Petroleum, galls	33,992,394	33,431,778

☞ The first section of thirty miles of the Lawrence and Galveston Railroad was opened for business on the 31st ult.

The Coal Supply.—Gt. Britain vs. United States.

Ten years ago the quantity of coal mined in Great Britain amounted to sixty millions of tons per annum. The increase since that time has been fifty per cent., so that at present the quantity of coal annually mined in Great Britain amounts to one hundred millions of tons, large quantities of which are every year exported to Continental Europe, and even to this country.

In a speech made in Parliament last year by Mr. Gladstone, he dwelt at length upon the importance of coal as the motive power of factories and commerce. He stated that the commercial and manufacturing superiority of Great Britain was based on coal; that with the exhaustion of coal in Great Britain, the commerce and manufacture of Great Britain must decline; and that as the United States contained the largest deposits of coal in the world, this country in course of time must surpass all others in commerce and in manufactures.

While the exhaustion of coal in Great Britain has become a question of serious consideration to her statesman, it is most gratifying to know that the coal fields of the United States are without a parallel for the great extent and superior quality of their coal.

Pennsylvania, east of the Alleghanies, supplies the Atlantic towns and cities with anthracite coal, while Pennsylvania, west of the Alleghanies, supplies the towns and cities on the Ohio and Mississippi Rivers with superior bituminous coal. The valley of the great Kanawha River, in West Virginia, contains the finest deposits of splint and coal known anywhere; and we are pleased to see that parties in this City owning coal lands in the Kanawha regions are taking steps to insure the improvement of the Kanawha navigation, whereby this City can be supplied with cannel coal equal to the best English cannel, and at about one-half of the cost thereof. The plan is to improve the Kanawha navigation, and ship coal to this City *via* New-Orleans.

A most favorable charter for that purpose has been granted by the Legislature of West Virginia to Messrs. Pierrepont, Aspinwall, Crosby and others of this city.

A copy of the prospectus, containing the charter and setting forth fully the plan of operations has been recently issued, and in it is stated that Great Britain exported to this City last year 214,000 tons of coal—a large portion of which was Cannel coal. Thus, it seems that this City pays every year to Great Britain for Cannel coal sufficient money to improve the navigation of the great Kanawha River, and thereby open to market the finest Cannel coal deposits known in America.

Kansas and Neosho Valley Railrood.

The Kansas City *Journal* of the 21st ult., says that the prospects are now fair for the vigorous prosecution of this important railway. Some $800,000 are to be furnished at once to pay for the neutral lands, and $220,000 to be used in building the road. Arrangements are being vigorously made for carrying forward the work, and by next Spring the iron horse will be on its southward-bound track.

☞ The Kalamazoo *Telegraph* learns from an official source that the Michigan Central Railroad Company have voted to guarantee the bonds of the Kalamazoo and Grand Rapids Railroad, similar to the guarantee of the bonds of the Jackson, Lansing and Saginaw Railroad, and that this arrangement insures the immediate construction of a road between Kalamazoo and Grand Rapids.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	------	------
Allegheny Valley 50	1,498,400	------	------
Alton and St. Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	------	------
Atlantic & Gt. Western ... 50	11,522,150	------	------
" " " pref. 50	1,919,000	------	------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '67 4
Do. Washington Br. 100	2,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger...	670,000	------	Jan. '68 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	------	------
Berkshire*.....100	600,000	J.A J&O	Jan. '68
Blossburg & Corning.*.... 50	250,000	J. & O.	Jun.'67 2½
Boston, Concord & Mont..100	459,600	------	------
Do., do. pref.100	1,340,400	M. & N	Nov. '67 3
Boston and Lowell.....100	1,800,000	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	I. & J.	Jan. '68 5
Boston and Providence ...100	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester 100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000	------	------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n..100	399,800	------	------
Buff., New York & Erie*.100	860,000	M. & N.	N'v '67 1½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000	------	------
Cape Cod Branch 60	721,926	J. & J.	Jul. 67 3½
Catawissa. 50	1,150,000	------	------
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110	------	Jan. '68
Central of Georgia.....100	4,666,800	J & J	Jul. '67 5
Central of New Jersey...100	13,000,000	J.A J&O	Oct'67 2½
Central Ohio.....100	400,000	J. & D.	Dec.'67 3
Do. pref.....	------	J & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	------	Ap.'67 2½
Charlotte & S. Carolina...100	1,201,000	------	------
Chemung*.....100	380,000	------	Dec.'67 3
Cheshire, preferred 100	2,017,825	Annual.	Jan' 68 3
Chicago and Alton.....100	3,856,643	M. & S.	Sep.'67 5
" " pref...100	2,425,578	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	M. & S.	Sep.'67 2½
Chicago and Gt. Eastern...100	4,390,000	------	------
Chicago, Iowa & Nebras*.100	1,000,000	------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	------	------
Chicago & N. Western....100	13,160,927	------	------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O	Oct. '67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Oct. '67 4
Cin., Richmond & Chicago.100	350,000	------	------
Cin. & Indianap. Junction.100	1,600,000	------	------
Cincinnati and Zanesville. 50	1,600,250	------	------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov. 67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,403,911	------	Sep. '67 5
Cleveland and Toledo* 50	4,841,600	J & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '67 5
Concord 10	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. 68 3½
Coney Island & Brooklyn.100	600,000	------	------
Conn. & Passump. Rivers.100	------	------	------
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley. 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,900	------	------
Dayton and Michigan*....100	2,384,941	------	------
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '67 5
Des Moines Valley.....100	1,550,000	------	------
Detroit & Milwaukee.....100	452,359	------	------
" " pref.100	1,500,000	------	------
D. Dock, E. B'dw. & Bat.100	1,200,000	------	------
Dubuque and Sioux City..100	1,073,641	------	------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.) 100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400	------	------
East Tenn. and Georgia...100	------	------	------
East Tenn. and Virginia...100	------	------	------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	200,000	F. & A.	Au.'67 2½
Elmira & Williamsport... 50	600,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	600,000	J. & J.	Jan. '68 3½
Erie Railway 100	19,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	1,142,834	------	------
Fitchburg 100	4,640,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly	------	M. & N.	M'y '67 5
Forty Sec. St. & G. St F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....	------	F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,745	------	------
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Jan. '68 3
Hannibal and St. Joseph.100	1,900,000	------	------
Do. do pref.100	5,253,830	------	------
Hanover Branch..... 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000	------	------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	J. & O.	Oct. '67 4
Hazleton..... 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380	------	------
" " pref. 50	1'50,750	J. & J.	Jul.'67 3½
Illinois Central 100	23,586,450	F. & A.	Feb.'68 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '68
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 835,000	------	------
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,784,100	J.A J&O	J'n.68 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and S. uth St (Ph.) 25	90,000	------	------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Long Branch & Sea Shore ..	95,194	------	N'v'67 10
Louisv., Cin and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville .100	5,500,000	F. & A.	Aug'67 4
Louisv., N. Alb. & Chicago.100	2,800,000	------	------
Lowell and Lawrence 100	200 000	A. & O.	Oct.'67 3
Macon and Western.....100	1,500,000	------	Jan.'68 4
Mahanoy & B'd Mount n* 50	921,615	------	------
Maine Central..... 100	1,800,860	------	------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778	------	------
" " 1st pref. 50	6,886,185	M. & S.	Sep. '67 5
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000	------	------
Metropolitan (Boston).....100	1,250,000	J & J.	Jan.'68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston)..... 100	400,000	------	------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	------	------	------
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014.000	Annual.	Feb.'67 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	------	------
Montgomery & W. Point..100	1,419,769	------	------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N.	Nov.'67 5
Nashville & Chattanooga..100	2,066,544	------	------
Naugatuck.....100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London...100	788,538	------	------
N Haven & Northampton.100	1,224,000	J & J.	Jul. '67 3
New Jersey..... 100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457	------	------
N. O., Opel. & Gt. West'n.100	4,093,425	------	------
New York Central.....100	28,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	6,2:5,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 2
Ninth Avenue..... 100	797,400	------	------
North Carolina..... 100	4,600,000	------	------
Northern Central 50	4,513,900	F.M.A.N	Nov.'67 2
North Eastern (S. C.) pref.	156,000	------	May'67 4
Northern of N. Hampsh.,.100	3,06 ,400	J. & D.	Dec.'67 4
Northern of N. Jersey ...100	158,800	------	------
North Missouri 100	2,369,200	------	------
North Pennsylvania..... 50	3,150,150	------	F'b.'67 5
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,645	------	------
" " pref.100	5,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	------	------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3,581,000	------	------
Panama..... 100	7,000,000	J.A J&O.	Jan. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,600	------	------
Philadelphia and Erie*.... 50	5,069,450	------	Jul. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan.'68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan.'68 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Oct.'67 5
Phila. and Trenton*..... 1 0	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,919,300	J. & J.	Jan. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	160,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan.'68 4
Pittsburg & Connellsville. 50	2,794,628	------	------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A J&O	Jan.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68
Portland and Kennebec,...100	1,000,000	------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	605,019	------	------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	------	------
Richmond and Petersb'g.100	847,000	------	------
Rich., Fred. and Potomac.100	1,041,500	------	------
Rockport 100	58,400	------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland and Burlington...100	2,233,276	------	------
St. L., Alt. and T. Haute.100	2,800 000	------	------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	------	------
Sandusky and Cincinnati.100	2,089,000	------	------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	------	------
Saratoga and Hudson R...100	1 020,000	------	------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	------	------
Schuylkill and Susqueh'a. 50	1,269,150	------	------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	676,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200	------	------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 5½
Sixth Avenue (N. Y.) 100	700,000	------	Nov.'67 5
South Carolina 100	2,819,275	------	------
South Shore 100	259,686	------	------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	------	------
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 150	------	------
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,92?	------	------
Terre Haute and Indiana. 50	1,583,150	J. & J.	Jan. '68 6
Third Avenue (N. Y.).....100	1,750,000	------	------
Thirteenth and Fif. (Ph.). 50	------	J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000	------	------
" " " 1st pref.100	1,700,000	------	------
" " " 2d pref.100	908,176	------	------
Tol., Wabash and West.... 50	5,400,000	------	------
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111	------	------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000	------	------
Union Pacific..... 100	------	------	------
Union Pacific (E. D.).....100	------	------	------
Union Pacific (Cent. Br.)..100	------	------	------
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000	------	------
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Vermont Valley 100	516,164	------	------
Virginia Central 100	3,353,676	------	------
Virginia and Tennessee...100	3,452,815	------	------
Western (Mass.).....100	6,710,800	J. & J.	Jan.'68 5
Western Union 100	2,687,237	------	------
West Jersey 100	731,050	M. & N.	N. '67 10
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester...100	1,130,470	------	------
Wilm. and Weldon.....100	1,240,273	------	------
Worcester and Nashua ... 75	1,141,900	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,863	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	------	------
Delaware Division..... 50	1,633,250	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 3
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Gr e of Pennsylvania..... 50	64,000	------	------
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated..... 10	1,035,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,858,105	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,085	------	------
Union..... 50	2,907,850	------	------
" preferred 50	------	------	------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,000,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jan.'67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	8,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	------	Dec'67 3½
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	------	------
United States Express ... 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	------	------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,461	168,846	44,203	7	....	55
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	99½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46,000	—	—	20,389	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,623	2,240	—	50	25
30 Nov.'66	38.82	—	337	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,006	752,414	113,472	—	....	56
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	38
30 Nov.'66	3.22	—	—	—	—	Northampton & Willamsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	288,789	200,000	24,000	113,007	341,247	10,110	5	....	87½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,235	4	....	....
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'66	9.65	—	87	6	6	Albany	128,622	89,950	40,000	.....	46,365	1,841	—	....	....
30 Sep.'66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	241,424	103,590	—	100	....
30 Sep.'66	10.76	—	—	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,265	23,408	8	100	....
30 Sep.'66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	....
30 Sep.'66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep.'66	24.00	—	—	51	22	Brooklyn Central & Jamaica	996,783	488,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep.'66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,656	12	10	....
30 Sep.'66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep.'66	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	6,667	4,562	—	....	....
30 Sep.'66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	....	....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	....	....
30 Sep.'66	19.75	—	—	—	—	Coney Island & Brooklyn	613,099	500 000	148,000	36,545	123,014	loss.	—	100	....
30 Sep.'66	28.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,601	89,549	—	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	.....	.....	—	....	....
30 Sep.'66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	225,724	61,207	9	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep.'66	10.60	—	—	17	2	Harlem Br., Moris'a & Ford'm	228,280	90,000	124,000	2,600	70,522	16,172	—	100	....
30 Sep.'66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	.....	—	....	....
30 Sep.'66	12.20	—	—	80	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep.'65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	....	....
30 Sep.'66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep.'66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	51,023	—	100	55
30 Sep.'66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,00	450,000	—	552,705	loss.	5	100	120
30 Sep.'66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep.'66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,280000	70,000	1,093083	260,333	12	100	....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	....	....
30 Sep.'66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	....	....
30 Sep.'66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	....	....
30 Sep.'66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	....	....
30 Sep.'66	1.75	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	....	....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	....	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	....	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300 000	30,750	124,679	30,566	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	26	8	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143.111	61,093	20	50	....
31 Oct.'66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,050	200,000	—	261,223	65,440	6	50	15½
31 Oct.'66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121.721	20	....	27
31 Oct.'66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	27
31 Oct.'66	4.63	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	....
31 Oct.'66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	30,388	—	50	10½
31 Oct.'66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct.'66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct.'66	5.92	....	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	—	39,291	13,479	....	20	12
31 Oct.'66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct.'66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100.000	35,600	14,507	116,738	23,058	16	50	....
31 Oct.'66	3.90	—	75	12	—	Pittsburg and Birmingham	72,509	68,000	10,600	—	80,135	29,938	20½	50	....
31 Oct.'66	8.00	—	84	12	—	Ridge Avenue & Manyunk	179,635	120,000	68,300	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	....	....
31 Oct.'66	19.38	—	486	72	4	Second & Third st. (Phila.)	485,898	339,007	114,200	41,229	407,923	131,588	50	50	73
31 Oct.'66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,868	120,000	—	—	57,662	12,333	—	50	12
31 Oct.'66	8.50	—	154	19	4	Spruce & Pine (Pr.il. & Gr'n F.)	250,253	250,157	—	—	101,996	38,491	8	50	26
31 Oct.'66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,045	192,750	—	—	206,945	99,612	31½	50	66
31 Oct.'66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	19
31 Oct.'66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	244,895	67,574	7½	50	37½
31 Oct.'66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	60
31 Oct.'66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	....	....
31 Oct.'66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,187	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	—	340	60	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	20
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	60,000	.....	.....	.....	.....	—	....	....
31 Dec 62	3.63	—	—	—	—	Pendleton & 8.st.Mar't (Cin.)	70,000	60,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount out. standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway 1st Mortgage	85,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	198,000	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	59
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg) 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	60,000	7	.....	.....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	160,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawkon: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage (read)	50,000	6	J. & J.	71–72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. (Winter St. Br.)	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	38,000	--	.....	.....	....
Malden & Melrose bonds	46,971	--	.....	.....	....
Real Estate	6,000	--	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy. Plain bonds	58,100	--	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	100.000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	--	.....	.....	....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Jan. 1, 1868.					
Loan of Jan. 28, 1847 registered	14,690,912	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	136½
" " " coupon		6	" "	1868	132
Texas Indemnity, of Sep. 9, 1850 coupon	162,811	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	111½
" " " coupon		5	" "	1874	111
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	115
" " " coupon		5	" "	1871	121
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	108½
" " " coupon		6	" "	1881	108½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	264,245,600	6	Jan & July.	1881	108½
" " " coupon		6	" "	1881	108½
Loan of Feb. 25, 1862 (5-20s) registered	1,373,804,750	6	May & Nov.	1882	105½
" " " (5-20s) coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	105
" " " (5-20s) coupon		6	" "	1884	105½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	104
" " " (5-20s) coupon		6	" "	1885	106½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	104½
" " " (5-20s) coupon		6	" "	1886	104½
" " 3d series (5-20s) registered		6	" "	1887	104½
" " " (5-20s) coupon		6	" "	1887	104½
Loan of March 3, 1864, (10-40s) registered	177,907,800	5	Mar. & Sept.	1904	102½
" " " (10-40s) coupon		5	" "	1904	102½
Pacific R. R. Bonds (currency)	20,713,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	233,268,450	7.3	June & Dec.	1868	---
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jun. & July	1868	105
Matured Debt not presented	15,708,829	---	presentation.	---	---
Gold Certificates of Deposit	20,104,580	---	presentation.	---	---
Coupon Interest Notes 1864 '65	46,244,780	6	At maturity.	3 yrs	---
United States Notes (greenbacks)	356,159,127	---	---	---	---
Three per cent. certificates	23,285,000	---	---	---	---
Fractional currency	31,597,584	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " (extended) "	1,941,000	5	" "	1883	---
" — " (funded coup.) "	437,850	5	" "	1887	---
" — " (sterling) "	648,000	5	Jan. & July.	1876	---
" — " ( ) "	698,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	128
" — " " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds. "	1,548,500	7	" "	'83-'84	---
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	98½
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	---
" — " " May, 1'65 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	---
" — " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	81½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	71
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'88	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99
" " " registered	1,229,647	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,829,936	5	" "	1866	92½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1968	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds. coupon	99,945		Jan. & July.	1875	---
" —War Loan Bonds "	500,000		" "	'76-'81	---
Kentucky—State Bonds. coupon	901,000	6	Jan. & July.	'68-'71	---
" — " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	258,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	635,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " (Schools, &c.) "	665,000	6	Jan. & July.	1897	---
" — " (Levees) "	1,000,000	6	various.	1886	---
" — " (New) "	892,800	6	"	'86-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	171,000	6	Mar. & Sept.	'67-'74	---
" — " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " 1863 "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 "	415,000	6	Feb. & Aug.	1880	---
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1879	98½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1885	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,607	5	" "	1889	---
" — " " (R R. various) "	120,000	5	" "	1889	---
" — " " (") cur'cy.	159,974	5	" "	89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,816	5	" "	1840	---
" — " " (Ches. & Ohio Can.)	2 000,000	6		1870	---
" — " " (Balt. & S. sq R.R.)	1,000,000	6		1870	100
" — " (Bounty)	601,000	6	"	1870-'74	100½
" — " (Ches & Ohio Can.)	30,000	6	"	1895	---
" — " (Balt. & Susq. R.R.)	429,883	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" " —General Statutes Loan	21,000	5	" "	1870	---
" —Funding Loan	150,000	5	Jan. & July.	1870	---
	17,000	5	June & Dec.	1872	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	101
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	---
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " " sterling	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	898,000	5	" "	1883	---
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " " "	4,379,500	5	May & Nov.	1894	103½
" — " " " sterling	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	---
" — " " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,819,520	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	69-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	---
" — " " (stg.)	554,180	5	" "	'88-'90	---
Michigan—Sault Canal Bonds	140,000	6	Jan. & July.	1878	---
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	---
" — " " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1896	100
" —Bounty Loan Bonds	483,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6			'41-'71
" — " " (Union Bank)	5,000,000	6			Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	100½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	82½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	96½
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	---
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —*Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	98½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	---
" — " " Oct. 1, 1866	600,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	100½
" — " " 1863 (")	1,802,900	6	" "	'86-'96	---
" — " " 1864	793,400	6	" "	'97-'02	102½
New York—General Fund Bonds coupon	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds "	2,558,000	7	Jan. & July.	1877	105½
" — " " " registered	2,726,540	6	" "	1877	105½
" —General Fund Bonds "	1,189,750	6	" "	pleas.	---
" — " " " "	500,000	6	" "	1868	---
" — " " " "	808,000	6	" "	1878	---
" —Canal Fund Bonds "	3,950,000	6	J. A. J. & O.	1871	100½
" — " " " "	6,000,000	6	" "	1873	99½
" — " " " "	2,250,000	6	" "	1874	100½
" — " " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds "	999 607	5	Jan. & July.	pleas.	---
" — " " " "	442,960	5	May & Nov.	1868	---
" — " " " "	900,000	5	Jan. & July.	1875	91
" — " " " "	800,000	5	" "	1878	---
" —Canal Fund Bonds "	1,168,000	5	J. A. J. & O.	1868	---
" — " " " "	167,000	5	" "	1871	---
" — " " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " " "	8,334,000	6	Jan. & July.	'81-'90	---
" — " " "	650,000	6	April & Oct.	'90-'91	---
" — " " (new)	3,500,000	6	Jan. & July.	1900	51½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	102
" — " " "	4,095,300	6	" "	1881	103
" — " " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	---
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	97½
" — " " registered	5,083,052	5		'68-'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	---
" —State Bonds, 1st series	92,350	6	Jan. & July.	1877	---
" — " " 2d series	99,480	5	" "	1882	---
" — " " 3d series	720,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	---
" — " " 2d series	7,909,520	6	" "	1882	102
" — " " 3d series	9,270,017	6	" "	1892	102½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	103½
Rhode Island—State War Bonds of 1861	469,500	6	April & Oct.	1871	103
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	---
" — " " " 1863	269,000	6	April & Oct.	1883	96½
" — " " " 1863	776,000	6	Jan. & July.	1893	98½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	---
South Carolina—Free Loan Bonds	798,838	5	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	2,276,000	6	Jan. & July	'71-'90	---
" — " " (new)	1,210,803	6	" "	1887	---
Tennessee—State Bonds	1,919,430	5	April & Oct.	1868	60½
" — " "	239,127	5½	" "	Var.	---
" —Railroad, &c., Loan Bonds	1,708,000	6	" "	1868	---
" — " endorsement	14,606,000	6	Jan. & July	30 yrs.	66
" —New Bonds	2,207,000	6	" "	Var.	---
Vermont—State War Bonds	6,000,000	6	" "	1882	---
Virginia—State Bonds (sterling)	1,567,500	6	June & Dec.	'71-'78	98½
" — " " (sterling new)	1,865,000	5	Jan. & July.	long.	59
" — " " registered	466,250	5	" "	long.	---
" — " " coupon	108,000	5	" "	long.	---
" — " "	21,649 398	6	" "	long.	---
" — " (new) registered	10,900,000	6	" "	long.	87
" — " (") coupon	1,379,500	6	" "	1876	85½
" — " (")	489,300	6	" "	1886	42
Wisconsin—State Bond	39,500	6	" "	1893	35
	405 100		Jan & July	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,713	164,483	166,498	194,992	200,807	265,676	295,572	356,408	401,163	357,228	353,344	328,928	3,235,492
1865	269,445	247,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,336
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533.150	599,670	474.056	388,573	5,696,119
1867	377,852	380,190	486,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	446,596	350,827	5,130,029
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	137,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,808	162,723	178,786	206.090	224,257	312,165	354,554	320,879	307,903	252.015	2,770,484
1865	280,508	275,283	299,063	259,490	322,278	355,270	335,985	402,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,158	222,241	290,111	289,249	329,851	371,544	321,597	387,289	322,638	360,222	323,080	271,247	3,695,153
1867	240,235	142,947	238,862	238,921	338,691	343,471	356,162	421,484	422,164	430,106	364,196	302,408	3,884,122
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	189,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,618	199 679	243,148	224,980	307,874	375,860	324,866	336,617	321,037	3,095,470
1865	305,554	246,331	239,493	196,830	234,612	321,018	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	200,099	277,506	308,693	238,926	317,977	460,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	220,283	251,916	261,483	276,800	404,600	566,408	558,200	415,400	361,600	4,183,912
Chicago and Northwestern:													
1863						365,100	281,834	296,169	473,186	551,122	435,945	407,683	2,811,544
1864	273,876	317,839	329,355	421,563	463,830	565,145	490,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	492,296	468,358	585,225	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	527,519	658,943	925,963	808,524	707,475	1,000,085	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	674,654	765,396	774,279	895,712	875,357	800,325	1,038,824	1,451,284	1,508,883	1,210,337	918,088	11,582,348
Chicago and Great Eastern:													
1863	33,829	33,804	38,495	40,541	37,538	32,068	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,398	56,565	67,322	61,812	55,182	55,178	53,618	83,658	87,037	97,976	94,843	78,111	850,495
1865	77,878	77,342	83,450	76,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	125,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,606	-----	-----	-----
Des Moines Valley:													
1866	40,729	29,102	37,501	33,360	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	34,093	56,859	59,166	67,447	53,599	53,383	69,918	77,113	81,676	80,867	-----	-----
Erie:													
1863	845,693	839,949	966,445	943,650	843,763	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,124,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,907	947,146	1,256,566	1,458,455	1,138,491	1,177,312	1,559,190	1,331,646	1,336,615	1,433,689	1,522,472	1,429,765	16,434,775
1866	including Buffalo Division 1,185,746	987,936	1,070,917	1,153,741	1,101,633	1,243,536	1,208,243	1,265,400	1,416,101	1,476,244	1,416,001	1,041,116	14,566,413
1867	including Buffalo Division 906,795	917,639	1,139,528	1,217,143	1,122,140	1,116,731	1,071,312	1,229,024	1,444,745	1,498,716	1,421,881	-----	-----
Illinois Central:													
1863	299,944	271,085	275,648	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	436,373	510,100	423,578	640,179	799,236	661,891	657,141	603,402	6,329,447
1865	571,686	522,972	616,666	576,908	469,478	617,782	578,403	747,469	739,736	641,589	643,887	618,088	7,181,208
1866	608,053	506,266	505,685	411,695	539,250	567,679	480,626	578,253	571,348	661,971	583,219	504,056	6,546,741
1867	660,438	554,201	417,252	420,865	477,007	493,616	497,079	684,377	705,259	761,499	679,160	-----	-----
Marietta and Cincinnati:													
1863	58,203	53,778	60,540	64,306	55,926	40,705	58,704	52,864	77,112	85,050	76,784	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,293	78,637	91,809	90,972	92,078	93,546	96,908	95,453	1,038,166
1865	96,672	87,791	98,768	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,375	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,676	92,910	92,768	90,626	96,535	106,594	114,718	121,217	142,823	132,397	123,388	1,786,971
Milwaukee and Prairie du Chien:													
1864	102,749	115,135	88,221	140,418	186,747	212,309	139,547	113,399	168,218	178,528	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	810,595	226,840	110,664	1,985,712
1866	121,776	84,397	72,135	108,082	267,488	262,172	170,795	116,224	150,839	245,701	244,854	99,787	1,983,900
867	143,000	85,000	72,000	87,619	119,104	114,579	131,000	113,707	277,850	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,618	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	339,351	287,126	315,258	278,391	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	336,361	413 974	365,120	361,429	387,096	301,613	418,575	486,868	524,760	495,072	351,799	4,826 721
1866	312,846	277,234	412,715	413,970	413 024	384,684	338,858	384,401	429,177	496,855	429,546	362,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	364,232	312,879	428,762	487,868	539,436	423,341	370,767	4,613,744
Michigan Central:													
1863	242,073	245,853	236,432	238,496	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	403,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,068	324,986	359,646	429,161	493,340	414,604	308,649	4 260,115
1867	304,095	283,661	375,210	362 783	332,952	284,977	313,021	398,998	464,778	506,296	415,934	330,373	4,371,073
Milwaukee and St. Paul:													
1864	51,965	46,474	64,093	83,202	131,943	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,906	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	123,404	123,957	121,583	246,322	244,376	208,785	183,815	276,416	486,359	328,589	129,287	2,538,800
1867	146,800	130,000	124,900	192,548	230,497	221,690	193,938	205,436	403,475	-----	-----	-----	-----
New York Central:													
1862	749,163	631,956	710,514	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	829,126	841,165	818,512	940,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,028	1,106,664	1,004,435	1,029,736	1,056,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	956,659	1,346,734	1,295,521	1,182,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,256	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,778	1,227,286	1,093,781	934,586	1,131,698	1,389,915	1,732,673	-----	-----	-----	-----
Ohio and Mississippi:													
1864	210,329	200,466	309,251	239,443	224,957	228,242	268,176	302,596	332,400	278,006	346,243	275,950	3,211,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	360,348	372,618	412,553	284,319	3,763,005
1866	267,511	246,109	326,236	277,424	283,180	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	355,901	379,367	336,065	-----	-----
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	338,725	414,707	448,994	463,873	466,557	454,826	4,038,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,756	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,058	608,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,386	833,742	887,793	874,974	-----	-----
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,963	3,745,318
1863	337,350	366,593	461,965	462,987	427,094	396,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,935	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	643,201	654 926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	584,733	602,069	685,068	765,668	691,005	-----	-----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,918
1864	100,872	147,485	160,497	157,786	149,855	155,780	144,942	218,236	234,194	204,785	202,966	204,723	2,084,074
1865	170,079	158,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	196,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,162	168,162	171,736	156,066	172,983	220,788	219,160	230,340	204,095	-----	-----
Toledo, Wabash and Western:													
1863	86,321	91,071	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	230,209	266,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924.543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,630	284,741	3,594.975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	307,943	3,783,816
Western Union:													
1865	43,716	37 265	32,378	33,972	68,862	82,147	68,189	59,862	75,677	92,715	61,779	37,830	689,283
1866	45,102	36,005	39,301	43,332	86,918	102,918	85,276	60,698	84,462	100,313	75,248	54,458	814,030
1867	39,078	27,667	36,892	40,710	67 852	60,558	58,262	73,525	126,496	120 268	79,431	-----	-----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is , default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept.	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	----
Baltimore and Ohio:						
Maryland Sterling Bds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	----
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	98
" " " 1850	628 500	6	Jan. & July.	"	1880	96
" " " 1855	1,024,750	6	Jan. & July.	"	1875	96
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000	---	----	----	1870	---
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						----
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	----
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61–'70	----
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	----
Convertible bonds	200,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,100	7	----	----	'93–'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	219,600	6	"	"	1867	100
" " $800,000	388,040	6	"	"	1870	96½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	87½
" " $2,500,000	867,000	6	May & Nov.	"	1889	85½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec	"	1889	93
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	433,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	85
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	----
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,500	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'87–'90	----
Central Pacific of California:						
1st Mortgage	1,586,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	99½
Cheshire:						
Bonds of '75, '77, '80	678,200	6	Jan. & July.	Boston.	'75–'80	92½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,123,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	850,000	7	March & Sept	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a.M.	1890	----
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1863	----
C., B. & Q. Scrip	413,250	---	Jan. & July.	Frankfort a.M.	----	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	102
1st Mortgage pref. S. F.	483,000	7	May & Nov	" "	1877	100
Income Bonds	1,700,000	7	April & Oct.		1883	91
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1905	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	47,000	8	May & Nov.	" "	var.	---
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	92½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	85½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	85
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "	---	----
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mort age	500,000	8	----	" "	1877	----
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,640	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,022,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.	----	----
2d mortgage	1,000,000	7	May & Nov.	" "	----	----
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161 000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	98½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1861	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500.000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1878	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	848,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	800,000	7	May & Nov.	New York.	1893	87
Construction bonds, 2d Div'n	666,000	---	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	---
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,199,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	---	----	----	----	----
1st Mortgage (after State)	74,000	---	----	----	----	----
2d Mortgage bonds	14,000	---	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"	----	60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	----
Florida:—						82½
Internal Improvement (State)	1,655,000	7	----	----	1891	
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	70
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	86
Land Security	3,344.60	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,600	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	68,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1898	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	96½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,366,385	7	Feb. & Aug.	New York.	1891	38½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		55
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1893	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	$10,000	6				
Memphis and Ohio						
State [Tenn.] Loan	$40,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1885	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	100
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97
2d General Mortgage	2,693,000	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	85
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	75
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,500	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" " ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	80,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	118,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-annually.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	6				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	91½
Funding [S. F.] Bonds	1,614,000	7	Feb. & Aug	" "	1876	102
Exchanged Stks [S. F.] Bds	594,000	6	May & Nov.	" "	1883	
" " ["]B.& N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,215	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	91
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage	926,500	7	June & Dec.	" "	1888	89½
Buffalo Branch	186,100	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,620			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	930,800	7	Jan. & July	" "	1867	96½
New York and New Haven:						
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	96½
N. York, Providence and Boston						
1st Mortgage	500,000		Feb.	Aug.	New York	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89¾
Chattel Mortgage	380,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	55
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	98
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68–'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1893	73
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98¾
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	800,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	93
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	96¼
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	96
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	89
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	580,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	139
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1891	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,898	7			1878	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	427,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.		1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	77
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	62
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	90
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	96
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	71
1st Mortgage guaranteed	200,000	6	" "	"	1890	84
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	161,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,837	6		London.	1881	
"	197,777	7			1896	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	577,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	39.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
31 Dec. '65	469.3	13.6	....	49.4	21	20	292	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,496	—	....
25 Feb. '57	88.5	28.4	....	—	21	12	123	Montgomery and West Point	2,439,420	308,987	715,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	563,377	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,885	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	66,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	35.0	5.5	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss.	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122.500	1,370,783	100.0	228.845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908.906	6.000.000	1,079,500	258,046	8,272,133	1174	787,826	2,068,260	704,016	10	133
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	760,678	260,528	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	294	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,282,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,690	3½	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	—
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6.688,956	229.0	.....	1,734.749	359,214	—	—
31 Mar. '67	171.0	71.0	....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,336	6¼	—
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	—
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,866	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.5	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,741	228.3	306,335	1,006,953	332,551	9	—
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	136.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	230.0	—	....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	230.0	1,934,115	3,695,153	1,484,616	8	121
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,966,327	2,783,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,882	2,783,463	20	138
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,987	—	59½
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	2,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	96½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec '66	464.8	252.5	....	—	150	83	3,548	*Illinois Central*	30,954,453	*	10.523,828	23,415,780	12.144.000	.....	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	133½
31 Dec. '66	111.0	—	....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,000 000	121,658	5,269,683	111.6	288,524	561,663	171,967	—	—
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	5,700,000	—	10,700,000	209.0	.....	2,240,744	488,586	—	52
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	126,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	20
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,061	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	60
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	40.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40-	—	30
30 Nov. '66	73.0	—	....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,255	2,979,261	73.0	448,884	1,049,720	297,126	12	156½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,966	5,429,203	166 5	319,880	805,271	287,861	—	39
1 Jun. '58	88.5	—	....	101.3	4	4	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,400	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	—
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,030,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	}	}	}	Lexington and Frankfort	601,965	52,300	26 711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	163,217	7	—
30 Jun. '67	65.1	—	5.4	—	14	13	225	Louisville and Frankfort	1,405,910	126,735	,	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,985,000	444,172	12,841,095	334.0	929,486	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,096,425	1,730,600	2,604,768	8,628,793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	58.7	—	....	136.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.424	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.0	.....	340,896	.....	—	—
31 May '67	284.8	28.4	....	97	83	1,726		Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,989	224,438	16,017,543	329.8	1,902,098	4,325,490	1,498,713	10	108½
31 Mar. '67	246.0	277.8	.....	101	74	1,434		Mich. S'th'n & N'th'n Indiana	16,625,531	2,662,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,387	—	86½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	308.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	—	—	—	—	575,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	—	—	—	—	600,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	—	—	—	—	500,000	—	—	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,752	896,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,000	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '66	206.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,636	7,177,000	—	.....	206.8	579,224	1,047,567	420,026	—	—
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,028,381	182.0	.....	1,020,089	267,804	—	54
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,686	2,049,674	432,089	3,609.115	9,200,000	1,356,135	16,598,448	309.0	1,199,669	2,675,875	719 230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,806,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	36.5	3.0	5 7	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,591,000	49 553	6,352,109	90.1	238,189	390,391	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,838	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	140.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	2,471,560	1,985,570	7,952,830	149.0	878,873	1,116,113	177,878	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,428	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,260,134	*	498,486	1,500,000	—	—	1,858,669	51.3	237,394	529,325	230,825	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,639,906	16,151,962	9,420,530	1,022,969	39,683,113	296.8	3,493,376	8,577,692	5,301,183	10	124
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	253,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	2,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	325.0	1,738,704	4,042,125	1,167,973	8	43
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,577,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	.....	—	14
30 Nov. '66	23.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,466,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	121
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	133
30 Nov. '66	47.0	7.0	45.0	—	30	53	200	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000	—	3,917,052	61.8	441,186	1,190,784	384,644	10	182½
30 Nov. '66	44.6	24.0	62.6	—	36	68	380	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	.....
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	80.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	58.4	255,863	617,143	177,322	8	112
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,678,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	109½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,861	360,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	122½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,980	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by Boston &	Lowell)		6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	555,919	95,684	114,623	600,000	—	25,600	773,226	41.6	215,731	441,304	90,995	8	128
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	180.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,562	1,392,307	509,790	7	85
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,462,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	295,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	243,305	226,900	680	471,171	(Op	er. by B. &	L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Surrend	ered to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	54½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,037,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	.....
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,885	1,141,000	—	13,196	1,295,385	45.7	250,869	474,362	178,965	10½	110½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281,345	93.5	.....	467,714	147,123	—	80
30 Nov. '66	53.6	—	8.0	—	21	15	271	Cheshire	2,688,907	*	247,281	2,085,925	678,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	72½
31 Mar. '66	28.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	.....	.....	.....	.....	8	122½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,585	568,000	—	.....	52.7	.....	.....	.....	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	111
								NEW JERSEY.													
31 Mar. '67	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,957,412	10,078,137	—	18,060,549	124.2	.....	6,607,662	1,444,705	15	129½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	1½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	117
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,781,111	208,699	3,500,000	5,516,950	124,522	9,025,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	32.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	788,915	10	134½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	—	—	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	oss.	—	65
31 Dec. '66	18.2	—	.....	—	—	—	—	Warren	2,000,000	*	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,594	*	454,219	731,050	1,010,500	—	1,741,550	51.0	.....	268,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,028,691	93.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	13½	108½	.....
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,363,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,158	25,101,121	22,429,927	5,085,864	54,287,784	784.0	7,109,139	13,979,514	3,109,801	4	74½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,546,526	1,795,099	9	139
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,812	—	1,852,715	932,000	—	2,994,474	120 0	366,435	590,225	352,650	6	61½
30 Sep. '67	297.8	296.0	482.9	—	289	296	5,620	New York Central	29,769,528	6,854,877	9,429,120	28,537,000	12,009,820	688,879	46,023,555	393.2	6,401,420	14,396,786	3,201,112	8	121
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,987,415	164.0	1,820,129	2,763,700	534,804	8	118
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,000	—	8,818,234	122.0	451,196	851,783	284,606	—	65
30 Sept. '66	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,890	—	—	206,300	222,000	157,090	585,890	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,000	19,876	1,057,737	36.3	90,200	252,175	59,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,760	—	1,132,672	176.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	16.5	—	1.25	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	.....
30 Sep. '66	141.1	43.5	20.7	—	36	27	423	Rome, Watert'n & Ogdensb'g	2,429,989	563,816	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	384,668	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	.....
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,456	211,178	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811 000	—	—	936,581	34.9	83,548	141'886	78,832	7½	.....
30 Sept. '66	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	.....
31 May, '67	223.9	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,178	*	493 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,542	—	.....
30 Sep. '66	161.0	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '64	113.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	360,271	—	31
31 Mar. '67	60.3	—	.....	—	34	30	435	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197 537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,908	8	98½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,060	95.5	583,062	2,568,834	952 041	10	101
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,851,906	654,728	5	91½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,188	133,692	8,673,764	158.6	1,223,528	2,492,216	1,107,377	14	102
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,368	—	691,451	1,786,200	252,200	70,248	2,128,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685.600	344,095	6,417,669	142.0	.....	853,863	209,512	—	.....
30 Nov. '66	33.5	—	43.6	—	45	40	684	Little Miami	3,710,305	*	1,515,128	3,572,400	1,400,000	85,790	5,225,433	153.2	1,160,900	1,936,038	469,206	9	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	435	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	316,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,248,950	9,870.000	4,343,042	20,549,420	192.3	.....	829,982	119,082	—	31½
30 Jun. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,986,354	596 400	391,992	3,882,163	1,218,972	109,313	4,972,748	205.9	346,671	694,529	134,081	—	60†
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,550,000	*	2,263,903	6,700,000	14,345,000	795,301	22,118,900	250.6	———	3,717,388	906,200	—	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Year ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,850,722	232,046	283,573	1,948,400	614,000	318,542	2,876,342	44.0	194,201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,883,400	1,476,030	—	.....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,841	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	205,024	564,408	152,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,637,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,904,755	2,788,496	714,825	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	5	96	East Pennsylvania	1,342,981	227,659	—	854,400	574,900	—	1,564,740	36.0	124,412	44[illegible]	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	852,000	—	1,000,000	1,620,000	—	2,620,000	78.0	295,143	517,581	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	800,000	400,000	—	1,000,000	18.5	165,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842.92[illegible]	554,628	225,000	664,300	1,248,704	436,296	2,622,348	98.6	323,902	618,566	235,152	—	.....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co	7	61
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,585	500,000	100,000	2,409,585	32.0	47,227	65,692	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	8	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,110	—	2,188,498	59.[illegible]	198,28[illegible]	250,900	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,815	—	1,335,000	2,401,345	68,880	3,814,146	82.0	483,750	818,878	285,010	—	.....
31 Oct. '66	71.0	67.5	130.0	—	56	19	3,475	Lehigh Valley	9,911,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	118.5	1,075,411	3,718,686	2,260,027	20	51
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,528,965	2,606,100	885,000	73,556	3,564,656	(oper. by Reading			R. R.)	2	29½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	58
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,650	3,150,150	3,124,737	—	6,887,245	67.5	345,586	902,213	382,500	—	33
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,0[illegible]8 2[illegible]6	—	44,251,644	565.[illegible]	7,080,026	16,583,883	5,967,520	9	82
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,439	409,956	1,491,850	159,800	—	1,817,554	24.2	274,879	605,340	247,440	9	64
31 Dec. '66	287.5	—	62.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,788	—	—	5,[illegible]3 760	13,[illegible]09,000	600	18,084,300	287.5	1,424,110	2,541 052	454,077	—	28
30 Nov '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,899,368	22 742,867	6,719,562	—	32 577,548	474 8	4,[illegible]61,338	10,9[illegible]2,819	6,016 631	10	49
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	2[illegible]5	195,478	849,448	316,754	15	125
31 Oct. '65	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	850,936	2,4[illegible]0,855	1,057,687	10	85
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,058	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	334,068	639,109	245,960	—	.....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,737	*	2,678,792	9,940,988	12,568,560	1,062,243	26,9[illegible]7,540	468.5	4,945,413	7,467,217	2,319,531	10	97½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Potteville	1,589,456	—	—	869,456	700,000	—	1,569,456	28.0	149,05[illegible]	348,186	130,892	4	40
31 Oct. '66	26.1	—	4.0	—	8	13	36	Westchester & Philadelphia	1,345 387	146,721	10,000	684,036	932,800	113,865	1,760 591	36.4	144,402	357,510	145,660	—	.....
31 Oct. '66	36.6	—	4.7	—	8	8	253	Tioga	826,367	247,245	22,301	549,400	316,000	28,292	1,095,913	36.6	120,064	264,128	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,823	12	85
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,262	161,636	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,540	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '67	102.0	—	.....	—	11	8	109	North Eastern	2,14[illegible],131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	217,775	66,687	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,475	242.0	.....	1,312,738	387,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,429	58,133	—	505,214	514,600	99,110	1,187,707	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	—	140.0	10 mos.	441 029	154,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,221 247	130.3	139,232	331,871	161,014	—	.....
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,987	9,431,517	291.0	786,531	1,661,812	71,490	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	—	—	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	.....	—	—	—	.....
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015.107	*	—	825,399	1,069,600	962,059	3,01[illegible],10[illegible]	99.2	—	367,252	173,729	—	.....
1859	47.4	—	2.8	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,363	.....	47.4	84,175	88,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,907	56,816	—	144,894	436,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	67,950	127,953	87,243	—	.....
1859	80.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	.....	80.0	.....	1,248	—	—	.....
								TEXAS, (*all sided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Colr'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275 000	240,000	171,560	.....	50.0	31,300	32 676	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,890	521,102	3,171,811	110.3	177,490	498,706	184,652	—	.....
31 Aug. '68	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991.705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423.027	112,163	—	.....
31 Aug. '68	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,688	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8 500,000	184.5	1,030,304	1,477,782	534,328	—	14
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	oper. by Vt.		Central	180,000	8	95
30 Jun. '66	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper.	r.b.	Troy & Bost.		58,852	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	.....
30 Sep. '59	77.8	8.0	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	54,121	16,332	—	.....
30 Sep '66	103.5	—	.....	—	.....	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	.....	696,703	127,055	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	*	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	15½
30 Sep. '68	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,388,272	*	—	1,365,600	1,691,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '68	140.5	1.5	11.2	—	25	16	289	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,788	—	.....
30 Sep. '68	75.1	—	4.5	—	11	10	198	Richm., Frederick & Potomac	1,985,579	*	62,500	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	.....
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,814	286,428	3,353,679	1,919,550	37,297	6,879,046	221.8	209,405	564,511	135,648	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,[illegible]22	7,362,250	214.9	275,839	556,022	93,[illegible]	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,592	10,983,950	5,229,000	—	18,508,374	275 0	988,727	2,538,800	964,103	—	49
31 Dec. '66	200.0	185.0	28.3	—	47	31	660	*Milwkee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	.....	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	161.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	68
30 Jun. '68	49.0	—	137.0	—	78.0	204	180	Grand Trunk	[illegible]10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,858	—	.....
31 July '68	1,096	116.5	68.0	—	92	126	1,689	Great Western	23,938,750	*	—	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,886	1,649,510	1[illegible]
31 Dec. '64	229.0	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	.....
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,708	—	—	.....	108.0	.....	148.33[illegible]	55,777	—	.....
July '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	62,3[illegible]	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 45[illegible]	80,070	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4 273,281	92.0	158,416	139,107	87,181	—	—
	8			—	11	22	120	PEI [illegible]	2,900,000	*	—	4,0[illegible],[illegible]	0[illegible]	—	10,[illegible]87,[illegible]	48.[illegible]	—	[illegible] 137,438	1,[illegible]32,924	—	139

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	23⅝
Catawissa (preferred)	1,150,000	7	---	23⅝
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	62
Chicago & Alton (preferred)	2,425,400	7	7	131
Chicago & Northwestern (pref.)	14,789,125	7	7	72⅞
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	74½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	62
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	18½
" " (2d pref.)	4,051,744	7	3	6½
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	98
" " " (2d pref.)	841,400	7	7	90
Milwaukee & St. Paul (preferred)	7,370,900	7	---	65½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	112
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	72
Toledo, Wabash & Western (pref.)	1,000,000	7	7	66½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18—	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	---	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,484,351	6	"	1884	84½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1868	----
2d Mortgage	57,000	6	"	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,560	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	70½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	56
Preferred Interest b'ds.	227,589	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	16
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	35
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	52
Delaware and Hudson	100	10,000,000	10	148½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	28½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	90
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	12½
" " (preferred)	50	2,883,985	---	20
Susquehanna and Tide Water	50	2,048,260	---	11½
Union	----	----	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	37

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 per ton	36 — @ 38 —
Pig, American, No. 1	38 — @ — —
Pig, American, No. 2	35 — @ 36 —
Bar, Refined, English and American	86 — @ 86 —
Bar, Swedes, assorted sizes (gold)	92 50 @105 —
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Sand	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ½ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s	— 15 @ — 16
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	— — @ 52 50
Rails, American (at works)	— — @ 82 50

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)	— 10 @ — 12½
English Blister.(2d and 1st qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½ @ — 17
American, Cast, Tool, do.	— 21 @ — 23
American, Spring, do.	— 12 @ — 15
American Machinery, do.	— — @ — 14
American German do.	— 11 @ — 14

COPPER—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— — 35 @ — —
Braziers'	— — 35 @ — —
Sheathing, &c., Old	— — 20 @ — —
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— 27 @ — —
American Ingot	— 22½ @ — 2₀

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 45 @ 6 50
German Refined (gold)	6 45 @ 6 75
English (gold)	6 45 @ 6 87½
Bar (net)	10 50 @ — —
Pipe and Sheet (net)	12 — @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

	Gold.	Currency.
Banca (gold). per lb.	— 26 @ — —	
Straits (gold)	— 23½ @ — 24	
English (gold)	— — @ — 23½	
Plates, I.C. Charcoal, p. box	7 50 @ 8 25	10 50 @ 11 —
Plates, I. C. Coke	6 50 @ 7 25	8 50 @ 10 —
Plates, Coke Terne	— — @ 6 25	8 25 @ 8 50
Plates, Charcoal Terne	7 75 @ 8 —	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— 10½ @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 16 @ — —
Refined, free, S. W.	— — @ — 43
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 22
Refined, in bond, Standard White	— — @ — 24½
Refined, in bond, prime White	— 25 @ — 26
Naptha, Refined, (60 @ 63 gravity)	— 31½ @ — 32
Kerosene per bbl.	— — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th. 2	F. 3	Sat. 4.	M. 6	Tu. 7.	W. 8
Atlantic M. S. S. Co.	115	113½	112½	113	113	112½
Boston, Hartford & Erie	----	----	13½	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	----	----	----	----	----
Chicago & Alton	130	130½	----	131	131	
" " pref.	----	131	----	----	----	----
" " M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	138	----	138
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	68	68½	69½	69½	69½	69½
" " pref.	70½	71	72½	72½	73½	72½
" " 1st M.	----	----	86½	----	----	85½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	82½	----	85½	----
Chicago & Rock Isl.	95½	94½	95½	93½	95½	96⅜
" '1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1893	91½x	92	92½	----	92½	----
Clev., Col. and Cin.	98½	----	98½	----	98½	----
Clev. and Pittsburg	88½	88½	89½	88½	89½	91½
" " 2 M.	----	----	----	----	96	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	98	98	98½	99	99	101½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	33½	32½	34	35	35	35½
Del. & Hudson Canal	----	148½	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" "1M. 8 p.c. '71-5	----	----	----	----	----	----
" "2M. 8 p.c. '81	----	----	----	----	----	----
Erie	72	72½	73	72½	73	74
" pref.	74x	72	----	----	73½	74½
" 1 M. 7 p.c. '67	----	----	----	102½	102½	----
" 2 M. 7 p.c. '79	102	102½	----	----	102½	----
" 3 M. 7 p.c. '83	----	----	----	----	102½	----
" 4 M. 7 p.c. '80	91½	----	----	92	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	131½	132½	132½	134	136	138½
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	132½	----	132½	133	----	
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	15	----	16	17½	19	19½
" " 2d "	----	----	----	----	6½	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref.	----	----	13	----	12½	13½
" " 1st mort.	----	----	----	----	----	----
Michigan Central	107x	106½	106½	107	107	107⅜
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	85	85½	86	86½	86½	87
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	95½	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	90	90	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	47½	47½	47½	48½	48½	48½
" " pref.	63½	64	64½	65	65½	65½
" " 1st mort.	----	84	----	85	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	96x	96½	96½	97½	99½	102
" iss. to H. & St. J. R.	86x	----	----	----	----	----
" " Pacific	96½x	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort	----	----	----	----	----	----
" " 2d mort	----	----	----	----	----	----
New York Central	117½	117½	118½	118½	118½	119½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	91½	----	91	----
" " 6s, S. F. '87	----	----	----	91	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	112	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	138	----	----	----	----	----
North Carolina 6s	55	----	----	----	----	----
" ex-coupon	51	----	51½	51½	----	51½
" new	----	----	52	----	51½	----
Ohio & Miss. cer.	29½	30½	30½	30½	32	31½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	113½	114	113	112	112½	114
Panama	----	----	----	----	----	----
Phila. and Reading	91½x	92	93½	93½	94	95
Pitts. Ft. W. & Chicago	97½x	97½	97½	97½	98½	98½
" " 1M. 102x	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	21	22	21½	21½	22	23½
St. L., Alton & T. H.	----	50	----	51½	----	52
" " pref.	70	----	----	72	----	----
" " 1M.	----	----	----	----	94	----
" " 2M. pref.	83	82½	82½	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	62	61½	61	60½	60	61½
" new	60½x	59½	58½	58½	58½	59
Tol. Wab. & Western	42½	----	43½	43½	44	44½
" Pref.	64	----	----	65½	65½	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	77½	77½	----	----	77½	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	46½	----	45	45	45	45
" new	----	----	----	42	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th 2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	115	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	101⅛	101⅞	101⅛	101⅞	102⅛	102⅛
U. S. 5s, 10-40s, reg.	102	----	----	102	----	102⅛
U. S. 6s, 1881, reg.	108⅛	----	108⅛	108⅛	108⅛	108⅜
U. S. 6s, 1881, cou.	108⅛x	----	108⅜	108⅜	108⅜	108⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	132	----
U. S. 6s, 5-20s, reg. '62.	105⅛	----	----	105⅜	----	105⅛
U. S. 6s, 5-20s, c. '62	108⅜	108⅛	----	108	108⅛	108⅜
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	105⅛	105⅛	----	105⅛	105⅞	106⅛
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	106	----	105⅞	106	106⅛	106⅛
U. S. 6s, 5-20s, r. n. '65.	----	104⅜	----	----	104⅜	----
U. S. 6s, 5-20s, c. n. '65.	104⅛x	104⅜	104⅜	104⅛	104⅜	104⅜
U. S. 6s, 5-20s, r. n. '67.	104⅛	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67.	104⅛x	104⅛	104⅛	104⅛	104⅛	104⅛
7.30 Notes, 2d series.	104⅛	----	----	104⅛	104⅛	104⅛
" " 3d series.	104⅛	----	104⅜	104⅛	104⅞	104⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	W.1	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa	----	----	----	----	----	----
" preferred	----	----	23⅜	23⅛	23⅛	23⅛
Camden & Amboy	----	128⅛	128⅛	128⅛	----	129
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	87⅛	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	92⅛	----	93	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	28	28⅛	28⅛	----	----	28⅜
" " 6s, '84	----	84	----	----	84⅛	84⅛
Lehigh Valley R. R.	----	----	----	50⅛	51	51
" " 6s	----	----	91⅛	----	----	----
Little Schuylkill R. R.	27	27⅛	28	----	----	28⅛
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	58	----	----
" " pref.	----	----	----	----	----	90
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	33⅛	----	----	----	----	----
" 6s	89	86	86⅛	89⅛	----	----
" " 10s	----	----	----	----	----	----
Northern Central	43	----	----	----	----	----
Pennsylvania R. R.	52⅛	52⅛	52⅛	52⅛	51⅞	----
" 1st m.	----	----	----	----	58⅛	----
" 2d m.	----	----	----	----	93⅛	93⅛
Penn. State, 6s 1st series	----	----	----	101⅛	----	102
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	----	----	----	----	----	103⅜
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	----	95⅛	96⅛	96⅛	----
" " new	100	100⅛	100⅛	100	100⅛	----
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	45⅛	45⅞	46⅛	46⅛	46⅛	----
" " 6s, '86	----	----	----	96	----	----
" " 6s, '70	----	----	----	----	----	96⅛
Philadelphia & Erie	----	28⅛	28⅛	28⅛	28⅛	28⅛
" " 6s	----	----	----	92⅛	93	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	20	----
" " 6s '82	70	----	----	----	69⅛	69⅛
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	55⅛	----	----	----	----	56
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	16	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	45	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	73	----	73
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	W.1	Th.2	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875	----	97⅛	97⅛	97⅛	98	98
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	98⅛	98⅛	98⅛	98⅛
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	124	----	----	124	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	96
" " " '80	----	----	----	----	----	96
" " " '85	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	----	85⅛	----	----	84	84⅛
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston and Albany	138⅛	138	138⅛	138⅛	138⅛	138
Boston and Lowell	----	----	----	----	----	121
Boston and Maine	132	132	132	131	131⅛	133
Boston and Providence	----	----	131⅛	132⅛	132	----
Boston, Hartford & Erie	13⅛	13⅛	13⅜	13⅜	13⅛	14
Cheshire, pref.	----	61x	61	----	----	62
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	108⅛	108⅛	108⅜	109	108⅝	109⅛
Fitchburg	----	----	----	121	121⅛	122⅛
Manchester & Lawr'ce	----	----	----	----	122⅛	----
Michigan Central	107⅛x	----	107⅛	108	----	----
Northern, N. H.	111	----	----	111	111	----
Ogdens. & Lake Champ	63	63	----	----	64⅛	65
Old Colony & Newport	84⅛	84⅞	84⅞	85	85	85
Ph., Wil. & Baltimore	52⅛	52⅛	52⅛	52⅛	52⅝	53
Portl'd, Saco & Ports.	101⅛	----	----	----	101⅛	----
Vermont & Canada	94⅛	94⅛	----	----	95	95
Vermont & Mass.	54	54	52⅛	53	53⅛	54⅛
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	90⅛	----	----	90⅛
Metropolitan "	55⅛x	55⅛	55⅛	55⅛	----	55
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	20	20	20
Franklin "	----	----	6⅛	9⅛	10⅛	10⅛
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	4⅛	4⅛	4⅛	----	----	5⅛
Pittsburg "	----	----	----	----	15	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	2⅛	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 13th and 20th Dec.:

	Closing Prices Dec. 13.	Closing Prices Dec. 20.
United States, 5-20s, 6 per cent 1882	71⅛@ 72⅛	71⅛@ 72⅛
Do. do. 6 do. 1884	70 @ 71	69 @ 71
Do. do. 6 do. 1885	70⅛@ 70⅛	70⅛@ 70⅛
Do. do. 6 do. 1868	87 @ 90	86 @ 89
Virginia State, 5 per cent	48 @ 52	48 @ 52
Do. 6 per cent	30 @ 32	30 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	19 @ 20	19 @ 20
Erie shares, $100 (all paid) 8 p. c.	48 @ 49	49 @ 50
Do., convertible bonds, 6 p. c.	67 @ 69	70 @ 72
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	— @ —
Do., 7 p. c., 1875	77 @ 79	77 @ 77
Do., $100 shares (all paid)	89⅛@ 90⅛	89 @ 90
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Do. $50 shares	— @ —	— @ —
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	81 @ 83	81 @ 83
Do. with option to be paid in Phil.	81 @ 83	81 @ 83

American Railroad Journal.

Saturday, January 11, 1868.

Stock Exchange and Money Market.

The Money Market has been much more liberally supplied with capital, since our last, chiefly because of the interest and dividend payments of the 1st inst., which have been unusually heavy, this year. Lenders have been more willing to aid all responsible borrowers, both for speculative and for mercantile purposes. The demand for accommodation has been somewhat brisker, chiefly from the street houses, for use at the Stock and Gold Boards, to whom money has been readily advanced at 6@7, generally at 6 per cent. on call. Commercial paper has not been particularly abundant, and for prime to good grades, there there has been a freer currency at 7@8⅓ per cent. per annum. The Sub-Treasury, last week, reduced its cash balances $6,684,818, nearly all of which represented disbursements on interest account. According to the last debt statement of the Treasury Department, the cash reserve of the department was reduced $3,976,217 in December, or to $134,200,603 on the 1st inst., against $133,176,821 on Dec. 1, and $133,998,398 on Nov. 1, 1867. The reduction in December was exclusively in the currency line, amounting to full $11,116,826, against a gain of $7,739,608 in the coin reserve. Some $53,346 worth (chiefly old and worn out notes,) of plain greenbacks was retired from circulation in December. Of matured compound interest notes, $16,004,580 were redeemed; some $10,410,000 by conversion into the three per cent. certificates, and most of the balance by direct purchase for cash. Of the 134¼ millions of cash in the Treasury on the 1st inst., 101¾ millions were in the Sub-Treasury vaults in this city. The city banks reported a marked increase in their resources, as the result of the past week's business. The actual increase in the deposits was $8,357,000; in the legal tender reserve, $1,453,000; and in the specie hoard, $1,752,000. The loan averages were also augmented $4,879,000. The specie reserve of the city banks is now $12,724,614, against $12,794,792 same time last year. The city bank deposits are now $187,070,786, against $202,533,564 week ending Jan. 5, 1867. The legal tender reserve amounts to $62,111,201, against $65,026,121 same time last year. The circulation now stands at $34,134,391, against $32,762,779 same time last year. The loans are now $249,741,297, against $257,852,460 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $96,653,261 a day, against a daily average of $74,856,717 the preceding week, and $78,858,584 the week ending with Dec. 21. The current week's exchanges average about $92,960,920 a day. The city banks, last week, gained $1,458,269 of legal tender, and $8,357,595 of deposits, and $1,752,645 of specie. They increased their loans, $5,120,985; and reduced their circulation, $9.

The Philadelphia Bank movement the past week shows a increase in loans, of $734,035; an increase of $39,165 in specie; an increase in legal tenders of $174,941; an increase of $1,821,049 in deposits; and an increase of $6,404 in circulation. The Bank Clearings show an increase of $8,057,283, and the balances, an increase of $1,125,546.

National Bank notes to the amount of $74,770 were issued last week, making the total issue to 1,673 banks thus far, $305,560,931, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,726,955, leaving, with the existing 1,639 banks, (having an aggregate capital of $424,894,861,) an actual circulation at this date, of $299,833,976. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,942,750; and for the public deposits, $37,817,950—making a total of $378,760,700. The Treasury Department last week redeemed and destroyed $391,400 of worn and mutilated fractional currency, and issued $434,000 of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 4, were $12,582,647, including $1,158,796 from customs duties; payments, $19,267,465, including $6,491,000 of coin interest; balance at the close of the week, $97,564,728, against

$104,249,547, at the close of the preceding week, showing a decrease of $6,684,818. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,088,716 including $314,626 from customs; and payments, $4,490,436; on Tuesday, receipts, $1,677,848 including $437,000 from customs, and payments, $1,244,343. The balance at the close of business on Tuesday stood at $97,596,514, against $101,683,223 a week previous; and $103,565 841 on Dec. 22.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Jan. 4, was $242,733,660; aggregate redemptions, $208,578,000; leaving outstanding certificates to the amount of $34,155,660.

Government revenues have been more liberal, since our last, in the line of both excises and customs. The excises, last week, yielded $6,251,172, against $2,225,000, the preceding week; customs at the port of New York $1,158,796, and at the outports, about $370,000 (in coin) more, making the grand total income for the week equal about $8,353,547 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $107,000,000.

Government received $7,194,910 from customs, through the port of San Francisco, from Jan. 1, to Dec. 8, 1867.

The Gold Market has been more than usually brisk and buoyant, since our last. The speculative inquiry has been very much more confident. Inflation reports and rumors from Washington are talked of as the stimulating cause of the active call and sharp advance. The export call has been moderate. There has been some increase in the customs demand. The range of the week's sales has been from 134¼ up to 137½. Wednesday's business was on a less firm basis; the opening figure on that day having been 137⅜, the lowest quotation 136½, and the latest price 136⅝. The specie exports on Wednesday were $1,435,000, full two-thirds of which amount were in the form of double eagles. The Treasury Department increased its coin reserve in December, $7,739,608, or from $100,690,645 Dec. 1, 1867, to $108,430,253 Jan. 1, 1868. Of the latter amount, private depositors owned $20,104,580, represented by outstanding coin certificates. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $159,550, against $12,233 same time last year. The customs demand for Gold last week, averaged $231,759 a day; thus far, this week, it has been equal to $373,813 a day, or equal to a weekly aggregate of $2,242,878. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $159,550, and from California, none. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was $116,958,654, against $130,222,092 same time in the preceding calendar year. The total receipts of California gold at this port in 1867, was $27,677,556, against $42,740,913 in 1866, showing a decrease in 1867, of $15,063,357. The exports of specie from this port, last week, were $2,787,143, against $784,512 same week last year. The total outflow of specie from the port, in 1867, was $51,841,678, against $62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $6,491,000, against $3,934,000 same week last year. The total coin interest disbursements through the Government office, in 1867, was $61,871,348, against $48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 8, 1867, reached $37,942,265, against $40,851,469 same time in 1866, showing a decrease, in 1867, of $4,289,204.

Foreign exchange has been more abundant and in less request, since our last, closing rather languidly. Bankers' 60 day bills on London closed on Wednesday at 109⅞@110⅛, and on Paris to 5.13¾@5.12½; sight bills on London to 110¼@110½, and on Paris to 5.11½@5.10. The offering of produce bills have been moderate, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,500,234, against $3,716,624 same week last year. The total value of exports of produce and merchandise in 1867, was $189,688,044, against $192,329,554 in 1866.

Government securities have been in much better demand, chiefly for investment purposes, since our last, and prices have favored sellers, the market closing firm and buoyant, as a rule. Six per cent. 1881 bonds have been in more request. Fearly a million of these were added to the outstanding issue in December, the aggregate being now $283,676,600 against $282,731,550 a month ago. Five Twenties, however, have been in most favor, with both home and foreign buyers. The outstanding volume of the Five Twenties was augmented to the extent of $49,392,200, in December, exclusively in the form of the consolidated issue of 1867. The aggregate is now up $1,873,804,750 against $1,824,412,550 on the 1st ult. Ten Forties are again attracting the attention of purchasers. The aggregate issue of these bonds is now $603,050 less than it was a month since. There has been a fair call for Seven Thirties, of which the Treasury Department redeemed in December by conversion or direct purchase, some $47,318,650, reducing the outstanding aggregate to $238,268,450 or nearly six hundred millions less than the original grand total issue of 830 millions.

U. S. sixes of 1881 closed here on Wednesday at 108⅝@108⅞; U. S. Five-twenties of 1862, 108⅜@108½; U. S. Five-twenties of 1864 at 106@106⅛; U. S. Five-twenties of 1865 at 106⅛@106⅝; U. S. Five-twenties of 1865, consolidated, 104¾@109⅞; U. S. Five-twenties of 1867, 104⅞@105; U. S. Ten-forties at 102⅛@102¼, and U. S. Seven-thirties at 104¾@104⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	117⅜	September, 1865	116
August, 1865	116⅜	October, 1865	115¾

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 24.	Dec. 31.	Jan. 8.
Consols	92½	92	92¼
U.S. 5-20's of 1862	72⅜	72⅛	71⅞
Erie	49½	48¾	48¾
Ill. Central	87¾	89¾	88½

The railway and miscellaneous general stock market has been much more active, since our last, speculative demand having grown rapidly, under the fostering influence of the prevailing ease in money. Prices have generally advanced, closing, as a rule, firmly on Wednesday.

Business in Produce and Merchandise has been on a somewhat more extensive scale, since our last. Breadstuffs have improved in price, and have been in good request for home use and shipment. Provisions have been held with more firmness, though they have been only moderately dealt in. Cotton has been fairly active but variable in price, closing heavily at 16 cents for middling uplands, per lb. The stock of cotton now here is estimated at about 57,500 bales. The receipts at the port this week, have averaged about 5,100 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 862,000 bales, against 770,000 bales same time last year; exports, same time, 453,000 bales, against 300,000 bales same time last year; stock on hand at latest dates, 327,000 bales, against 506,000 bales same date last year. At the auction sale of Scranton Coal on Wednesday, 40,000 tons were disposed of to a less spirited company of buyers at less buoyant prices, ranging from $3.57½@5.27½ per ton of 2.240 lbs. delivered at Elizabethport N. J. At the Live stock markets this week beeves have been in fair request and buoyant in price at from 12@20c., as extremes. Calves, at from 8@13c. Sheep, at from 4@7½c. Lambs, at from 5@7¾c. Swine, at 7¼@7¾c. per pound, all live weight. The week's receipts have been 3,567 beeves, 446 veal calves, 8,075 sheep and lambs, and 13,584 swine. In foreign merchandise trade has not improved much, in the wholesale line. Groceries have been in moderate request. Metals have been inactive. Dry Goods have have been rather sparingly sought after. Prices of most articles have been quoted about the same. The total imports of foreign dry goods, last week, were $753,265, and the total amount marketed $555,524. The value of foreign merchandise imported last week, was $2,342,877—making the grand total specie value of last week's imports of dry goods and merchandise, $3,095,642, against $1,458,493, same week last year. The aggregate for the year 1867, was $242,478,575 against $277,043,050 in 1866. The ocean freight market has been moderately active and buoyant since our last. For Liverpool we quote flour at 2s. 3d. @2s. 6d. per bbl.; grain at 6¼d.@7½d. per bushel; cotton at $\frac{5}{16}$d.@$\frac{3}{8}$d. per lb.; and heavy goods at 20s.@40s. per ton, all by sailing vessel. Total number of vessels in port on Wednesday 523.

The New York exports, exclusive of specie, for the week ending Jan. 7, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,716,624	$2,500,234

The balance in the Sub-Treasury on Wedensday was $94,871,615 03.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds 1879, 99⅜; Great Western R. R. 2d mort., 70; Toledo, Peoria and Warsaw 1st mort., 77; New York and New Haven R. R. 6s, 96¾; Toledo and Wabash Equipment bonds, 66; Sixth Avenue R. R., 120; Indianapolis and Cincinnati R. R., 60; New Jersey R. R., 134½; Hannibal and St. Joseph R. R., 54; do., pref., 62; Cleveland, Painesville and Ashtabula, 101; New Jersey Central R. R., 117; Del., Lack. and Western scrip, 107½; Dubuque and Sioux City R. R., 89; N. Y. State Bounty Loan, reg., 105¾; do., coupon, 105½; Georgia 7s, ex-int., 81½; Indiana 5s, ex-int., 92½; Brooklyn 6s, W. L., 93; Wells-Fargo Express, 46: Adams' Express, 76½; Merchants' Union Exp., 37½; Am. Exp., 73; U. S. Express, 77⅜; Boston Water Power Co., 22½; American Coal, 49; Western Union Telegraph, 88⅝; do., bonds, 80; St. Nicholas Bank, 106½; Central National Bank, 102½; Bank of Commerce, 115; Ninth National Bank, 100½; Phœnix Bank, 104; Metropolitan Bank, 126; Fourth National Bank, 103; Bank of Commonwealth, 104; Bank State of New York, 106; Bank of Republic, 111½; Alameda Silver, 0.90; American Flag, 0.45; Benton Gold, 0.45; Black Hawk, 6.25; Corydon, 0.45; Consol. Gregory Gold, 5.55; Davidson Copper, 0.45; Edgehill Mining, 3.40; Gunnell Union, 1.00; Harmon G. & S., 9.75; Holman Gold, 0.11; La Crosse Gold, 0.50; Liberty Gold, 0.03; Montana Gold, 0.16; New York Gold, 0.90; Nye Gold, 0.03; New York and Eldorado, 1.40; Quartz Hill Gold, 1.25; Rocky Mt., 0.40; Rutland Marble, 12.00; Smith and Parmalee, 3.35; Texas, 0.10; Wallkill Lead, 0.63; Rynd Farm petroleum, 0.60; United States, 2.25; Bennehoff Run, 2.00.

Philadelphia.—Lehigh Coal and Navigation 6s, gold loan, 86¼; West Jersey R. R. 6s, 86; Warren and Franklin 7s, 77½; Schuylkill Navigation Boat Loan, 73; West Branch Canal bonds, 88; West Pennsylvania R. R. 6s, 75; New Jersey State 6s, reg., 100¼; Penn. State coupon 5s, 97; Chesapeake and Delaware Canal, 35⅛; Big Mt. Coal, 4½; Green Mt., 2¾; N. Y. and Middle Coal Fields, 2⅞; Keystone Zinc, ½; Green and Coates streets R. R. 7s, 90; Germantown R. R., 25⅞; Westchester R. R., 18; Ocean Oil, 3¼; Mechanics' Bank, 30½; Commercial Bank, 56; Girard Bank, 56; Farmers' and Mechanics' Bank, 131; Consolidation Bank, 42. The latest quotations are: City 6s, 96½@97; do., free of tax, 100⅛@100¼; State 5s, reg., 98½@—; do., coupon, 95@96; do., 6s, W. L., 103@103½; Reading, 47⅛@47¼; do., 6s, 1870, 95½@96½; do., bonds, 88@—; Camden and Amboy, 129¼@129½; do., mort. 6s, 1889, 93@94; do., 1883, 87¾@88¼; Penn. R. R., 51⅞@52; do., 1st mort., 98@98½; do., 2d mort., 93½@94; Little Schuylkill R. R., 29½@29¼; Morris Canal, 28@32; do., pref., 90@90½; do., bonds, 83@93; Wyoming Valley Canal, 28@37¼; do., 6s, 75@80; Susquehanna Canal, 12@13; do., 6s, 55@56⅛; Sch. Nav., 10@11½; do., pref., 20@21; do., 6s, 1882, 70½@70¾; Union Canal bonds, 16@17; Delaware Div. Canal, 51@53; do., bonds, 80@90; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92@94; do., 5s, 60@61; Lehigh Coal and Navigation, 29@30; do., bonds, 1884, 84¼@84½; North Pennsylvania, 33@33¼; do., 6s, 86½@86¾; Philadelphia and Erie, 28@28¼; do., 6s, 92¾@93; Minehill, 57½@58; Catawissa, 8@13; do., pref., 23½@23⅝; Lehigh Valley, 50⅞@51; do., bonds, 92@92½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 74@74¾; West Philadelphia, 64@68; Spruce and Pine, 26@26; Green and Coates, 30@31; Chestnut and Walnut, 44½@45; Thirteenth and Fifteenth, 18½@19½; Girard College, 26@28; Tenth and Eleventh, 63@66; Union, 35@37½; Hestonville, 10½@10¾.

Boston.—Old Colony and Newport 6s, 95; Boston, Hartford and Erie 7s, 62½; do., new bonds, 45; Boston, Concord and Montreal 7s, 100; Vermont Central and Vermont and Canada 8s, 1877, 101; Western R. R. 6s, 1875, 97¼; Vermont Central 2d mort., 25½; N. J. Central 6s, 1883, 91; Vermont Central 1st mort. consolidated, 62; Granite Railway, 49¾; Vermont Central, old, 1¼; Indianapolis and Cincinnati, 28½; Conn. and Pass. Rivers, 80; Troy and Greenbush, 46; Rutland pref., 70; Boston Water Power Co., 32½; Cary Land Co., 7¾; Boston and Roxbury Mill, 49; Ophir (N. S.) 155; New Hampshire 6s, 1871, 98⅞; Massachusetts 6s, 1876, gold, 116; do., 6s, 5-20s currency, 102⅛; Maine 6s, 99; Vermont 6s, 1871, 98¾; Cook Co., Ills., 7s, 94¼; Bath 6s, 1890, 90; Lynn 6s, 1885, 98⅞; St. Louis 6s, 1874, 94; do., 1877, 83; Chicago 7s, 1896, municipal, 94¼; do., 1892, W. L., 95; do., sewerage, 95; Boston 5s, 1882, gold, endorsed, 107½; do., 1876, gold, 105½; do., July, 1869, 122¾; Portland 6s, 1887, 93½; Cambridge Gas, 114¾; State National Bank, 104⅛; National Bank of Commerce, 117; Hide and Leather National Bank, 142; Everett National Bank, 104¾; Boston National Bank, 117½; Globe National Bank, 125½; Columbian National Bank, 116¼; Merchants' National Bank, 115½; Blackstone National Bank, 126½; New England National Bank, 125⅜; North National Bank, 112; Tremont National Bank, 118; Exchange National Bank, 142½; Eliot National Bank, 105¾; Atlantic National Bank, 121¼; Traders' National Bank, 97¾; Market National Bank, 104; Allouez Mining Co., 2½; Concord, 2½; Hancock, 5¾; Humboldt, 52c.; Hanover, 50c.; South Side, 50c.

Baltimore.—Virginia 6s, reg., old, 37; Baltimore City 6s, 1873, 97; Marietta and Cincinnati 1st mort., 88½; do., 2d mort., 55; Central Ohio R. R., 81; do., 1st mort., 85; Atlantic Coal, 0 74; Mineral Hill, 0.28; Bank of Baltimore, 103; Commercial and Farmers' Bank, 40; Union Bank, 57; Third National Bank, 100; Mechanics' Bank, 10; Second National Bank, 99½. The latest quotations are: Balt. and Ohio, 124¾@125; do., 6s, 1875, 96¼@96½; do., 1880, 96¼@96½; do., 1885, 98@—; Northern Central, 43@43; do., bonds, 1885, 84@85; do., 1900, 84⅝@85; N. W. Va., 17½@18; do., 1st mort., 90@93; do., 2d mort., 92@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 88@88½; do., 2d mort., 55@55; Central Ohio, 31¾@31½; do., 1st mort., 85@86; Western Md. 6s, 1890, 72½@73¾; do., guar., 84¾@85; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100¼@101½; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 98¼@98½; do., 1886, 97@97; do., 1890, 98¼@98½; do., coupon, 100@—; do., Park, 97½@98¾; do., 1893, 90@94; do., 5s, 1838–'70, 79@80; City Passenger R. R., 18¼@19; Canton Co., 48½@49½; Gardner, 1.00@1.05; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 55@60; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.25@0.40; Atlantic Coal, 0.70@0.90; Mineral Hill, 0.25@0.32; Baltimore Coal, 29@—.

American Natural Lubricating Oils.

We invite attention to the advertisement of the Volcanic Oil and Coal Co. in another column. These Natural Oils are not put upon the market in the condition in which they are pumped from the earth, but, by a mechanical process, are rendered entirely free from all grit, gummy or parrafinous deposits and water; so that the company are prepared to guarantee them, under all circumstances, as to uniformity of grade and cleanliness.

The Volcanic Oil and Coal Company, of West Virginia, produce a greater variety of oils than any other company in that State, (whence all oils of this nature come,) hence they are prepared to furnish the different grades suited to every kind of machinery, light, medium or heavy, insuring the most economical results in lubrication.

Pamphlets containing full information in relation to these oils can be had upon application to S. St. John, 7 Broadway, New York, who is Agent for the company.

Atlantic and Great Western Railway.

The annual election for directors of this company took place in Meadville, Pa., on the 7th inst., and resulted in the choice of the following gentlemen: Hon. Henry G. Stebbins, John S. Eldridge, Gen. A. S. Diven, T. W. Kennard, E. F. Satterthwaite, W. A. O'Doherty, Samuel Wann, John Gardner, C. E. E. Blakesley, Gen. Rush C. Hawkins, Timothy G. Churchill, John D. Lawson, Alexander McAndrew, Mortimer L. Mackenzie, New York: T. Haskins Dupuy, Tatlow Jackson, Philadelphia: Charles Day, Henry Martin, Buffalo; Jacob Riblet, Galion, Ohio; Jacob Crall, Ashland, Ohio; Wm. Lee Randolph, N. Y.

The Board organized by electing Hon. Henry G. Stebbins, President, and T. Haskins Dupuy, Vice-President.

Cleveland and Pittsburg Railroad.

At the annual meeting of the stockholders of this company held in Cleveland on the 1st inst., the following gentlemen were elected directors for the ensuing year: J. N. McCulloch of Wellsville; A. Stone, Jr., Cleveland; S. Witt, Cleveland; J. H. Wade, Cleveland; T. P. Handy, Cleveland; J. H. Banker, New York; James Steward, New York; H. C. Simson, New York; Thomas Slocumb, New York; J. H. Devereux, Cleveland; B. F. Jones, Pittsburgh, and J. W. Calfant, Pittsburgh.

At a subsequent meeting of the Board of Directors, the following officers were elected; J. N. McCullough, President; J. H. Devereux, Vice-President; G. A. Ingersoll, Secretary.

☞ The Dunleith and Dubuque Bridge Co. will receive proposals at their office in Dubuque, Iowa, until the 13th inst., for the construction of a bridge across the Mississippi river between Dubuque and Dunleith, and for connecting the west end of said Bridge with the Dubuque and Sioux City Railroad. For particulars, see Advertisement on page 51 of this week's issue.

☞ The West Branch of the North Missouri Railroad was completed to Brunswick on the 23d ult.

Railroad Earnings.—Weekly.

The earnings of the Atlantic and Great Western Railway for the fourth week in Dec., 1867, were $97,428 00
Corresponding week previous year 98,318 00

Decrease $890 00

The earnings of the Toledo, Wabash and Western Railroad for the 4th week of Dec., 1867, were $111,517 17
Same week in 1866 ..... 87,377 54

Increase $24,139 69

The earnings of the Chicago and Alton Railroad for the fourth week in December, 1867, were $61,006 47
Corresponding period previous year .. 69,163 74

Decrease $8,157 27

The earnings of the Chicago and Rock Island Railroad for the fourth week in December, 1867, were $68,100 00
Corresponding week of previous year .. 59,616 00

Increase $8,484 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Dec., 1867 .. $240,319 00
Corresponding week previous year .. 204,623 00

Increase $95,696 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Dec., 1867, were $110,318 00
Corresponding week of 1866 ..... 101,964 00

Increase $8,354 00

The earnings of the Detroit and Milwaukee Railroad for the week ending January 2, 1868, were $24,558 00
Corresponding week of 1867 ..... 24,865 00

Decrease $307 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Dec., 1867 .. $35,148 00
Corresponding week previous year 32,466 00

Increase $2,682 00

Exports of Petroleum from Philadelphia.

The following is a statement of the destination, quality and value of the Petroleum exported from Philadelphia during the year 1867, also a comparison with previous years:

	Gallons.	Value.
Great Britain	6,074,040	$1,796,038
Antwerp	7,966,514	2,278,789
France	4,264,725	1,128,315
Bremen	4,302,377	1,147,603
Hamburg	985,958	254,131
Prussia	668,440	181,414
Spain	169,830	48,233
Russia	696,315	184,423
Portugal	118,055	31,901
Sweden	82,654	10,940
Rotterdam	1,838,502	520,261
Italy	1,397,955	404,900
West Indies	186,030	66,285
Total, 1867	28,751,445	$8,053,233
" 1866	26,836,088	11,274,597
" 1865	12,032,934	6,441,274
" 1864	7,566,925	4,294,724
" 1863	4,930,708	1,382,080

☞ Messrs. Williams and Page have admitted Mr. Allan J. Chase as partner in their firm. The business will be conducted as heretofore, at 91 Water street, Boston, under the style of Williams, Page & Co.

☞ The Portland and Rochester Railroad is graded to Quaker Pond, within two miles of Alfred, and all but three miles are gravelled. The track will be laid in the spring.

Imports of Dry Goods.

The imports of foreign dry goods at the port of New York for each month of the years 1866 and 1867, are officially stated as follows:

	1866.	1867.
January	$15,769,091	$11,928,872
February	16,701,578	9,786,615
March	15,833,273	10,227,579
April	7,336,564	5,274,455
May	7,299,112	5,436,451
June	6,775,214	4,245,313
July	10,727,463	6,582,575
August	14,870,338	12,608,019
September	9,175,675	7,351,223
October	8,485,550	5,382,793
November	7,259,236	4,397,398
December	5,989,731	3,092,350
Total	$126,222,855	$86,263,643

The following will show the relative proportion of the different classes of fabrics:

	1866.	1867.
Manufaturers of wool	$50,405,179	$31,357,833
" cotton	21,287,490	15,800,894
" silk	24,837,734	18,565,817
" flax	20,456,870	12,949,561
Miscell's dry goods	9,235,582	7,589,538
Total imports	$126,222,855	$86,263,643

The value of foreign dry goods entered directly for consumption at the port of New York is as follows:

	1866.	1867.
January	$10,738,030	$5,836,470
February	11,979,918	6,125,167
March	10,548,433	6,428,843
April	4,966,626	3,305,827
May	4,850,893	3,384,648
June	3,873,573	2,374,570
July	7,862,548	3,724,269
August	9,096,521	8,782,015
September	6,348,181	5,908,490
October	5,462,752	3,297,079
November	3,788,539	2,903,081
December	2,417,692	1,585,591
Total	$81,933,706	$53,605,545

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1866.	1867.
January	$5,031,061	$6,092,402
February	4,721,660	3,661,448
March	5,284,840	3,799,236
April	2,369,038	1,968,628
May	2,448,219	2,051,808
June	2,901,671	1,870,743
July	2,864,915	2,808,306
August	5,773,817	3,826,004
September	2,827,494	1,442,733
October	3,022,798	2,085,714
November	3,470,697	1,494,317
December	3,572,039	1,556,759
Total	$44,289,149	$32,658,098

The value of foreign dry goods withdrawn from warehousing at the port of New York, is as follows:

	1866.	1867.
January	$3,775,612	$3,060,973
February	3,238,900	7,009,274
March	3,943,181	6,942,758
April	3,569,177	2,652,699
May	2,351,454	2,255,601
June	3,104,174	1,338,874
July	2,220,508	1,254,419
August	5,512,279	5,731,940
September	3,708,415	3,243,421
October	1,983,305	1,851,593
November	1,945,666	1,516,484
December	1,289,565	780,394
Total	$36,658,236	$37,687,430

The total imports of foreign dry goods at New York, since 1850 compare as follows:

Year.	Invoiced Value.	Year.	Invoiced Value.
1850	$60,106,375	1859	$118,152,624
1851	62,846,731	1860	103,927,100
1852	61,654,144	1861	43,636,689
1853	98,704,211	1862	56,121,227
1854	80,842,936	1863	67,274,547
1855	64,974,062	1864	71,589,752
1856	93,362,893	1865	91,965,138
1857	90,534,129	1866	126,222,855
1858	60,154,509	1867	86,263,643

Journal of Railroad Law.

COMMON CARRIERS MUST PROVIDE SAFE CARS FOR CATTLE—MEASURE OF DAMAGES.

The facts in the late case of Chester Smith *vs* New Haven and Northampton R. R. Co., (12 Allen 531) were that the defendant received of plaintiff eight cattle at Northampton for transportation on their own and connecting roads to New York. On Saturday the cattle were taken on board a train which reached New York the same night. Five arrived safely. When the train reached Westfield —about 20 miles from Northampton—it was discovered that the barriers of a door of the car in which the cattle were confined, were broken, and three of the cattle were missing. However, these were forwarded somewhat injured by the next train which reached New York on Monday night. The market value of the cattle in New York was less on Tuesday than on Monday.

The action was brought against the defendants as common carriers, to recover damages for this failure to transport safely and reasonably three fat cattle.

The defendants on the trial contended that they used due care, and that the injury was occasioned by the viciousness and unruliness of the cattle. On this point there was conflicting testimony.

The Jury returned a verdict for the plaintiff.

Foster, J.—In this action against a railroad company for injuries received by cattle, while being transported to market, it appeared that when the train arrived at Westfield, the barriers of a car door were found to be broken down and three of the cattle were missing.

The defendants requested the presiding Judge to rule, that if the corporation used due care, and the injury was occasioned by the unruliness of the cattle, the plaintiff could not recover. This instruction was properly refused.

The common law liability of a carrier for the delivery of live animals, is the same as that for the delivery of the merchandise. Upon undertaking their transportation, he assumes the obligation to deliver them safely against all contingencies, except such as would excuse the non-delivery of other property. Wilson *vs.* Hamilton 4 Ohio (N. S.) 722. Palmer *vs.* Grand Junction Railway 4 M. & W. 749. White *vs.* Winnissimmet Co., 7 Cush. 155.

To this general rule there is an apparent exception, supported by authority, and which we adopt, that the liability of the carrier does not extend to injuries caused by the peculiar character and propensities of the animals to themselves or each other. Perhaps this qualification is in principle only an application to live freight, of the familiar rule which relieves the carrier from responsibility, where fruit perishes by natural decay, or the inherent defects of merchandise destroy its value. Although the carrier insures the arrival of the

property at the point of destination against everything but "the act of God and of public enemies," yet the condition in which it shall arrive there, must depend on the nature of the article to be transported. He does not absolutely warrant live freight against the consequences of its own vitality. Hall *vs.* Renfro 8 Met. (Ky.) 51; Clarke *vs.* Rochester and Syracuse R. R. 4 Kern. 570.

Vicious or unruly animals may injure or destroy themselves or each other; or frightened animals may die of terror, or starve themselves by refusing food, notwithstanding every precaution it is possible to use. For such occurrences the carrier is not answerable. He will be relieved from responsibility for casualties of this description, if he can show that he has provided all suitable means of transportation, and exercised that degree of care which the nature of the property requires. In arrangements and precautions to guard against injuries occasioned by the faults and vices of animals to themselves or each other, the carrier is bound to use an amount of diligence analogous to that required of passenger carriers in the transportation of human beings. But the sufficiency of a car door to resist the struggles of animals, however unruly, it is in the power of a railroad company to secure. And its obligation in this respect is not satisfied by furnishing a reasonably strong car. The company is bound to have one absolutely and actually sufficient. It is practicable to make a car so thoroughly strong that cattle cannot break it down and fall out. For any failure to do so the carrier is responsible.

We should have no difficulty in sustaining the verdict for the plaintiff, were it not broadly and unqualifiedly stated in the instructions given, that the defendant corporation was liable as a common carrier for injuries occasioned by the viciousness and unruly conduct of the cattle. So far as the sufficiency of the car was concerned, we assent to this statement. In its application to unavoidable injuries done by the cattle to themselves or each other, we regard it as incorrect.

There are two other qualifications of the liability of common carriers which may be referred to, not because of any fact appearing in the present case, but for completeness of statement and to avoid misapprehension. Where the owner of animals or goods retains the custody of them during their transit, the carrier is not as absolutely liable as he otherwise would be. White *vs.* Winnisimmet Co. above cited. Also where the owner of animals or other property is aware of any circumstances, which render peculiar care and attention necessary to safe transportation, and which the carrier does not or is not presumed to know, he must give notice of such peculiarities, in order that suitable precautions may be employed. Wilson *vs.* Hamilton above cited.

Perhaps the facts at the trial furnished no room for the distinction, in consequence of the omission of which we are constrained to set aside the present verdict. But of this we cannot be sure, and on that narrow ground only the exceptions are sustained.

The rule of damages was accurately stated. If as we understand from the exceptions, the defendants received the cattle, knowing that they were designed to reach New York in season for a particular market day, the loss sustained by wrongful delay in transportation is the difference in market value between the time when they ought to have arrived, and when they actually did arrive at the terminus of the road. Whether without such knowledge, in a case of unreasonable detention or delay, the rule would not be the same, we need not now decide.

Exceptions sustained.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States December 1, 1867, and January 1, 1868:

	Dec. 1, 1867.	Jan. 1, 1868.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$205,552,850.00	$204,929,500.00
Six per cent. bonds of 1867 and 1868	14,690,941.80	14,690,941.80
Six per cent. bonds of 1881	282,731,550.00	283,676,600.00
Six per cent. Five-twenty bonds	1,324,412,550.00	1,373,804,750.00
Navy pension fund	13,000,000 00	13,000,000.00
Total	$1,840,367,891.80	$1,890,102,091.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$18,601,000.00	$20,713,000.00
Three-year compound interest notes	62,249,360.00	46,244,780.00
Three-year seven-thirty notes	285,587,100.00	238,268,450.00
Three per cent. certificates	12,855,000.00	23,265,000.00
Total	$379,292,460.00	$328,491,230.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867	$2,855,400.00	$2,022,950.00
Compound interest notes matured June 10th, July 15, Aug. 15, and Oct. 15, '67	7,065,750.00	9,952,810.00
Bonds of Texas indemnity	260,000.00	257,000.00
Treasury notes, acts July 17, 1861, and prior thereto	163,011.64	162,811.64
Bonds, April 15, 1842	54,061.64	54,061.64
Treasury notes, March 3, 1863	868,240.00	716,192.00
Temporary loan	2,880,900.55	2,674,815.55
Certificates of indebtedness	31,000.00	31,000.00
Total	$14,178,363.83	$15,871,640.83
DEBT BEARING NO INTEREST.		
United States notes	$356,212,473.00	$356,159,127.00
Fractional currency	30,929,984.05	31,597,583.85
Gold certificates of deposit	18,401,400.00	20,104,580.00
Total	$405,543,857.05	$407,861,290.85
Total debt	$2,639,382,572.68	$2,642,326,253.48
AMOUNT IN THE TREASURY.		
Coin	$100,690,645.69	$108,430,253.67
Currency	37,486,175.24	25,770,349.71
Total	$138,176,820.93	$134,200,603.38
Amount of debt less cash in the Treasury	$2,501,205,751.75	$2,508,125,650.10

By comparing this with the statement of December 1, it is shown that the debt bearing coin interest has increased $49,734,200; the debt bearing currency interest has decreased $50,801,230; the matured debt not presented for payment has increased $1,693,277; and the debt bearing no interest has increased $2,317,433 80—making the increase in the total debt since December 1, 1867, $2,943,680 80. The amount of coin in the Treasury during the same period has increased $7,739,607 98, and the amount of currency has decreased $11,715,825 53—leaving the amount of debt less cash in the Treasury January 1, $6,919,898 35 more than on December 1.

☞ The Council Bluffs and St. Joseph Railroad is finished to Hamburg, Iowa.

Maine Railroads.

A correspondent of the Boston *Journal*, writing from Augusta, Me., says that during the past season several important surveys have been made of proposed routes, and the work of building has commenced. Probably the most important scheme that will engage the attention of the incoming Legislature will be that of consolidating and uniting in one corporation the Maine Central and Portland and Kennebec roads, which for two winters past has been attempted without success. A petition will be presented by the Directors of the European and North American Railway Company, asking that an act passed Feb. 20, 1866, authorizing the city of Bangor to loan its credit to the company, may be so modified as to limit the lien or security to be made or given to that city for the loan authorized by the act to a mortgage lien or security on the railway and franchise of the company between Bangor and Winn; also for an extension of time for the completion of the road from Bangor to a point ten miles above Milford depot. Application will be made for the charter of a railroad company to build a railroad or connect with the railroad now built or contemplated, so as to connect Rockland with Bangor by rail. This will command the traffic on the Penobscot river and bay, either by supplying the needed links in case the Belfast and Moosehead road shall be built, or by running the whole distance, and thus afford to Belfast railroad communication with both Bangor and Rockland. The road from Bath to Rockland will complete the shore road, so as to form a continuous line of railroad from Boston to Bangor. The Kennebec and Wiscasset Railroad Company will apply for authority to make its western terminus and connections with the Portland and Kennebec or Somerset and Kennebec roads at some point northward of Richmond, its present limit. A petition will be presented for the revival of an act incorporating a horse railroad company from the Bangor and Piscataquis Railroad to different state and iron works in Piscataquis county.

Useful Information for Railway Men.

We have received from the Ramapo Wheel and Foundry Co., a hand book of Useful Information for Railway Men, intended to bring prominently before the public peculiar advantages, and treating of most of the subjects bearing on railways and their construction. It was compiled by Mr. Wm. G. Hamilton, late Engineer of the Jersey City Locomotive Works, the agent of the Ramapo Wheel and Foundry Co., and will doubtless prove a valuable compendium to the railway community.

Cedar Rapids and Burlington Railroad.

The line of this road, which has recently been surveyed, crosses the Iowa River at Wapello, over the old line of the American Central, thence *via* Grandview and Ononwa to the junction of the Iowa and Cedar Rivers, crossing the Cedar at a point near Brown's Ferry, making a common point with the previous survey at West Liberty. The grades were found favorable, and the work would not be heavy except at the crossings of the Iowa and Cedar Rivers.

☞ The second vote on the question of subscribing $2,000,000 to the Chesapeake and Ohio Railroad was taken in Richmond on the 31st ult., and resulted in favor of the subscription.

Receivers of a Railroad not Common Carriers.

The Burlington (Vt.) *Free Press* reports the particulars and decision of a railroad case, in which the receivers of the Vermont Central Railroad were sued as common carriers to recover the value of a car load of hay which was destroyed by fire while in their custody. The plaintiff claimed that the defendants agreed to carry the hay at a certain price, he furnishing box cars with covering to them; that the cars were furnished and the hay loaded. Before reaching St. Albans the defendants were notified that the hay was very near the engine and in danger of being destroyed by fire therefrom, but no heed was given to the notice, and the hay was burnt from that cause. The defendants denied their liability—that they are common carriers—or that they are trustees of, or are, in fact, the Vermont Central Railroad; but said that they are the receivers of the road, appointed such by the Court, were therefore officers of the Court, and, being such, they do not assume the duties and responsibilities of common carriers, and cannot be held liable as such. The Court sustained this view of the case, and ordered a verdict entered for the defendants.

Middlesex Horse Railroad.

The income of this company for the year ending Nov. 30, 1867, was as follows:

From passengers, and tickets sold	$186,444 27
From other sources	1,641 06
Total receipts	$188,085 33

The total expenses have been $177,997 80, leaving $10,087 53 as the net earnings for the year; adding to this the surplus of 1866, $10,565 23, we have a total of $20,652 76.

The whole number of miles run during the year was 553,343; cost per mile run 3.13 cents. Number of passengers carried 2,939,656; besides these there were 75,285 passengers carried in the Chelsea cars. The number of trips made was 98,409; the average number of passengers per trip was 29.87.

The business of the road has been steadily increasing for the past few years. The amount of receipts in 1865, when running over the same lines as during the past year, was $173,212 44.

Dubuque, Bellevue and Sabula Railroad.

A company has been recently organized at Dubuque, Iowa, with W. H. Sheffield, Wm. Hyde Clark, W. W. Woodworth, T. C. Roberts, R. A. Babbage, and C. C. Gilman of Dubuque, and John Stewart of Bellevue, as directors. The object of this new company is to renew the work of the old Dubuque and Pacific Company, and complete it in the construction of the road, securing thus the grant of land, six sections per mile, amounting to something over forty thousand acres of land. To make the road available it is necessary to extend it to a connection with some road affording an eastern outlet. This connection is secured at Sabula, opposite Savanna. The distance to Tete des Mortes is eleven miles, nine miles further to Bellevue, and fifteen miles further to Sabula, so that the length of the road proposed by the Dubuque, Bellevue and Sabula Railroad Company will be about thirty-five miles. The officers of the new company are: C. C. Gilman, President, R. A. Babbage, Treasurer, and Captain Charles Collins, Secretary.

Illinois and St. Louis Bridge Co.

The Directors of this company are: Daniel R. Garrison, James Harrison, Charles P. Chouteau, H. C. Creveling, Luther C. Clark, J. R. Stanford, W. R. Morrison, David Gillespie, George Judd, R. P. Tansey, Robert M. Renick. The officers are: Daniel R. Garrison, President; James Harrison, Vice President; R. P. Tansey, Secretary and Treasurer; S. S. Post, Engineer. The office of the company is at 320 North Third Street, St. Louis.

☞ The Shamokin (Pa.) *Herald* says that the Enterprise Railroad Company recently purchased the Big Mountain road and its laterals at the Buck Ridge colliery. The company has agreed to have the Enterprise road opened as far as the Buck Ridge colliery by the first of May next.

☞ The Albany and Susquehanna Railroad has just obtained a new and powerful locomotive engine, No. 16. It was built in Scranton, and cost $17,000.

☞ Two hundred men have been put at work on the Fishkill end of the Boston, Hartford and Erie Railroad.

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The means provided for the construction of this Great National Work are ample. The United States grants its Six Per Cent. Bonds at the rate of from $16,000 to $48,000 per mile, for which it takes a *second lien* as security, and receives payment to a large if not to the full extent of its claim in services. These bonds are issued as each twenty-mile section is finished, and after it has been examined by United States Commissioners and pronounced to be in all respects a first-class road, thoroughly supplied with depots, repair shops, stations, and all the necessary rolling stock and other equipments.

The United States also makes a donation of 12,800 acres of land to the mile, which will be a source of large revenue to the Company. Much of this land in the Platte Valley is among the most fertile in the world, and other large portions are covered with heavy pine forests and abound in coal of the best quality.

The company is also authorized to issue its own First Mortgage Bonds to an amount equal to the issue of the Government and no more. Hon. E. D. Morgan and Hon. Oakes Ames are Trustees for the Bondholders, and deliver the Bonds to the Company only as the work progresses, so that they always represent an actual and productive value.

The authorized capital of the Company is One Hundred Million Dollars, of which over five millions have been paid in upon the work already done.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a *Government Work*, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

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are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay

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and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.
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Proposals will be received by the Dunleith and Dubuque Bridge Company at their office, in the city of Dubuque, Iowa, after January 1st, and until January 13th, 1868, at 10 o'clock A. M., for the construction of a bridge across the Mississippi river between Dubuque and Dunleith, and for connecting the west end of said Bridge with the Dubuque and Sioux City Railroad.

The piers and abutments will be of first class masonry resting on piled foundations, capped with timber, except the east abutment, which will be on rock.

The superstructure will be entirely of Iron. The draw of all wrought iron, and the remainder of the bridge of all wrought iron except the top chord which may be of cast iron.

Proposals will be received on Post's, Pratt's Bollman's, Linville & Piper, or any other approved plan of superstructure, with some slight modifications.

No single bid will be received for the whole work. But they must be separate for the superstructure, for masonry, foundations, and protection to Draw Pier, and for the work connecting West end of Bridge with the Dubuque and Sioux City Railroad.

Plans and specifications for said work may be seen at the office of the company in Dubuque, Iowa, on and after December 16th, 1867, or information relative to the work may be obtained on application to the undersigned at Chicago, Illinois.

Materials for the construction of the Bridge will be transported free from Chicago and from other points on the Illinois Central Railroad to Dunleith.

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The Dunleith and Dubuque Bridge Company reserve the right to reject any or all bids if deemed best for the interest of the company.

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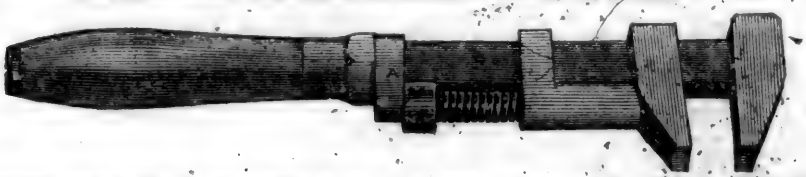
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THE BOARD OF DIRECTORS OF THIS COMPANY have declared a dividend of five per cent. in cash, free of Government tax, to be paid on the first day of February next to the holders of the full-paid shares registered upon the books of the Company on the 18th day of January next. The transfer-books to be closed from the 18th day of January until the 5th day of February next.

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4.	" 14 " 1½ to 1	16.	" " 24 " 1½ to 1
5.	" 15 " ¼ to 1	17.	" " 25 " 1½ to 1
6.	" 15 " 1 to 1	18.	" " 26 " 1½ to 1
7.	" 16 " 1½ to 1	19.	" " 28 " ¼ to 1
8.	" 16 " ¼ to 1	20.	" " 30 " 1 to 1
9	" 16 " 1 to 1	21.	" " 30 " 1½ to 1
10.	" 18 " ¼ to 1	22.	" " 30 " 1½ to 1
11.	" 18 " ¼ to 1	23.	" " 32 " 1 to 1
12.	" 18 " 1 to 1	24.	" " 32 " 1½ to 1

The Tables are printed in clear, bold type on tinted paper sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

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SECOND QUARTO SERIES, VOL. XXIV., No. 3.] SATURDAY, JANUARY 18, 1868. [WHOLE No. 1,657, VOL. XLI.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, January 18, 1868.

Cotton and Railways in India.

Mr. Campbell, a gentleman connected with railways in India, and recently returned to England from that country, has collected some valuable information respecting the capabilities of the Punjaub and other parts of India for growing cotton, and the means by which irrigation may be made more extensively available, and additional facilities for the transport of cotton be secured. His residence at Umritsur, which he described as the Manchester of the Punjaub for commerce and enterprise, gave him opportunities of witnessing the marvellous changes effected on the opening of the Punjaub Railway from Lahore to Moultan. He never saw anything like it, though engaged in railway work in England for more than a quarter of a century. He is of opinion that the Punjaub could compete with any part of the world in growth of cotton, both as regards quantity and quality. Scinde and the Punjaub, including the States under control, cover an area of 130,000 square miles, with a population of about 25,000,000 of people, industrious and hardy for labor. The water power is immense during the hot season, caused by the melting of the snow on the Himalayas. Cotton grown on the banks of the rivers could be easily conveyed by water, or rail, or road, in different directions, and canals made from these rivers for irrigating purposes would make the Punjaub one of the most fertile countries in the world. It is fully expected that by the beginning of 1869 continuous railway communication between Calcutta, Madras, Bombay, and the Punjaub will be established. When the Presidencies are joined by the railway system each with the other, the Commander-in-Chief can, in the event of mutiny, invasion, or war, telegraph to all the military stations, and order, if necessary, from Bombay, Madras and Bengal, simultaneously by the various railways, an army of 100,000 soldiers, including every arm of the service. This army can be landed in one week at the Khyber Pass, or in any part of India to which the railway system will be extended. Every new mile of railway, canal or road, opened for traffic, will tend to lessen the price of cotton in India. The number of miles of railway sanctioned in India is 5,641.

Peninsular Railway.

A meeting of the Board of Directors of the Peninsular Railway Company, and of the Peninsular Railway Extension Company, was held at the office of the President of those companies, in this city, on the second and third inst.

The proceeding of those meetings will have an important bearing upon the business interests, not only of this city, but of the section of country traversed by this line of road, and on the commerce of the West. Forming, as this line does, a new thoroughfare between the East and West, its importance cannot be over-estimated for shortening distances, and cheapening rates of freight and travel.

The organization of the Peninsular Railway Extension Company, was completed, and L. D. Dibble of this city was elected President, John S. Jacks of Edwardsburgh, Secretary, S. T. Read of Cassopolis, Treasurer and C. F. Miller of this city, Chief Engineer.

An agreement for the consolidation of the two companies into one company, was unanimously entered into by the Directors of the companies, respectively, which will be submitted to the stockholders for ratification on the 13th of February next, in this city, at 2 o'clock, P. M. When consolidated, the company will form one connected line from Lansing, the State Capital, *via* Battle Creek, and Cassopolis, to the Indiana State Line, of the length of one hundred and nine miles. Mr. Miller, the Chief Engineer of the company, also, during the same week, relocated a portion of the line of the Peninsular Railway of Indiana, and connected the line of that company, at the State line, with the line in this State.

The Board of Directors also directed the President to advertise for sealed proposals, for the letting of contracts for preparing the road bed for the iron, from Battle Creek to the State line, the bids to be opened by the Board at this city, on Monday, the 27th inst., at 12 o'clock, M. The work will be commenced on the State line and proceed Eastward, as rapidly as possible, and in the Spring, at this city, and proceed Westward. Agents were also appointed to let contracts for ties for the West end of the line.

On the 10th of December last the Board of Directors of the company in Indiana, passed resolutions to let contracts for grading, &c., from the State line to South Bend, and to commence work, simultaneously with the work in Michigan. The City of Laporte has very recently subscribed $100,000 to the stock of the company in Indiana, and the means necessary for carrying the work through that State are nearly or quite raised.

From the West line of Indiana, the line into Chicago is provided for.

Fifty miles or more from Port Huron, Westward, is now ready for iron, and the iron provided, and during the coming summer it is confidently expected that iron will be laid to Flint, and that line graded to Lansing. In the Spring the entire line between Battle Creek and Lansing will be graded and ready for ironing.

Opponents of this line, need no longer oppose its progress, or flatter themselves that they can defeat it. Its early success is beyond a peradventure or doubt. The more promptly subscriptions to the line are made, and those already made, paid in, the sooner will all reap its benefits. In connection with the Detroit and Howell and

Howell and Lansing Railroad, now under contract, and soon to be built, it will furnish a new line to compete with the Michigan Central, for through business between Detroit and Chicago, and for Battle Creek, a competing line, both to Detroit and Chicago, it being but eight miles further from this city to Detroit, *via* Lansing, than by the Central, and about the same distance to Chicago.

When the Detroit and Howell road is completed to Lansing, it gives us a short route to the plaster of Grand Rapids, and when the Grand Rapids and Indiana Road is completed from Grand Rapids to Kalamazoo, we shall have competing lines not only for the plaster, but also the pine lumber of Grand Rapids.

No project was ever in contemplation that bid as fair as this to improve the condition of the country through which it passes, nor was any road ever projected, the stock of which presented so favorable an investment for money, with a certy of large dividends, and returns. Along its entire line, the feeling for its early completion is intense, and the utmost confidence in its complete success is felt. DELTA.

Battle Creek, Mich., January 4, 1868.

Benedict up Broadway.

For the convenience of their innumerable patrons who, with their watches, are kept on time and regulated, the Brothers Benedict, watchmakers and jewellers, (as we before remarked,) have opened a branch establishment at No. 691 Broadway. We do not know how the large and old established houses will be affected by this movement, for the Messrs. Benedict have an unsullied reputation, and it was only necessary for them to get into a good location to secure the best class of Broadway and upper-ten patronage. As regards the history and character of the house, the daily *Times* tells us:—"A noteworthy feature in our restless and shifting state of society is a business house which has established itself as a hereditary institution, exhibiting all the vigor of youth at the beginning of its second half century. Samuel W. Benedict enjoyed the confidence of the fathers and even grandfathers of the present generation in New York, as keeper of the city time from before the city was large enough to require omnibusses. His sons, walking in his ways, have maintained the solid probity and business application which first made their house, and are now keepers not only of the city time, but of the recognized railroad standards, which indirectly time most of the business of the whole country. Benedict Brothers have just opened, at No. 691 Broadway, their fourth establishment, for the convenience of people up-town, who rely on them for standard time, time-keepers and jewelry. The secret of their success is that the honesty of the Benedict house has always been worth the same to their customers as an expert knowledge of the trade itself."—*Home Journal.*

Chesapeake and Ohio Railroad.

The re-affirmation by a late vote in Richmond of her former vote of $2,000,000 subscription to the Chesapeake and Ohio Railroad, announced last week, was deemed expedient on account of the objections by some to the first vote, alleging that it was illegal because voters unknown to the laws of Virginia (negroes) were allowed to vote, while others, entitled under the State laws to vote, (the non-registered whites,) were excluded from the polls. The gentlemen thus objecting threatened to test the legality of the vote in the Courts. The Richmond *Dispatch* states that the President of the Central road, and the friends of the extension of that road to the Ohio, perceiving that the credit of the city bonds, issued under a vote thus to be contested must be seriously affected, determined to appeal to the council to authorize a second vote upon the proposition, in which the non-registered whites should be allowed to vote. This appeal was granted, and General Schofield concurring and authorizing the use of the registry of voters in the city for the occasion, the election was fixed for the 31st ult., and came off accordingly, with a result more decisively favorable to the subscription than that of the first election. The previously disfranchised gave some seven to one votes in favor of the subscription, and the subscription was carried so decidedly by the white vote alone that no further ground is left for cavil. The completion of this road, to which the subscription has been voted, is looked upon as of great importance to the interests of Virginia, being an extension of the Virginia Central Railroad to the Ohio, and it is thought to be secured by the subscription which Richmond has made to the work.

Philadelphia and Reading Railroad.

At the annual meeting of the stockholders of this company in Philadelphia on the 13th inst., the following report was presented:

To the Stockholders of the Philadelphia and Reading Railroad Company:

The managers submit the following report of the receipts and expenditures for the year ending November 30, 1867, with the Treasurer's general balance sheet, exhibiting the financial condition of the company at that date.

The following tabular statement in detail for each branch of traffic shows the comparative results of the year:

	1866—Passengers.		1867—Passengers.		
	Tons.		Tons.		
Travel	384,802	$1,026,217	345,970	$1,005,647	Decrease. $20,570
Merchandise	1,037,121	1,421,589	1,185,996	1,525,551	104,012*
Coal	3,714,684	8,245,697	3,446,826	6,404,878	1,840,819
Mail		27,719		33,085	5,666*
Miscellaneous		181,647		187,395	44,312
Gross receipts		$10,902,819		$9,108,496	$1,798,323
Gross expenses		6,788,747		6,266,434	472,213
Net profits		$4,164,072		$2,840,662	$1,324,010
Gross expenses, including renewal fund, in the year 1866 were 61.80 per cent. of gross receipts.					16.5
" " " in the year 1867 were 68.81 per cent. of gross receipts.					7

The increase of 7 per ct. on the proportion which the expenses bear to the gross receipts is caused by a reduction of 36 cts. per ton, or 16 per ct. on the charge for transporting coal.

The receipts and expenses, per passenger and per ton, have been as follows:

1866.	Received.	Cost.	1867.	Received.	Cost.	p. c.
Per passenger	$2 67	$1 53.6		$2 91.8	$1 81.7	2.0
Merchandise, per ton	1 37	66.4		1 28.6	64.8	7.8
Coal	2 21.9	97.1		1 85.8	94.9	22.8
						9.4
						24.4

* Increase.

The result of the year's business, as condensed from transportation and income account, may be stated thus:

Receipts over cost of working the road		$2,840,062 15
From which deduct—		
Interest on bonded debt	$356,844 00	
Interest on b'ds & mort.	38,336 56	
Sinking funds	68,600 00	
Cost of new engines and cars	60,991 17	
Cost of new branches to laterals	96,918 34	
Cost of new coaling stations at Palo Alto, Reading, Monocacy, Richmond and Philadelphia	60,085 73	
Cost of Eighth street bridge, Reading	27,585 24	
Cost of grading at Reading	31,523 41	
Cost of Burnettising-house and machinery, Pottstown	14,776 13	
Cost of bridge at Norristown Tunnel	13,050 41	
Cost of propeller "Pusey"	7,500 00	
Cost of teams on Delaware & Raritan Canal	18,932 87	
Cost of City Avenue bridge	5,156 49	
		800,300 35
Dividend fund, 1867		$2,039,761 80
Amount to credit of reserved fund, 1866	$2,920,118 01	
Deduct dividends, December, 1866, $1,137,193 36, and U. S. and State taxes, $174,398 07	1,311,591 43	
	$1,608,526 58	
Add balance of accounts, rents, &c., paid by the Schuylkill Navigation Co., 1867	116,192 12	
		1,724,718 70
Total reserved fund, 1867		$3,764,480 50
Out of which has been paid in July, 1867, 5 per ct. dividend on $23,856,101 35	$1,192,805 07	
United States & State taxes on ditto	122,419 47	
		1,315,224 54
		$2,449,255 96
There has been declared a dividend payable in common stock on Jan. 20, 1868, of five per cent. on the preferred and common stock, $23,856,101 35	$1,192,805 07	
To meet this, in part, there is stock created in lieu of bonds cancelled	320,000 00	
	$872,805 07	
United States & State taxes on dividend	122,419 47	
		995,224 54
Balance reserve fund		$1,454,031 42

The depression in the coal trade at the close of the year 1866, to which reference was made in the last report, continued during 1867. This can hardly be regarded as unforeseen. The exceedingly high prices for coal and large profits which prevailed during some years of the recent war, and which, owing to great irregularities in the labor market, continued for some time after its cessation, caused the erection of collieries capable of a production largely in excess of the consumption, thus leading to great competition and conse-

quent low prices. The very large reduction in the price of coal in 1866 compared with that of several previous years, induced unusually heavy purchases; the increased production of that year having been very largely in excess of that of any former one.

The increase during the two years is fully equal to the usual average, which statement is equally applicable to the business of this company, and there is no reason to doubt its continuance.

The Mahanoy and Broad Mountain Railroad and its branches, from which so large a proportion of the supplies of coal are now derived, has been materially extended.

The trust created for payment of all claims on the Allentown railroad has been canceled, and the work of grading the road between Port Clinton and Topton has been resumed.

The Burnettizing apparatus was completed in April last, since which time 91,898 sills have been prepared, at an average cost of 10 68-100 cents each.

The new mill for the manufacture of rails, the intended erection of which was announced in the last report, will be completed and in full operation during the ensuing spring. Great advantages are confidently expected from this expenditure.

Additions have been made to the real estate, rolling stock, and other things necessary for increased capacity and economical working, the details of which are elsewhere stated.

The advantages to result from these and similar expenditures cannot be realized during the year of their construction.

The usual detailed statement of the Treasurer of the Transportation and Engineering Departments is appended.

In July last sterling bonds, payable in London, amounting to $408,000, became due. The high rate of exchange then current rendered it judicious, in the opinion of the managers, to pay only $120,000 of them, the amount required for the sinking fund, and to extend $110,400 for five years, $43,200 for seven years, and the remainder, $134,400, for ten years. In addition to the bonds thus paid $5,000 of the loan due in 1870 have been purchased, and $57,000 of the convertible loan due in 1866, have been converted in stock, thus reducing the bonded debt $182,000.

About a year ago the Perkiomen Railroad Company applied for assistance in the construction of their railway. The proposed line of road extends from the point where the Perkiomen creek empties into the Schuylkill, twenty-five miles from Philadelphia, to Emaus, on the line of the East Pennsylvania Railroad, a distance of thirty-six and a half miles. The country through which it will pass has a fertile soil, and is rich in iron ore. By the use of six miles of the East Pennsylvania Railroad, a connection will be thus formed between the Schuylkill and Lehigh valleys. Great advantages, direct and indirect, are confidently anticipated from this new development of the resources of this section of the State, and the railway connections which will thus be made. The aid which has been extended to this new and important feeder is as follows:

A mortgage on the property of the company has been made, amounting to $1,000,000, payable in 1887, with six per cent. interest, semi-annually.

Bonds thus secured are issued, a portion of which have the following endorsement:

"Know all men by these presents, That the Philadelphia and Reading Railroad Company for a valuable consideration paid by the Perkiomen Railroad Company, do hereby guarantee to the lawful holder of the several interest warrants annexed to the within bond the punctual payment thereof, as the same severally become due and payable, according to the terms of the said bond."

Others bear the following agreement: "Know all men by these presents, That the Philadelphia and Reading Railroad Company, for a valuable consideration paid by the Perkiomen Railroad Company, do hereby agree to accept the within bond (all coupons not matured at the date of such acceptance being attached) at the par of the principal of said bond, and all due and unpaid coupons of the said bond at the par of said coupons, in payment, to the extent of thirty-three and one-third per centum, of all sums due the said the Philadelphia and Reading Railroad Company, for tolls and charges for transportation of freight from any point on one of said railroads to any point on the other.

"In witness whereof, etc."

As subscriptions are made, the work to that extent is put under contract. A sufficient amount of these bonds, with the stock subscribed, has been taken to secure the construction of ten miles of road northward from the river Schuylkill, which will be completed and in operation early next spring. It has been a subject of much gratification to observe the interest and readiness to furnish the required capital which have been manifested by the residents in the vicinity of the new road. They evidently appreciate the advantages of the increased facilities and the augmented value of their property which will surely ensue from this investment of their capital. It is proposed to continue the prosecution of the work, which is under the direction of the officers of this company, to completion as fast as the funds are thus furnished.

The preceding statements, together with the annexed general account of the Treasurer, exhibit the financial position and transactions of the company. They also show that a portion of the profits have been invested in permanent improvements, which should be rightfully represented in the capital stock, and which explains why the last semi-annual dividend was declared payable in stock at par.

The design to maintain a gold basis for any increase of the capital stock has been fully carried out, and as the accounts show, the addition to capital resulting from the declaration of a dividend in stock has yielded the same result to the company as the negotiation or issue of so much stock at par *in gold*.

The Managers believe that the policy which has been adopted is only open to the question of the wisdom and good judgment exhibited in making the expenditures.

On this point they have no doubt, and confidently submit it to the determination of the future.

The Managers would also point out the great reduction in the funded debt, amounting to six millions of dollars in five years, and its very small amount in comparison with the value of the property.

By order of the Board of Managers.

CHARLES E. SMITH, President.

PHILADELPHIA, Jan. 13, 1868.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 13, 1868, the following resolutions were adopted:

1. *Resolved*, That the Report of the Board of Managers, this day presented and read, be and the same is hereby approved, accepted, and adopted.

2. *Resolved*, That the Board of Managers be and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and, if in their opinion needful, to enter into any contracts or agreements for that purpose.

3. *Resolved*, That the powers and authorities conferred upon and granted to the Board of Managers by the resolutions passed at prior annual meetings be and the same are hereby continued.

4. *Resolved*, That a vote of thanks be and the same is hereby presented to the President and Board of Managers for the able manner in which the business of the road has been conducted during the past year.

The following gentlemen were unanimously elected officers for 1868:

President.—Charles E. Smith.

Managers.—Messrs. H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst, and Stephen Colwell.

Treasurer.—Samuel Bradford.

Secretary.—William H. Webb.

Milwaukee and St. Paul Railway.

For some weeks past the western press has been speculating upon the probable nature of certain railway arrangements in New York affecting the future prosperity of the St. Paul Railway. We are now enabled to remove all apprehension on the part of the friends of railway improvements in Wisconsin by stating on reliable authority the precise result of all the negotiations on the subject.

The first and most important of these results is the fact that the St. Paul company has purchased the Prairie du Chien road outright, and that all questions of difference in regard to that important line are now harmonized and permanently settled. The St. Paul company previously owned the common stock and a portion of the preferred stock of the Prairie du Chien. The complete ownership of the road was secured by a purchase of the amount of preferred stock and bonds not previously owned by the St. Paul company, amounting to over three million dollars. The entire aggregate of the preferred stock and bonds is nearly four and a half millions, for which the St. Paul company exchanged its own bonds at par, secured by a mortgage for the sum of five millions. This arrangement was finally consummated by the execution of the papers on the 30th of December, and completely merges the Prairie du Chien road in the St. Paul.

It is also proposed to proceed with the construction of the proposed road from a point west of McGregor to Sioux City, thus forming a direct air line connection between Milwaukee and the northern branch of the Pacific road at Sioux City—a distance of five hundred miles. Arrangements are completed for constructing a portion of this important connecting link the present year. The survey is already made and in this work the company is aided by a valuable land grant from the federal Government.

It is further the intention of the company to supply the missing link from Sun Prairie to Madison—thus furnishing an air line connection with the State capital by way of Watertown, and it is expected that the company will be able to prosecute this work the present summer.

The Oshkosh branch is also to be built in accordance with the terms agreed upon with the representatives of that city.

Such are the entire results of all the recent negotiations and conferences of the St. Paul company in New York or elsewhere.—*Milwaukee News.*

Dubuque City Railroad.

A company has recently been organized at Dubuque, with a capital of $75 000, of which $50,000 has been paid, for the purpose of constructing a horse railroad extending from the ferry landing on the levee, passing the railroad depot and along Main street, the distance of three miles east to the neighborhood of Heeb's Brewery. Mr. C. Hathaway, of Philadelphia, has contracted to build the road, furnish horses, stables, cars and car house complete by May 1, 1868; has 1,000 feet constructed, and all the material ready to finish the balance in 30 days after the opening of Spring. J. K. Graves is President, and J. Herod, Secretary and Treasurer.

Commerce of New York.

We give below, from the *New York Journal of Commerce*, a statement of the Commerce of New York for 1867, in comparison with that for the five preceding years. The imports for 1866, were $306,613,184, and that will probably stand as the banner year for the remainder of this decade. The total in 1867, was $252,648,475. These figures and all which follow, relating to the imports, represent only the foreign cost in gold—freight and duty not added. To show the cost

upon the market in paper money, the amount of foreign gold cost should be doubled, making the value of the year's imports on sale, duty paid, a little over $500,000,000 in currency, without reckoning any profit to the importer. To show what relation this return bears to the returns of former years, the following statement is given of the total imports at this port in each year since 1850:

FOREIGN IMPORTS AT NEW YORK.

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,356,052	12,105 342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556 649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213 640,363	28,708,732	2,816,421	245,165 516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23 291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2 265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252,648,475

The dutiable in the above table includes both the total entered directly for consumption and the total entered for warehousing, to show the aggregate of duty paying goods landed at the port. The falling off in free goods, as compared with the years preceding 1863, is owing to the changes in the tariff, but especially to the transfer of tea and coffee from the free list.

We have already published the comparative statement, showing the imports of dry goods at this port during the years 1866 and 1867, and have also given from week to week the quantity and value of general merchandize imported, all of which are included in the returns given above; but it may be convenient for reference to divide the entire amounts in three grand items, which will interest those engaged in different branches of trade:

CLASSIFICATION OF IMPORTS AT NEW YORK.

	1866.	1867.
Dry goods	$126,222,855	$86,263,643
General mdse	170,812,800	163,078,493
Specie	9,578,029	3,306,339
Total imports	$306,613,184	$252,648,475

The cash duties received at this port during the year 1867 amount to one hundred and fourteen million dollars. This was collected upon $234,317,072 dutiable goods thrown upon the market.

The exports of specie are mostly given at their counted or tale value, but shipments of merchandise are reckoned at their market price in currency. Before giving the monthly details we present a quarterly table of the exports, giving the total shipments of the year exclusive of the precious metals:

EXPORTS FROM NEW YORK TO FOREIGN PORTS EXCLUSIVE OF SPECIE.

	1866.	1867.
1st quarter	$60,972,531	$49,376,379
2d quarter	46,766,386	46,270,261
3d quarter	38,381,202	38,928,663
4th quarter	46,209,485	52,214,722
Total	$192,829,554	$186,790,025

We now present a complete table, showing the imports and receipts for customs at New York, monthly, for a series of years; also a monthly table of exports, including the shipments of specie and bullion:

Foreign imports entered at New York during the years 1862, 1863, 1864, 1865, 1866, and 1867:

ENTERED FOR CONSUMPTION.

	1862.	1863.	1864.	1865.	1866.	1867.
January	$6,763,396	$8,741,227	$12,422,618	$5,217,495	$18,556,726	$11,046,856
February	7,058,174	7,372 539	15,766,601	5,178,774	17,389,505	13,364,912
March	10,312,689	11,461,572	15,848,425	7,066,126	15,200,809	11,373,974
April	7,141,197	9,493,830	18,951,760	5,528,575	13,366,448	10,800,747
May	8,091 120	7,980,281	7,531,300	6,592,157	13,563,551	9,438,747
June	7,278,953	6,328,581	5,513,985	8,542,271	10,682,723	8,947,379
July	13,799,505	9,080,210	6,382,928	10,175,820	14,304,403	11,636,960
August	10,299,427	10,004,589	6,603,653	15,903,713	14,560,161	13,547,834
September	11,890,711	11,203,535	4,390,114	16,748,595	13,228,489	13,149,846
October	8,462,554	11,885,569	3,770,526	16,357,232	13,812,206	10,224,405
November	6,565,185	10,326,929	3,363,359	16,655,761	10,688,544	8,193,013
December	6,831,073	10,498,576	4,443,542	14,500,606	8,447,064	6,416,343
Total	$104,483,984	$144,377,429	$104,988,811	$128,467,155	$163,800,629	$127,541,016

ENTERED WAREHOUSE.

January	$3,141,725	$4,482,794	$5,571,936	$4,510,225	$10,241,576	$9,087,702
February	3,370,486	3,657,775	4,991,398	5,568,127	11,626,677	11,211,014
March	4,841,546	6,016,901	6,641,408	7,872,555	9,539,100	9,069,756
April	3,853,218	6,456,208	5,905,540	7,448,371	10,159,657	13,327,839
May	4,600,920	5,437,404	14,727,176	5,288,049	13,902,407	10,896,675
June	3,874,127	5,377,885	16,906,964	7,123,972	10,967,050	10,478,305
July	4,502,764	6,057,342	14,954,635	7,845,947	11,301,274	11,226,514
August	2,939,721	4,409,891	10,437,478	7,553,260	8,123,406	9,340,292
September	4,351,084	3,431,310	5,258,568	4,936,209	7,817,045	6,676,707
October	3,689,806	4,189,457	5,332,928	5,903,993	8,113,869	7,096,411
November	2,108,009	4,950,415	4,160,532	9,184,116	8,345,859	6,414,609
December	4,212,725	5,676,955	4,250,862	10,506,502	10,105,018	5,931,115
Total	$45,486,431	$60,144,337	$99,139,425	$83,741,146	$120,232,938	$110,756,939

FREE GOODS.

January	$2,552,050	$2,413,649	$841,050	$840,129	$1,238,757	$717,810
February	3,381,473	783,561	797,788	620,063	1,504,252	918,364
March	3,476,004	1,328,806	1,072,849	830,450	1,179,177	923,377
April	2,232,315	1,328,216	1,025,517	961,026	1,152,683	1,232,997
May	1,446,093	710,021	1,056,576	816,818	959,416	1,140,103
June	1,122,092	781,053	1,258,634	953,226	1,002,330	1,043,040
July	1,831,932	683,880	917,684	886,430	899,549	766,786
August	982,992	509,781	936,474	836,533	931,877	844,664
September	1,784,604	786,864	832,557	795,468	840,082	854,987
October	1,004,870	741,888	855,079	795,508	1,471,951	754,881
November	1,526,496	665,207	911,976	1,159,248	873,514	1,082,066
December	1,950,594	834,079	1,125,718	913,937	947,999	765,106
Total	$23,291,625	$11,567,003	$11,731,902	$10,410,837	$13,001,588	$11,044,181

SPECIE.

January	$163,658	$101,906	$141,790	$52,268	$72,771	$126,719
February	62,007	213,971	88,150	106,704	172,122	136,491
March	88,327	123,616	104,437	243,242	295,854	145,867
April	26,152	107,061	285,814	236,492	161,817	271,710
May	110,388	197,217	660,092	177,085	393,073	376,725
June	61,023	109,997	146,731	236,032	94,549	499,184
July	219,001	182,245	128,052	253,640	345,961	56,606
August	92,703	113,877	245,858	182,072	269,221	540,244
September	121,318	78,231	58,220	194,224	5,193,473	345,669
October	256,676	78,053	129,775	77,942	1,434,158	362,789
November	109,708	103,144	161,727	236,526	802,937	181,319
December	78,316	116,493	114,976	127,054	352,093	263,016
Total	$1,390,277	$1,525,811	$2,265,622	$2,123,281	$9,578,020	$3,306,339

TOTAL IMPORTS.

	1862.	1863.	1864.	1865.	1866.	1867.
January	$12,620,829	$15,739,576	$18,977,394	$10,620,117	$30,109,830	$20,979,087
February	13,872,140	12,027,846	21,643,937	11,473,668	30,692,557	25,630,781
March	18,719,886	18,930,895	23,667,119	16,082,373	26,204,940	21,512,974
April	13,252,862	17,385,315	26,168,631	14,174,464	24,840,605	25,633,293
May	14,248,521	14,324,923	23,975,144	12,876,109	28,818,447	21,252,250
June	12,336,195	12,597,516	23,926,314	16,855,321	22,736,652	20,967,908
July	20,353,202	16,003,677	22,383,299	19,161,838	26,851,187	23,086,866
August	14,304,843	15,038,129	18,223,463	24,475,606	23,884,665	24,273,034
September	18,147 917	15,499,940	10,539,359	22,674,496	27,079,089	21,027,209
October	13,413,906	16,894,967	10,088,308	23,134,675	24,832,184	18,438.486
November	10,309,398	16,045,695	8,597,594	27,235,651	20,710,854	15,871,007
December	13,072,618	17,126,098	9,935,098	26,048,899	19,852,174	13,375,580
Total	$174,652,317	$187,614,577	$218,125,760	$224,742,419	$306,613,184	$252,648,475

WITHDRAWN FROM WAREHOUSES.

January	$4,356,252	$2,881,531	$4,950,418	$5,653,554	$7,424,385	$9,380,484
February	3,466,641	2,499,127	5,284,680	5,673,619	7,666,543	11,794,156
March	3,039,567	3,456,530	5,215,983	5,795,512	7,844,644	13,318,411
April	4,405,410	4,132,633	14,183,873	7,880,008	8,640,360	8,838,610
May	3,730,232	3,794,773	659,869	10,277,070	9,450,591	9,245,943
June	5,054,106	3,830,337	2,541,914	6,346,958	8,967,431	6,910,287
July	6,102,033	4,227,265	3,386,873	8,612,411	9,084,242	7,560,396
August	2,386,684	6,429,421	7,967,843	9,661,136	10,530,693	10,490,050
September	2,715,630	6,942,561	6,862,329	8,042,603	11,091,194	9,928,471
October	3,109,388	4,858,512	5,504,138	4,699,328	8,789,838	7,728,761
November	1,914,983	4,084,183	5,828,884	4,249,381	6,186,725	6,378,248
December	1,282,908	3,714,294	5,100,974	3,632,662	4,564,836	5,202,239
Total	$41,563,754	$50,851,167	$67,480,778	$80,524,342	$100,241,282	$106,776,056

RECEIPTS OF CUSTOMS AT NEW YORK.

	1863.	1864.	1865.	1866.	1867.
January	$4,127,906 82	$6,180,536 09	$4,231,737 47	$12,437,474 16	$9,472,248 48
February	3,590,713 97	7,474,027 93	4,791,247 10	12,008,273 74	11,466,418 42
March	4,554,460 13	7,659,770 47	5,392,099 26	11,173,154 62	11,977,418 19
April	3,957,197 57	13,982,555 60	6,309,994 34	10,950,896 78	9,372,701 48
May	3,873,865 42	3,955,186 45	8,133,403 06	11,418,492 10	9,340,766 73
June	3,738,934 06	3,311,148 45	7,837,075 84	9,559,898 38	7,725,135 60
July	4 912,718 49	3,585,848 44	9,778,276 65	11,507,186 60	9,505,432 94
August	6,296,735 58	6,267,365 17	13,113,689 50	12,349,760 82	12,623,300 45
September	7,270,543 65	4,084,492 54	12,929,615 64	12,284,144 66	11,712,164 78
October	6,238,943 46	3,679,188 38	10,973,513 01	11,002,048 08	8,682,889 05
November	5,076,846 24	3,455,156 53	9,933,483 76	7,716,883 67	6,931,212 90
December	5,248,189 03	3,440,352 67	8,348,750 31	5,707,547 99	5,276,301 32
Total	$58,886,054 42	$66,937,127 71	$101,772,905 94	$128,079,761 60	$114,085,990 34

Exports from New York to foreign ports during the years 1862, 1863, 1864, 1865, 1866, and 1867:

DOMESTIC PRODUCE.

	1862.	1863.	1864.	1865.	1866.	1867.
January	$12,053,477	$14,329,398	$11,443,953	$16,023,621	$19,784,997	$12,911,689
February	10,078,101	17,780,566	13,662,218	15,042,505	16,768,120	14,615,040
March	8,985,176	16,137,689	14,410,051	13,898,565	23,291,485	19,679,955
April	8,002,094	11,581,933	13,263,712	7,220,709	22,526,822	16,979,383
May	9,837,693	13,183,510	14,610,493	7,833,565	12,281,623	12,615,022
June	10,048,832	14,780,072	17,996,595	8,079,802	9,601,089	14,346,769
July	14,050,427	15,298,073	26,251,673	12,521,246	13,057,476	13,666,098
August	13,046,389	10,666,059	26,617,850	14,500,860	12,646,004	12,116,096
September	14,734,993	11,717,761	15,595,548	12,763,484	1,635,610	11,102,100
October	19,476,947	14,513,454	16,740,404	20,986,936	14,593,664	16,679,540
November	14,060,340	11,413,591	12,015,064	22,763,327	13,651,464	20,066,540
December	14,805,112	12,646,151	19,238,528	22,562,534	16,817,615	13,442,177
Total	$149,179,591	$164,249,177	$201,855,989	$174,247,154	$186,655,969	$178,210,409

FOREIGN FREE.

January	$27,193	$73,111	$42,232	$105,421	$38,301	$114,207
February	49,066	43,889	77,698	74,793	26,605	36,803
March	65,388	213,685	72,667	307,221	57,167	31,133
April	56,350	74,949	48,461	57,544	130,254	38,389
May	76,971	101,337	40,898	54,500	131,393	23,492
June	43,868	49,380	75,709	35,417	55,074	43,214
July	1,117,193	77,232	249,404	28,236	27,269	20,168
August	417,100	90,815	126,537	45,045	50,720	24,096
September	667,997	55,400	848,742	64,003	29,373	9,498
October	179,205	145,235	69,965	33,235	32,061	4,446
November	46,538	56,534	64,914	109,155	64,001	8,515
December	108,489	55,555	425,231	24,165	44,265	82,694
Total	$2,853,848	$1,037,212	$2,142,458	$938,735	$706,483	$436,655

FOREIGN DUTIABLE.

January	$149,493	$668,275	$664,485	$432,556	$284,909	$422,751
February	208,757	610,009	456,493	633,509	400,782	800.663
March	458,917	758,266	599,959	191,927	320,165	764,138
April	607,678	375,224	558,812	433,395	654,019	845,824
May	602,254	569,888	320,210	759,857	567,872	665,031
June	372,561	298,087	1,282,218	131,425	606,255	713,137
July	449,948	448,601	5,137,460	262,593	401,724	382,595
August	256,660	231,774	2,231,782	135,172	226,786	717,161
September	572,572	236,972	2,460,138	200,854	306,244	890.851
October	434,265	350,614	1,104,299	252,072	186,108	797,235
November	284,873	383,948	1,126,059	208,091	268,600	610,460
December	352,902	458,575	1,632,502	238,606	551,657	533,115
Total	$4,901,383	$5,424,795	$17,824,095	$3,440,410	$4,967,102	$8,142,961

SPECIE AND BULLION.

January	$2,658,274	$4,624,574	$5,459,075	$3,184,853	$2,706,336	$2,551,351
February	3,776,919	3,965,664	3,015,367	1,023,201	1,807,030	2,124,461
March	2,471,233	6,585,442	1,800,559	381,913	1,015,039	1,891,141
April	4,037,675	1,972,834	5,883,077	871,249	588,875	2,261,283
May	5,164,636	2,115,679	6,460,930	7,255,071	23,744,194	9,043,154
June	9,867,614	1,367,774	6,533,109	5,199,472	15,890,956	6,724,272
July	8,067,337	6,263,381	1,947,329	723,986	5,821,459	13,519,894
August	3,713,532	3,465,261	1,001,813	1,554,398	1,587,851	1,714,594
September	3,086,919	3,480,385	2,835,398	2,494,973	834,550	2,201,958
October	6,707,519	6,210,156	2,517,121	2,516,226	1,463,450	1,182,031
November	6,213,251	5,438,363	7,267,662	2,046,180	3,776,690	1,733,261
December	3,673,112	5,259,053	6,104,177	2,752,161	3,297,270	6,854,548
Total	$59,437,021	$49,754,066	$50,825,621	$30,003,683	$62,553,700	$51,801,948

TOTAL EXPORTS.

January	$14,888,437	$10,695,358	$17,609,749	$19,746,451	$22,814,543	$15,999,998
February	14,102,843	22,400,148	17,211,776	16,774,008	19,002,537	17,576,967
March	11,980,714	23,695,082	16,883,236	14,779,626	24,713,856	22,366,367
April	12,703,797	14,004,940	19,754,062	8,582,897	23,899,970	20,124,879
May	15,832,097	16,002,780	21,682,209	15,513,346	36,937,067	22,346,699
June	20,332,375	16,495,293	25,887,531	13,446,116	16,153,374	21,827,392
July	23,684,915	21,092,787	33,585,866	13,536,061	19,307,928	27,588,755
August	17,433,701	14,454,809	29,977,982	16,235,475	14,511,361	14,571,947
September	19,061,471	15,492,518	21,739,826	15,523,314	12,805,773	14,204,407
October	26,797,936	21,219,549	20,431,789	23,788,469	16,275,283	18,663,252
November	20,603,942	17,292,436	20,473,699	25,126,753	17,750,755	22,408,776
December	18,939,615	18,619,334	27,410,438	25,577,766	20,710,807	20,912,534
Total	$216,371,843	$220,465,034	$272,648,163	$208,630,282	$254,883,254	$283,591,973

Summit Branch Railroad Co.

This company is engaged in mining coal, and in operating the Lyken's Valley Railroad.

The year 1867 was not a profitable one among the coal regions of Pennsylvania, and many of the largest collieries have either suspended business or mined at a loss. Notwithstanding the expenses incidental to a new colliery, and many outlays necessary at the start, the Treasurer, in his report, shows a net colliery profit of $110,289 05, and a net railroad profit of $29,805 61.

Say railroad and colliery profit	$140,094 66
Less interest, general management, taxes, etc	58,008 47
Total net profit for year	$84,086 19
Applied toward sinking fund for redemption of bonded debt	25,000 00
Balance to credit of income account for year	$59,086 19
Add balance of December 1, 1866	56,140 87
Leaves balance to credit of income account	$115,227 06

From this amount the expense of new engines, new cars, a new wharf at Delaware City and other expenses are to be deducted. The net earnings for the year were $157,076 48, which have been appropriated as follows:

Construction expenditures	77,179 29	
Less paid with bonds	26,000 00	
		$51,179 29
Expenditures for increased property		42,667 50
Expenditures for Delaware City wharf (additional)		4,833 75
Payment to sinking fund		25,000 00
Net assets per statement		33,395 94
Net earnings for the year		$157,076 48

During the year there have been shipped from the colliery 123,109.3 tons of coal, which have been placed in the railroad at a less cost than is accomplished by any colliery in the State.

The Directors assure the stockholders that the additional experience of each year more conclusively convinces them of the great and increasing permanent intrinsic value of the property of the company, and they believe that no colliery has a greater supply of coal, or of better quality, or can produce it cheaper; and that it is the market only which will regulate and limit their profits.

Bridge over the Missouri River at Omaha.

It has been finally determined that the long talked of bridge across the Missouri river is to be constructed from Council Bluffs to Omaha. The bridge is to cost such an enormous sum, from $2,600,000 to $3,000,000, that no one railway company felt able to build it. Therefore the four railway companies have united in the work—the Union Pacific, Chicago and Northwestern, Chicago and Rock Island, and Chicago and Burlington. The Chicago and Northwestern was inclined to bridge the Missouri north of Omaha, and then strike the Union Pacific Railroad, forty miles west of Omaha. The Rock Island railroad wanted to bridge it south of Omaha, but the cost is so enormous that it was constrained to give up the design.

The Council Bluffs bridge may be constructed in the year 1868. If so it will require on the part of the Northwestern an expenditure of from $700,000 to $750,000. Outsiders can thus understand why the Northwestern passed its usual dividend of seven per cent. on its preferred stock at the last meeting of its directors. The purchase of the Winona and St. Peter Railroad, and the bridge at Omaha will make its treasury lean during the ensuing year. The amount of preferred stock is $15,000,000—a dividend of 7 per cent. would require $1,050,000.—*Milwaukee Wisconsin.*

☞ M. A. Simpson, Esq., of Belfast, Me., has been elected President of the Moosehead Lake Railroad Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St. Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ...100	5,245,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,660,000	A. & O.	Oct. '67 5
Baltimore City Passenger...	670,000		Jan. '68 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jan.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,900		
Do., do. pref..100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,300	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000		
Brondw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	A '67 2½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*..100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jan. 68 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna..* 50	589,110		Jan '68 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Oct.'67 2½
Central Ohio.....100	400,000	J. & D.	Dec.'67 3
Do. pref.....		J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000		Ap.'67 2½
Charlotte & S. Carolina...100	1,201,000		
Chemung*.....100	380,000		Dec.'67 3
Cheshire, preferred 100	2,017,825	Annual.	Jun'68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	10,193,010	M. & S.	Sep'67 2½
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jan.'68 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,160,927		
" pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Oct. '67 5
Cin., Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	Nov. '67 4
Cleve., Painsv. & Ashta....100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '67 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. 68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,516,900	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,000		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*..... 50	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordav.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly		M. & N.	My'67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		F. & A.	Aug.'67 3
Great Western (Ca.).....	16,802,746		
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Jan. '68 3
Hannibal and St. Joseph.100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch 50	116,850	M. & N.	Nov.'67 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Oct. '67 4
Hazleton.....50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central.....100	23,386,150	F. & A.	Feb.'68 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 3
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	J'n. 68 2½
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4½
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,694	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Aug.'67 4
Louisv., N. Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000		Jan. '68 4
Mahanoy & B'd Mount n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778		
" 1st pref. 50	6,586,138	M. & S.	Sep. '66 3
" 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 68 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " pref.....100	7,371,000	J. & J.	Jan '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N.	Nov.'67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey.....100	5,000,000	F. & A.	Aug.'67 5
New London Northern.....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,098,425		
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem..... 50	5,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N. Y., Provid. & Boston ..100	1,755,251	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue 100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Nov.'67 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh...100	3,000,000	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania.....50	3,150,150		F'b.'68 5a
Norwich & Worcester 100	2,363,600	J. & J.	Jan.'68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....	3,681,900		
Panama.....100	7,000,000	J.A J&O.	Jan. 68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'65 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,500		
Philadelphia and Erie*.... 50	5,069,450		Jul. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan.'68 5
Do. Do. preferred. 50	1,551,700	J. & J.	Jan.'68 5
Phil., Germ'nt'n & Nor'n 50	1,607,850	A. & O.	Oct.'67 5
Phila. and Trenton*.....100	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan.'68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	160,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	2,794,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jan.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '68 3
Portland and Kennebec....100	1,000,000	.....	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	665,019		
Rensselaer and Saratoga ..100	600,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,000		
Rich., Fred. and Potomac.100	1,941,800		
Rockport 100	58,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,585,500	J. & J.	Jan. '68 5
Rutland and Burlington....100	2,233,376		
St. L., Alt. and T. Haute..100	2,500 000		
" " " pref.100	1,°00,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020 000		
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,059	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia....100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 150		
Taunton Branch 100	250,000	J. @ J.	Jan.'68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.).100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,240,000	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,000,000	J. & J.	J'n.'68 1½
Vermont Valley	516,164		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,452,615		
Western (Mass.).....100	3,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	N. '67 10
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester.....100	1,130,470		
Wilm. and Weldon.....100	1,240,213		
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,363	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	3,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000 000	M.J&S.D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	M.J&S.D.	Dec.'67 3
Union Navigation 100	4,000,000	M.J&S.D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 2½
Ashburton..... 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J. A. J. O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	F.M.A.&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug.'66
Rutland Marble..... 25	1,000 000		Dec'67 2½
Adams Express.....100	10,000,000	F.M.A.&N	Nov.'66 2
American Express 500	9,000,000	F.M.A.&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	M.J&S.D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—				Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	....	37
30 Nov.'66	5.13	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	55
30 Nov.'66	27.43	—				Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	93½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	45 000			20,399	3,261	—	....	....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,082	164,742	6,253	—	....	10
30 Nov.'66	2.41	—				Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—				Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	337	157	—	Metropolitan (Boston)	1,801,478	1,250,000	—	139,096	752,414	113,472	—	....	57
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	38
30 Nov.'66	3.22	—				Northampton & Will amsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,660	58,400	55,000	34,256	2,585	—	....	....
30 Nov.'66	7.76	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3 61	—				Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.60	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—				Suburban	96,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	282,789	200,000	24,000	113,007	341,247	10,110	5	....	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	.....	46,365	1,841	—	....	....
30 Sep.'66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	241,424	103,590	—	100	....
30 Sep.'66	10.76	—	—	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,266	23,408	8	100	....
30 Sep.'66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,196	288,445	4	100	....
30 Sep.'66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep.'66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25 709	—	100	....
30 Sep.'66	57.68	1.90	—	196	—	Brooklyn City	1,388,389	1,000,000	170,000	.....	1,051424	356,656	12	10	....
30 Sep.'66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	—	—	—	100	....
30 Sep.'66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,502	—	....	....
30 Sep.'66	24.00	—	—	114	12	Central P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	....	....
30 Sep.'66	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	....	....
30 Sep.'66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	loss.	—	100	....
30 Sep.'66	23.23	—	—	190	—	D. Dock, E. B'dw, & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	....
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	.....	.....	—	....	....
30 Sep.'66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	200,000	2,698	227,662	63,047	5	100	....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep.'66	10.60	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	....
30 Sep.'66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	.....	—	....	....
30 Sep.'66	12.20	—	—	50	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep.'65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	....	....
30 Sep.'66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	58,296	9,042	—	100	....
30 Sep.'66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep.'66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	.....	522,705	loss.	5	100	120
30 Sep.'66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep.'66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408,509	1,170,000	1,280000	70,000	1,09983	266,333	12	100	....
30 Sep.'66	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	....	....
30 Sep.'64	4.46	—	—	—	—	Troy and Cohoes	50,000	50 000	.....	.....	(Lease	d.)	—	....	....
30 Sep.'66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	.....	.....	—	....	....
30 Sep.'66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	....	....
30 Sep.'66	1.75	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	....	....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	....	....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	....	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,223	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	26	8	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143.111	61,093	20	50	....
31 Oct.'66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	8	50	154
31 Oct.'66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	....	27
31 Oct.'66	5.47	—	120	26	—	Girard College (Phila.)	81,612	160,000	.....	—	104,934	17,340	15½	50	27
31 Oct.'66	4.83	—	191	33	8	Green & Coates st. (Phila.)	232,963	150,000	100,000	—	166,792	51,984	16½	50	30
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	....
31 Oct.'66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	30,388	—	50	11
31 Oct.'66	6.22	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct.'66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,284	loss.	—	....	....
31 Oct.'66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	.....	39,291	13,479	—	20	12
31 Oct.'66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct.'66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	....
31 Oct.'66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	.....	80,135	29,938	20½	50	....
31 Oct.'66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	.....	.....	(op. by	S. & P.)	—	....	....
31 Oct.'66	19.38	—	485	72	4	Second & Third st. (Phila.)	455,826	339,007	114,200	41,229	407.923	131,588	50	50	73
31 Oct.'66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	.....	.....	57,662	12,333	—	50	13
31 Oct.'66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'n F.)	250,253	250,157	.....	.....	101,996	38,491	8	50	26
31 Oct.'66	7.00	—	197	32	3	10th & 11th st (Citizens')	176,044	192,750	.....	.....	206,945	99,612	31½	50	66
31 Oct.'66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	.....	.....	128,955	45,196	2	50	18½
31 Oct.'66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	.....	344,895	67,574	7½	50	37½
31 Oct.'66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	.....	292,451	80,847	10	50	60
31 Oct.'66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	26,000	—	6,280	9,168	3,424	—	....	....
31 Oct.'66	1.03	—	9	4	—	Williamsport	19,282	15,000	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,060	21,058	—	....	20
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec '62	3.88	—	—	—	—	Pendleton & 3.st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue 1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica 1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1888	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn 1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw, & Battery 1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue. 1st Mortgage	100,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark 1st Mortgage	200,000	7	J. & J.	1880	107
Frankfort and Philadelphia 1st Mortgage	50,000	7	.....	.....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fair mount: 1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose: 1st Mortgage unattached	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	88,000	..	.....	.....	..
Malden & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mor. gage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,800	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	67,000	7	J. & J.	1871	....
Quincy. Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	490,000	..	.....	.....	....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Jan. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	14,690,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	136
" " " ..... coupon		6	" "	1868	132
Texas Indemnity, of Sep. 9, 1850 ..... coupon	162,811	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	111¼
" " " ..... coupon		5	" "	1874	111
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	116½
" " " ..... coupon		5	" "	1871	121
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	109¾
" " " ..... coupon		6	" "	1881	109¾
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,245,660	6	Jan & July.	1881	109¾
" " " ..... coupon		6	" "	1881	109¾
Loan of Feb. 25, 1862 (5-20s) ... registered	1,878,804,150	6	May & Nov.	1882	106
" " " (5-20s) ..... coupon		6	" "	1882	109¾
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	105
" " " (5-20s) ..... coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	104
" " " (5-20s) ..... coupon		6	" "	1885	108½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	104¼
" " " (5-20s) ..... coupon		6	" "	1886	108½
" " 3d series (5-20s) ... registered		6	" "	1887	106½
" " " (5-20s) ..... coupon		6	" "	1887	105½
Loan of March 3, 1864, (10-40s) ... registered	177,907,300	5	Mar. & Sept.	1904	102½
" " " (10-40s) ..... coupon		5	" "	1904	102¾
Pacific R. R. Bonds ..... (currency)	20,713,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64 : 2d series	238,208,450	7.3	June & Dec.	1868	104½
" " (7-30s) Mar. 3, '65 : 3d series		7.3	Jan. & July.	1868	105¾
Matured Debt not presented	15,708,629	---	presentation.	----	----
Gold Certificates of Deposit	20,104,580	---	presentation.	----	----
Coupon Interest Notes 1864 '65	46,244,780	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,159,127	---	----	----	----
Three per cent. certificates	23,235,000	---	----	----	----
Fractional currency	31,697,584	---	----	----	----
Navy Pension Fund	12,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	185,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan & July	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	123
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,543,500	7	" "	'83-'84	99½
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99½
" — " " Oct., 1861	2,000,009	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1 '65 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	278,000	7	various.	'72-'74	81
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	71
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1889	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4 357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,934	5	" "	1866	99½
Iowa—State Bonds ..... coupon	309,000	6	May & Nov.	1886	98
" —War Loan Bonds ..... "	180,000	7	Jan. & July.	1868	----
Kansas—State Bonds ..... coupon	300,000	7	" "	1881	----
" —War Loan Bonds ..... "	99,945		Jan. & July.	1875	----
Kentucky—State Bonds ..... coupon	500,000		" "	'76-'81	----
" — " " ..... "	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	413,000	6	May & Nov.	1879	----
" —Military Bonds ..... "	263,000	5	April & Oct.	'67-'73	----
Louisiana—State Bonds (Banks) ..... coupon	695,000	6	various.	'80-'95	----
" — " " (Railroads) ... "	4,832,963	6	Feb. & Aug.	'68-'86	----
" — " " (Schools, &c.) "	2,928,000	6	various.	'69-'99	----
" — " " (Levees) ..... "	665,000	6	Jan. & July.	1897	----
" — " " (New) ..... "	1,000,000	6	various.	1856	----
Maine—Mass. Land Debt of '53	392,800	6	"	'86-'87	----
" —Civil Loans of 1855-'56 ..... coupon	150,000	5	October.	'67-'72	----
" — " 1857-'61 ..... "	174,000	6	Mar. & Sept.	'67-'74	----
" —War Loan of 1861 ..... "	171 000	6	various.	'78-'78	----
" — " " 1863 ..... "	300,000	6	"	1871	----
" —Bounty Loan of 1863 ..... "	525,000	6	Mar. & Sept.	1883	99
" —War Loan of 1864 ..... "	4 5,000	6	Feb. & Aug.	1880	99½
Maryland—State Bonds (Balt. & Susq. R.R.).	2,932,500	6	June & Dec.	1889	99½
" — " " (S & T.W.Can.) sterl.	315,060	5	J. A. J. & O.	1890	99½
" — " " (Balt and Ohio R.R.)	1,017,622	5	" "	1865	----
" — " " (C. and O. Can.) sterl.	24,000	5	" "	1880	----
" — " " (R.R. various) "	1,405,507	5		1889	----
" — " " (") cur'ey.	120,000	5		1889	----
" — " " (B. & O. R.R.) sterl.	159,974	5		89-'90	----
" — " " (C. and O. Can.) "	3,277,389	5		1890	----
" — " " (Ches. & Ohio Can.).	3,269,616	5		18.0	----
" — " " (Balt. & Susq. R.R.).	2,000,000	6		1870	101
" — " " (Bounty)	1,000,000	6		1870	100
" — " " (Ches. & Ohio Can.).	501,000	C		bl.'74	100½
" — " " (Balt. & Susq. R.R.).	30,000	6		1885	----
Massachusetts—Funding Loan	429,888	6		1890	----
" — " "	15,000	5	June & Dec.	1868	----
—General Statutes Loan	21,000	5	" "	1870	----
—Funding Loan	160,000	5	Jan. & July.	1870	----
	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	660,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	102½
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	160,000	6	Jan. & July.	1873	93½
" —Renewal Bonds	216,000	6	" "	1879	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	100
" —Hannibal and St. Joseph R.R.	3,600,000	6	" "	'81-'85	85
" —*Pacific R.R.	7,000,000	6	" "	'81- 87	100
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	98½
" — " " Sept. 1, 1861 ..	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	100½
" — " " 1863 (")	1,002,900	6	" "	'86-'98	----
" — " " 1864	798,400	6	" "	'97-'02	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	107¾
" — " " " ..registered	27,726,500	7	" "	1877	106½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	600,000	6	" "	1868	----
" — " " "	500,000	6	" "	1878	----
" —Canal Fund Bonds	3,650,000	6	J. A. J. & O.	1871	100½
" — " "	5,000,000	6	" "	1873	99½
" — " "	2,256,000	6	" "	1874	100½
" — " "	1,480,000	6	" "	'75-'77	101
" —General Fund Bonds	989 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1876	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,900	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	2,500,000	6	Jan. & July.	1900	61
" — " "	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	102
" — " "	4,095,300	6	" "	1881	103
" — " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty)	218,644	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	96
" — " " ..... registered	5,983,052	5	"	'68-'70	99
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	6	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	102½
" — " " 2d series	7,909,520	6	" "	1882	102½
" — " " 3d series	9,270,017	6	" "	1892	103½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds of 1861	488,000	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	259,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,898	6	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,276,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,808	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,906,000	6	Jan. & July	30 yrs.	66
" — endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,667,500	6	June & Dec.	'71-'78	98½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	486,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,'69,398	6	" "	long.	86½
" — " " (new) ..... registered	1,379,500	6	" "	long.	----
" — " " (") ..... coupon	489,300	6	"	1876	38½
" — " " (")	39,500	6	"	1886	42
Wisconsin—State Bond	406 100	6	"	1890	36½
			Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,498	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,046	472,493	410,800	493,882	596,584	641,481	675,446	634,243	576,366	5,825,385
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,580	533,160	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	446,598	350,837	5,130,029
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	235,985	409,251	401,280	357 966	307,919	236,824	3,640,091
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	240,238	142,947	238,362	283,921	338,691	343,471	356,142	421,484	422,164	430,108	364,196	302,408	3,884,122
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	176,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,464	280,283	251,916	261,498	274,800	404,600	566,408	553,200	418,400	351,600	4,153,912
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,384	296,169	473,186	551,122	436,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	585,145	480,710	619,306	669,605	729,759	716 378	563,400	6,114,586
1865	541,005	482.164	499,296	468,368	585,623	747,942	702,651	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	528,746	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,216,297	918,088	11,532,348
Chicago and Great Eastern:													
1863	33,629	33,804	38,485	40,641	37,588	38,058	30,206	50,196	51,485	61,787	51,886	60,895	528,364
1864	47,393	56.565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94,643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,997	91,075	97,145	106,389	118,610	116,293	91,584	1,103,821
1866	90,416	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	126,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,605	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,093	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	60,867	81,965	736,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,786	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	984,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,163,441	1,101,682	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,599,413
1867	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,781	1,071,312	1,239,024	1,444,745	1,498,718	1,421,881	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289 224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	468,373	510,100	423,578	640,179	709,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	508,266	506,465	411,605	569,250	567,679	480,626	578,253	571,345	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	679,160	1,041,646	14,139,300
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,998	78,697	91.809	90,972	93,078	93,545	96,908	95,453	1,088,168
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,888	103,378	98,043	106,921	104,866	113,504	112,952	128,802	1,201,239
1867	94,136	78,076	92,910	92,768	90,526	96,635	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
Milwaukee and Prairie du Chien:													
1864	102,749	115,135	88,221	140,418	136,747	212,209	139,547	113,399	163,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	263,613	264,935	241,236	159,145	238,012	308,106	375,567	332,260	348 048	3,302,545
1864	256,600	304,445	338,454	330,851	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	394,684	338,858	384,401	429,177	496,655	429,646	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,436	428,241	370,757	4,618,744
Michigan Central:													
1863	242,073	245,858	236,432	233,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,163,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410.802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4 260,115
1867	304,095	288,661	376,210	362,783	338,952	284,977	316,021	398,993	464,776	606,296	412,934	330,373	4,371,078
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	128,970	99,662	88,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346.717	171,125	2,536,901
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	406,369	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	295,436	403,475	.....	.....	.....	.....
New York Central:													
1862	749,163	681,966	710,814	770,228	736,114	610,417	749,671	752,841	802,744	1,018,375	963,228	1,002,756	9,093,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,651	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,331	936,587	959,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	618,381	966,659	1,346,734	1,255.521	1,132,701	1,162,024	1,496,753	1,524,434	1,528,539	1,496,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,590,618	1,211,109	936,857	14,148,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,781	984,536	1,101,693	1,388,915	1,732,073	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,251	269,443	224,957	223,242	268,176	302,506	332,400	278,008	346,242	276,950	3,311,070
1865	259,223	239,189	313,914	271,527	290,916	304,463	349,285	244,700	350,348	372,618	412,565	284,819	3,793,006
1866	267,541	246,109	326,236	277,424	283,180	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,688	313,166	355,901	379,267	326,065	272,083	3,440,642
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,537
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	612,178	9,556,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,233	1,196,955	702,685	10,038,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	298,420	274,258	296,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,231	370,983	3,745,210
1863	357,350	366,598	461,965	462,987	427,094	396,545	350,763	407,077	463,509	506,814	456,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,260	701,352	691,556	914,062	7,129,456
1865	640,144	678,504	857,583	733,866	637,186	646,936	584,523	712,495	795,988	858,501	712,368	580,964	8,489,062
1866	559,982	480,986	662,163	699,806	682,510	633,667	552,378	648,201	654 928	767,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,536	534,733	602,069	685,068	766,568	691,095	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,608	120,310	123,115	113,798	123,949	118,077	130,378	158,470	144,758	143,748	162,921	1,554,918
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,968	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	228,786	207,301	162,694	2,240,744
1866	178,120	165,893	192,138	170,485	166,899	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,162	188,162	171,736	166,036	172,933	220,788	219,160	230,840	204,095	171,490	2 2.7,931
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	124,272	152,585	105,554	116,379	159,595	151,062	134,562	111,339	1,439,796
1864	79,735	96,843	132,896	123,987	127,010	166,338	139,626	244,114	243,340	221,570	220,209	265,154	2,060,823
1865	144,084	139,171	166,758	144,001	138,733	194,525	271,799	374,022	377,981	375,534	361,910	247,022	2,924,843
1866	226,059	194,157	256,407	270,300	316,438	325,691	304,917	396,245	349,117	436,065	354,830	264,741	3,894,975
1867	287,674	200,793	270,680	317,082	329,078	304,810	309,591	364,724	382,996	406,786	351,759	307,843	3,763,816
Western Union:													
1865	42,716	37 265	52,378	53,972	68,562	82,147	66,180	59,852	75,677	92,715	61,770	37,830	699,233
1866	45,102	34,006	39,301	43,823	56,913	102,918	85,276	60,898	84,462	100,313	75,348	54,463	81,0[illegible]
1867	39,078	27,667	36,292	40,710	57 862	60,568	58,992	73,525	126,495	120 263	79,451	64,7[illegible]	774,957

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is , default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,706	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,383,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	434 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	93
" " " 1850	500,000	6	Jan. & July.	"	1880	96
" " " 1855	1,024,750	6	Jan. & July.	"	1875	96
" " " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	93
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1883	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	230,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (6 in '69, 7 in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,180	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	8,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	106
" " $300,000	338,040	6	"	"	1870	96½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88
" " $2,500,000	867,000	6	May & Nov.	"	1889	83½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1890	94
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	498,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	460,000	7	May & Nov	Zanesville.	1890	86
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	1,286,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,600,000	7	" "	"	1883	99½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	93
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1866	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	May & Nov.	"	1877	100
Income Bonds	1,700,000	7	April & Oct.		1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	87
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	92½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1863	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	84½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	650,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	97
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,646	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	96
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	750,000	6	March & Sept.	Boston.	1878	90
Connectic't and Passump. Rivers:						
1st Mortgage	672,800	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	253,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1883	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,223,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	87
Construction bonds, 2d Div'n	686,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	84
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,912,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	93
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	70
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'78	84
Land Security	3,344.60u	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,528,000	6	" "	New York.	1875	118
Redemption bonds	2,563,060	6	" "	" "	1890	
Sterling Redemption bonds	258,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	166,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,006,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	68,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage-Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'76	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,358,385	7	Feb. & Aug.	New York.	1891	88½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		55
Scioto & Hocking Val. R. mort.	300,000	7	" "	" "	1883	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	$10,000	6				
Memphis and Ohio						
State [Tenn.] Loan	$40,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,580	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1940	
2d Mortgage	237,000	7	Jan. & July.	"	1894	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	97½
2d General Mortgage	2,693,000	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	78
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,000	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1886	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1892	
Sterling (1st mort.) Bonds	4,187,900	6	" "	London.		
" " " " "		6	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'86	
" ten years	76,342	8	" "	"		
Mongomery and West Point:					'63-'86	
Mortgage (due 1863 and '65	80,500	6				
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1891	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1863	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1836	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,780,000	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	92
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	494,000	6	May & Nov.	" "	1883	
" " " B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,316	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	458,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	
New York and Erie:						91
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	102½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	96
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	89½
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	101½
3d Mortgage	990,200	7	Jan. & July.	" "	1897	110
New York and New Haven:						99½
Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York	1875	96½
N. York, Providence and Boston:						
1st Mortgage	600,000		Feb. Aug	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,600,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87½
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	98½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68–'70	90½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1896	78
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94
2d Mortgage Sterling	2,288,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
2d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	6	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	93
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	97½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
" 1849, "	67,000	6	" "	"	1880	96½
" 1857, (convertible)	415,500	6	" "	"	1886	98
" 1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	89
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£87,000)	324,000	6			1900	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	372,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	580,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	138½
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1883	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
2d Mortgage	148,000	7			1876	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,898	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg b'ds after Jan. 1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	6	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	77
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	77
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	80
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	65
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25½
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1873	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	6		"	1876	
Funding Interest bonds	185,089	6		"	'70–'77	
Dividend bonds	121,227	6		"	65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	66
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	700,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	6	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	233,000	6	March & Sep.	Camden.	1883	85
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	896,000	6	Jan. & July.	Baltimore.	1890	71
1st Mortgage guaranteed	200,000	6	" "	"	1890	84
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	896,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	180,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,837	6		London.	1881	
"	197,771	7			1896	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	80.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,256	1,515,704	65.0	.....	101,102	37,866	—	....
28 Feb. '59	30 3	....	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	67.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	....
30 Jun. '59	57.0	....	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,778	21,006	—	....
31 Dec. '65	459.3	13.5	....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	....
25 Feb. '67	88.5	28.4	....	—	21	12	123	Montgomery and West Point	2,489,420	303,967	315,199	1,644,104	1,130,700	288,781	3,003,586	116.9	170,707	449,007	189,402	—	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,350	*	—	793,350	700,000	—	1,493,350	22.5	.....	230,251	104,894	—	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	8	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,196	—	....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192.989	478,095	66,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	....
28 Feb '66	60 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	....
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss.	—	....
30 Nov. '66	100.0	—	....	—	14	16	150	New London Northern	658,806	*	—	895,000	353,283	122,500	1,370,783	100.0	228.845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,678	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,828	2,068,260	704,016	10	135
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	556,000	6,112	3,380,357	66.4	866,149	750,678	260,523	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	832,791	30,586	—	191,485	196,000	76,894	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '67	86.7	—	....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	....
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	....
30 Nov. '66	191.0	—	....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,636,956	229.0	.....	1,734,749	859,214	—	....
31 Mar. '67	171.0	71.0	....	—	44	28	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,176,281	242.0	.....	1,136,142	346.356	6½	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	....
31 July '59	60.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	302,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.0	.....	.....	.....	—	....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,396	3,208,900	437,000	146,067	3,855,721	228.3	306,335	1,006,953	332,551	9	....
30 Sep. '59	138.0	—	....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '66	290.0	—	....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	290.0	1,934,115	3,695,153	1,434,616	8½	125
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,245 711	2,956,327	2,763,986	10,399,010	5,458,250	365,542	18,967,024	400.0	2,421,566	6,146,862	2,782,463	20	140
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,967	—	61½
31 Mar. '67	181.8	181.6	....	42.4	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,768	409.3	1,621,307	3,674,034	1,413,992	10	90½
31 May, '68	174.5	5.5	14.3	—	21	22	604	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	....
31 Dec. '66	454.8	252.5	....	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,823	23,415,780	12,144,000	.....	41,478,280	708.3	3,603,362	6,546,741	2,175,447	10	126½
31 Dec. '66	111.0	—	....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,668	5,269,583	111.0	288,524	561,663	171,667	—	....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	.....	4,000,000	6,700,000	—	10,700,000	200.0	.....	2,240,744	488,568	—	52
								INDIANA.													
.. .. ..	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	....
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	20
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	....
31 Dec. '58	69.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	640,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	60
31 Dec. '64	84.0	—	....	—	15	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,372,000	997,000	106,879	2,975,878	84.0	354,539	771,763	307,532	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,847	*	*	819,900	640,000	—	1,538,763	182.0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	96½
30 Nov. '66	73.0	—	....	—	26	28	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,286	2,979,281	73.0	448,384	1,049,720	297,126	12	150½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	468745	181,417	—	....
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,956	5,429,208	156 5	319,880	805,271	287,861	—	39
1 Jun. '58	58.5	—	....	101.3	4	1	64	Keok. Ft. Desmoines & Minn.	1,037,876	82,490	—	921,449	670,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	337,582	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '67	29.0	—	3.4	—	}			} Lexington and Frankfort	601,965	52,300	36,711	514,846	63,000	1,790	690,976	29.0	.....	.....	.....	—	....
30 Jun. '67	55.1	—	5.4	—	14	18	225	} Louisville and Frankfort	1,405,910	126,786	—	1,109,594	294,519	7,430	1,586,923	85.1	.....	248,321	610,319	7	....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	334 0	.....	929,456	4,158,874	6	110
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551.218	1,516,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414.741	200,220	—	....
30 Nov. '66	206.0	—	....	206.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,583,042	386,268	—	....
31 Aug '60	53.7	—	....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	....
30 Jun. '62	188.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,896	.....	—	....
31 May '67	284.8	—	28.4	—	97	88	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	109½
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,825,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,193	4,673,193	1,609,387	—	86½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	584,342	328,002	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,960	1,974,444	69.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	350,047	121,659	—	....
								MISSOURI.													
31 Aug. '68	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,963,740	*	—	7,157,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	66
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,716	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	287,894	—	....
31 Dec. '62	152.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	62.0	.....	.....	.....	—	....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,649,674	432,089	3,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,875	719 230	—	....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	.....	5,000,000	127.0	.....	.....	.....	—	....
28 Feb. '64	86 6	3.6	3 2	....	16	13	219	*St. Louis and Iron Mountain*	5,457,063	360,929	—	1,971,222	3,501,000	40 558	6,352,109	90.1	388,189	399,291	129	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,684	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,664,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '66	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	480,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	102½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,580	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,801,183	10	125
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,162	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,978	8	44
								MASSACHUSETTS.													
30 Nov. '65	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	14½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,456,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	120½
30 Nov. '66	74.8	8.8	50.4	—	36	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,454	1,575,826	498,499	10	131
30 Nov. '66	47.0	7.0	45.0	—	30	83	290	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	132½
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	—
30 Nov. '66	48.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	112
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	112½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,108	1,107,444	347,247	7	126
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	—
30 Nov. '66	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	—
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.6	216,781	441,804	90,995	8	128
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,382	9	101½
30 Nov. '66	130.5	10.5	39.5	—	33	74	631	Old Colony and Newport	6 066 571	334,503	—	4,848,300	2,141,000	358,000	7,347,300	141.0	669,552	1,382,807	509,790	7	87
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,463,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B. &	L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	.....	.....	.....	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	3,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	54½
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,508	156.1	1,680,062	3,932,017	1,496,791	10	—
30 Nov. '66	45.7	—	10.6	—	11	14	229	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	259,869	474,362	178,965	10½	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,550,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,12[illegible]	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	—
31 Mar. '66	34.5	—	.....	—	21	22	494	Concord (par $50)	1,000,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	72½
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327				101,242	8	122½
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,268	*	—	595,588	568,000	—	—	52.7	.....	.....	.....	—	—
31 Mar. '67	99.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	112½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,101	*	4,281,251	7,987,412	10,078,137	—	18,060,549	124.2	.....	5,607,552	1,444,705	15	131
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,981,434	*	—	1,001,993	1,084,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	96
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	18,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	114½
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,978,931	2,181 111	208,699	8,500,000	5,516,959	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.6	—	—	35	98	180	New Jersey	3,890,325	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	135
31 Dec. '66	21.3	—	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—	65
31 Dec. '66	65.0	16.0	—	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	oss.	—	—
31 Dec. '66	18.2	—	—	—	—	—	—	Warren	2,000,000	—	59,060	1,547,050	511.400	—	2,059,050	18.2	.....	451,297	154.045	7	91
31 Dec. '66	38.5	—	—	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	54.0	.....	268,420	69,712	20	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	18	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	180,002	—	—
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	18½	108½
30 Sep. '66	88.3	—	20 0	—	38	23	786	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 8.0	—	371	180	6,825	Erie	19,122,686	*	5,165,188	26,101,121	22,429,922	5,085,864	54,237,874	784.0	7,109,189	13,979,514	3,109,801	4	75
30 Sep. '66	144.0	—	128.5	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	140
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,598,162	401,312	—	1,852,716	932,000	—	2,994,474	120.0	866,430	990,225	352,650	6	61½
30 Sep. '67	297.8	296.0	462.8	—	289	296	5,620	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	698.2	6,401,420	13,979,514	3,109,801	6	122½
30 Sep. '66	130.8	2.1	45.5	—	42	132	648	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,826,129	2,763,700	534,804	8	124
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,331	122.0	451,196	861,788	284,606	—	63½
30 Sept. '66	18.0	—	0.5	10.3	.....	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,380	—	—	—	—	—	—
30 Sept. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,576	1,057,737	36.3	90,250	252,175	89,372	8	—
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	—
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	—
30 Sep. '66	141.7	43.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g.	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,008,304	189.6	555,492	1,066,366	364,668	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	—
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	—
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"	"	7	—
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	233,524	118,403	10	—
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,685,470	58,132	2,957,620	81.0	299,025	510,917	174,456	—	—
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	380,799	—	607,111	1,497,000	376,886	2,479,997	112.0	408,408	641,486	211,173	—	—
30 Sept. '66	34.9	—	2.0	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	83,548	141 888	78,832	7½	—
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,958	38,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	899,679	4,000,000	339,000	354,832	5,290,435	223.0	871,012	598,199	loss.	—	—
... ...	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,641	—	—
30 Sep. '66	161.5	15.0	—	—	17	10	127	Wilmington and Manchester	3,280,178	*	498.866	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	284,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,480,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	31½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,939,423	991,196	1,276,919	3,260,809	1,759,000	773,160	6,197,637	202.0	.....	1,301,537	348,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,856,112	*	—	1,555,112	1,300,000	—	2,856,112	131.8	.....	.....	.....	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	229,888	6,771,246	191.2	1,055,592	1,983 700	521,906	8	98½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	588,062	2,563,834	952,041	10	101
30 Nov. '66	101 0	102.5	.....	—	58	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	93½
31 May '67	100.1	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	976,601	797,346	5,000,000	2,872,185	393,992	8,673,764	188.6	1,223,823	2,492,215	1,107,377	14	103½
30 Nov. '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	601,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,888,064	3,685,600	344,005	6,417,669	142.0	—	863,363	209,512	—	—
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,205	—	1,515,128	3,572,400	1,400,000	35,796	5,225,438	158.2	1,160,900	1,936,035	469,205	9	105
31 Dec. '65	178.8	77.6	12.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	30
30 Jun. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	109,818	4,972,746	206.9	346,071	604,520	134,081	—	89½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & Newk	2,868,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	128,800	—	—
31 [illegible] '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,250,000	*	2,268,903	6,700,000	14,345,000	795,301	22,118,900	250.6	———	3,717,386	903,200	—	45½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Par of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,969,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,776	2,735,496	714,525	20	110
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	617,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,158	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	51½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,309,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	686,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,815	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,760	818,876	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,660	2,269,027	20	50½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	886,000	73,555	3,604,655	(oper. by Reading R. R.)				2	30½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuyik. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(" " ")				8	56
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	666,222	467,050	3,150,150	3,124,737	—	6,887,235	67.5	345,588	902,218	382,500	—	33
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	385.5	7,080,026	16 563,883	5,967,520	9	52½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norristn	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	64½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	25
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,899,366	22,742,867	6,719,562	—	32 577,648	474 8	4,361,336	10,9 2,819	6,016 631	10	46½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,764	15	125½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,067,687	10	54½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,129	1,500,000	73.108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	188.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,348	26,927,540	468.5	4,945,418	7,467,217	2,319,581	10	100½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	55	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,866	1,760,591	35.4	144,402	257,550	143,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,563,000	*	—	1,755,281	800,000	—	.....	62.0	340,600	625,641	169,323	12	85
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	601,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	109.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,575	242.0	.....	1,312,738	387,322	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,807	47.6	.....	29,967	19,157	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,176,500	541,553	4,224,247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,196,331	5,312,725	3,126 530	921,957	9,451,517	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,01f,107	99.2	.....	387,252	173,729	—	—
1859	47.4	—	2.8	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	28,808	18,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,781,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,840	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,981,800	573,880	521,102	3,171,611	110.3	171,490	495,706	184,662	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.6	1,030,304	1,477,782	234,326	—	1½
31 May, '65	47.0	16.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	(oper. by Vt. Central			180,000	6	90½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,278	34,358	—	—
30 Jun. '68	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. r.b.Troy		& Bost.	63,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	708,084	136,302	43,062	—	—
30 Sep. '59	70.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	600,610	166,161	9 months	79.2	47,702	84,121	16,332	—	—
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	.....	.....	103.5	.....	696,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,661	—	15½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,838,272	*	—	1,366,600	1,631,900	124,931	3,566,187	133.4	.....	289,581	49,681	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	826,554	213,852	7½	—
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,509	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,885	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	22.5	67,904	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	557,812	85,000	—	.....	23.7	12,842	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,553	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	377,297	6,379,046	221.8	300,405	554,511	135,648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,339,500	520,522	7,362,250	214.9	278,839	856,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,960	5,229,000	—	18,508,374	275 0	986,727	2,538,800	984,103	—	80
31 Dec. '66	200.0	135.0	23.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	890,500	—	.....	285.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (¼ y.)	11,988,000	*	—	11,750,000	188,000	—	11,938,000	18.10	.....	236,798	67,852	—	15
31 Dec. '32	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,211	1,631,180	911,029	22,984	2,863,376	49.0	.....	242,798	117,842	—	62
30 Jun. '68	49.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	1,,10,345	*	—	15,123,480	54,750,510	7,836,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	1,096	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,485	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
1 Dec. '64	229.0	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	.....	148,239	55,777	—	—
July, '61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	02,3.8	—	1,380,000	13,100	188,000	1,709,232	60.0	.....	138 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	155,416	130,107	87,181	—	—
	2.							NEW GRANADA.													
					11	22	120	Panama	9,000,000	*	—	(5,21	—	—	10,763,795	49.	.....	197,438	1,598,934		200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	25
Catawissa (preferred)	1,150,000	7	---	23½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	62½
Chicago & Alton (preferred)	2,425,400	7	7	140
Chicago & Northwestern (pref.)	14,789,125	7	7	72½
Coohecho (preferred)	177,750	8	---	----
Ut. & Passumpsic Rivers, (pref.)	1,978,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	---	69
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,555,135	7	3	18½
" (2d pref.)	4,051,744	7	3	6½
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,201,296	8	8	99½
" " " (2d pref.)	841,400	7	7	90
Milwaukee & St. Paul (preferred)	7,370,900	7	---	65½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	112
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	73
Toledo, Wabash & Western (pref.)	1,000,000	7	7	67
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,000,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,667,343	6	J. & J		1886	93
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6	----		18..	80
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	90
Delaware & Hudson:						
Mortgage	841,000	6	M. & S.		1870	110
Delaware & Raritan:						
See Camden & Amb. RR.	----	--	----		----	----
Erie and Penn.:						
Bonds	873,799	7	J. & J.		1865	----
Interest Certificates	161,960	6	"	"	1868	----
Lehigh Navigation:						
1st Mortgage	414,158	6	Qrtrly.		1870	----
Six per cent. Loan	5,434,351	6	"	"	1884	84½
Monongahela Navigation:						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	465,500	6	A. & O.		1876	90
2d Mortgage	302,750	6	----		----	89
Boat Loan	232,807	6	----		----	90
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	80
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	88½
2d Mortgage	3,980,670	6	J. & J.		1882	71
Improvement	1,601,670	6	M. & N.		1876	76
Susqueh'a & Tide Water:						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md. stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	55½
Preferred Interest b'ds.	227,569	6	"	"	1878	----
Union, (Pa.)						
1st Mortgage	3,000,000	6	M & N.		1883	15
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	88
Wyoming Valley.						
[illegible]	600,000	6	J. & J.		1878	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,568	---	35
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	53
Delaware and Hudson	100	10,000,000	10	148½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	28½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	90
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	12½
" " (preferred)	50	2,888,988	---	20
Susquehanna and Tide Water	50	2,048,260	---	11
Union	----	----	---	1½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	37

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		—Store Prices.—
Pig, Scotch, No. 1	per ton.	36 — @ 40 —
Pig, American, No. 1	"	33 — @ — —
Pig, American, No. 2	"	— — @ 36 —
Bar, Refined, English and American	"	80 — @ 85 —
Bar, Swedes, assorted sizes	(gold)	92 50 @105 —
Bar, Swedes, ordinary sizes		— — @150 —
Bar, English and American, Refined		95 — @100 —
Bar, English and American, Common		85 — @ 90 —
Scroll		125 — @170 —
Ovals and Half-round		120 — @150 —
Sand		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ⅜ @ 3-16 inch		100 — @160 —
Hoop		138 — @185 —
Nail Rod	per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s		— 15 @ — 16
Sheet, Single, D. and T. Common		— 5 @ — 7
Rails, English	(gold) per ton.	— — @ 53 —
Rails, American (at works)		82 50 @ 83 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½@ — 20
English Machinery		— 13½@ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½@ — 17
American, Cast, Tool, do.		— 21 @ — 23
American, Spring, do.		— 12 @ — 15
American Machinery, do.		— — @ — 14
American German do.		— 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 35 @ — —
Braziers'		— 35 @ — —
Sheathing, &c., Old		— 16 @ — —
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— 27 @ — —
American Ingot		— 23 @ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 45 @ 6 50
German Refined	(gold)	6 45 @ 6 75
English	(gold)	6 45 @ 6 87½
Bar	(net)	10 50 @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

	—Gold.—	—Currency.—
Banca (gold). per lb.	— 26 @ — —	
Straits (gold).	— — @ — 24	
English (gold).	— — @ — 23½	
Plates, I.C.Charcoal.p.box	8 — @ 8 25	11 75 @ 12 50
Plates, I. C. Coke	6 75 @ 7 25	9 75 @ 10 75
Plates, Coke Terne	6 25 @ — —	9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 —	11 50 @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 10½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 16 @ — 16½
Refined, free, S. W.	— 44 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 23
Refined, in bond, Standard White	— — @ — 25½
Refined, in bond, prime White	— — @ — 26
Naptha, Refined, (60 @ 63 gravity)	— 30 @ — —
Residuum per bbl.	— — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

	Th. 9.	F. 10.	Sat. 11.	M 13.	Tu. 14.	W. 15
Atlantic M. S. S. Co.	----	112½	----	111½	----	
Boston, Hartford & Erie	14½	----	14½	----	----	
California 7s	----	----	----	----	----	
Canton Co.	49½	50	50½	50½	51	50½
Chicago & Alton	----	----	----	135	135	----
" " pref.	----	----	----	140	----	140
" " 1 M.	100	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	138	----	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	59½	59½	62	62	62	61½
" " pref.	72½	73½	74½	73½	73½	73½
" " 1st M.	----	86	87	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	85	----	85	----	84½	84½
Chicago & Rock Isl.	96½	97½	98½	98	97½	96½
" '1st M.'70.	103	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896.	----	93	----	93½	93½	----
Clev., Col. and Cin.	----	98½	99	----	----	98½
Clev. and Pittsburg	91½	93½	94	93½	93	93½
" " 2 M.	----	----	----	97	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	102	102	103½	103½	103½	103½
" S. F. 7 p.c	----	----	----	----	----	----
Cumberland Coal, pref.	35½	35	34½	----	----	33½
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	110
" 1M. 8 p.c. '71-5.	----	----	96½	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	74½	74½	76½	76½	75½	75½
" pref.	74½	76	76½	76½	75½	76
" 1 M. 7 p.c. '67	----	102½	----	102½	102½	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	97½	----	98	----	98
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '83	----	----	----	----	----	----
Hudson River	139	142½	143	140½	141	140
" 1M. 7 p.c. '69.	102½	----	----	----	----	----
" 2M. S. F.	102	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	133	134½	----	134	135	135
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	18½	----	----	----	----	----
" " 2d "	----	----	----	----	6½	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	8½	8½	8½	8½	8
" " pref.	14	14½	15½	15	14½	14½
" " 1st mort.	----	----	----	----	----	----
Michigan Central	108½	108½	109	109½	109½	109½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	86½	87½	88	87½	86½	87
" " guar'd	----	----	----	----	----	----
" " 1M. S. F. 97	97½	----	----	----	----	----
" " 2 M.	----	92	----	----	----	92
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	99½	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	49½	49½	50	51½	51½	50½
" " pref.	65½	67	67	66½	66	65½
" " 1st mort.	86	----	87	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	100½	99½	99	99½	100	99½
" iss. to H. & St. J. R.	82½	84	84	----	----	----
" " Pacific	----	----	99	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort	96	----	96	----	----	----
" " 2d mort	----	----	----	----	----	----
New York Central	121	124½	124½	123½	123½	124
" " 7s, S.F. '76	----	----	103	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83.	91½	92	92	----	----	92
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	119	----	----	123	124	----
" " pref.	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	101½
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	133	135	135	----	----	135
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	51½	----	51½	51	51	50
" new	----	----	51½	51	----	----
Ohio & Miss. cer.	31½	32	31½	31½	30½	30½
" " pref.	----	----	----	----	71	71
Pacific Mail S.S. Co.	114½	114	113½	113	112½	112½
Panama	----	----	290	----	----	300
Phila. and Reading	93½	93½	94½	94	94½	93½
Pitts. Ft. W. & Chicago	99½	99½	102	101½	101	100½
" " 1M.	----	----	----	----	----	102
" " 2M.	----	----	97	97	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	24	25	26½	24½	24½	24
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	72½	----	----
" " 1M.	94	----	----	94	----	94
" " 2M. pref.	85	----	----	85	85	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	61½	61½	61½	61½	62½	62½
" new	59½	58½	60½	61	61	60½
Tol. Wab. & Western	45	46½	46½	46½	46½	45½
" Pref.	66½	----	----	----	----	67
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	77½	----	77½	77½
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	45	----	----
" new	----	----	42	42	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

	Th.9.	F.10	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	115	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102⅜	102⅜	102⅜	102⅜	102⅜	102⅜
U. S 5s, 10-40s, reg.	102⅜	----	102⅜	----	102⅜	----
U. S. 6s, 1881, reg.	108⅛	109	109⅛	----	----	----
U. S. 6s, 1881, cou.	108⅛	109⅛	109⅛	109⅛	109⅛	109⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	136	136	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	105⅛	----	105⅛	----	----	106
U. S. 6s, 5-20s, c. '62	108⅛	108⅛	108⅛	109	110	109⅛
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	105⅞	106⅛	106⅛	107	107⅛	107⅛
U. S. 6s, 5-20s, reg. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	106⅛	106⅛	107	107⅛	108⅛	----
U. S. 6s, 5-20s, r. n. '65	104⅛	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	104⅛	105⅛	106⅛	105⅛	106⅛	105⅛
U. S. 6s, 5-20s, r. n. '67	----	----	----	105	----	105⅛
U. S. 6s, 5-20s, c. n. '67	104⅛	104⅛	105⅛	105⅛	106⅛	105⅛
7.30 Notes, 2d series	105⅛	105⅛	106⅛	105⅞	105⅞	105⅞
" " 3d series	106	105⅛	105⅛	----	105⅛	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

	W.8	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa	----	----	----	----	----	----
" preferred	28⅛	23⅛	24⅛	25⅛	25	----
Camden & Amboy	129⅛	130	----	131	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	88	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	93⅛	93⅛	----	94	----	----
Del. Div. Canal	----	----	----	----	53	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	29⅛	30	29⅛	29	28⅛	----
" " 6s, '84	84⅛	84⅛	----	84⅛	----	84⅛
Lehigh Valley R. R.	51	51	50⅞	50⅞	50⅞	51
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	29⅛	30	30	30⅛	30	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	90	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	86⅛	86⅛	87	----	----	87⅛
" " 10s.	----	----	----	----	----	----
Northern Central	----	44	44	----	----	----
Pennsylvania R. R.	52	52	52	52⅛	52⅛	52⅛
" 1st m.	----	----	----	94⅛	94⅛	----
" 2d m.	92⅛	92⅛	94⅛	----	----	----
Penn. State 6s 1st series	----	----	102⅛	102⅛	----	----
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	----	----	----	----	----	----
" " 6s, W. L.	103	----	----	----	----	----
Philadelphia City, 6s	96⅛	97	97	----	97	97
" " new	100⅛	100⅛	100⅛	100⅛	101	101⅛
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	47⅛	46⅛	47	47⅛	46⅞	46⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	97
Philadelphia & Erie	28⅛	28⅛	28⅛	29	29	29⅛
" " 6s.	93	----	----	93	93	----
Philad. & Sunbury, 7s	95	----	----	----	----	----
Schuylkill Navigation	----	----	----	11	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	70⅛	----	----	71	----	72
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	56	----	56⅛	----	----	56⅛
Union Canal, pref.	----	----	----	----	----	----
" " 6s '88	----	----	15	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	11	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

	W.8	Th 9	F.10.	Sat.11.	M 13.	Tu.14
Baltimore City 6s, 1875	98⅛	98⅛	----	98⅛	----	98⅛
" " 1886	98⅛	----	----	97	----	----
" " 1870	----	98⅛	----	----	----	----
" " 1890	98⅛	98⅛	98⅛	98⅛	98⅛	98⅛
" " 1893	92	----	----	----	----	----
Balt. and Ohio	124⅛	124⅛	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	96⅛	----	----	----
" " " '80	96⅛	----	----	----	----	----
" " " '85	----	----	----	98⅛	----	----
Northern Central	----	----	43⅛	----	----	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W 15
Boston and Albany	137⅛	137	137	137	137⅛	137⅛
Boston and Lowell	----	121	121⅛	----	----	120⅛
Boston and Maine	131⅛	----	131⅛	----	131	131
Boston and Providence	132⅛	132	132	----	----	132⅛
Boston, Hartford & Erie	14⅛	14⅛	1⅛	14	14⅛	14⅛
Cheshire, pref.	----	60⅛	62	----	62	62⅛
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern, Mass.	----	----	111⅛	----	----	112⅛
Fitchburg	----	----	----	----	----	125
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	108	108⅛	108⅛	----	----	110
Northern, N. H.	----	----	----	----	112	112⅛
Ogdens. & Lake Champ	64	----	64	----	63⅛	----
Old Colony & Newport	86	86⅛	87	87	87	----
Ph., Wil. & Baltimore	53⅛	----	54	----	----	54⅛
Portl'd, Saco & Ports.	101⅛	----	----	----	----	102⅛
Vermont & Canada	94⅛	----	----	----	----	96⅛
Vermont & Mass.	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	91⅛	----	93⅛
Metropolitan "	56	56	56	----	----	57
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	20	20⅛	21	20	20	----
Franklin "	11⅛	11	10⅛	----	----	10⅛
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	5⅛	5⅛	5⅛	----	5⅛	5
Pittsburg "	16	----	----	----	15⅛	----
Quincy "	15⅛	----	----	----	18⅛	20
Rockland	2⅛	----	----	----	----	2

London Stock Exchange.

The following were the closing prices for American Securities on the 20th and 27th Dec.:

	Dec. 27.	Dec. 20.
United States, 5-20s, 6 per cent 1882	71⅛@72⅛	71⅛@72⅛
Do. do. 6 do. 1884	70 @ 71	69 @ 71
Do. do. 6 do. 1885	70⅛@70⅞	70⅛@70⅞
Do. do. 6 do. 1868	87 @ 90	86 @ 89
Virginia State, 5 per cent	48 @ 52	48 @ 52
Do. 6 per cent	30 @ 32	30 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	18 @ 19	19 @ 20
Erie shares, $100 (all paid) 8 p. c.	57 @ 60	49 @ 50
Do., convertible bonds, 6 p. c.	70 @ 72	70 @ 72
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	— @ —
Do., 7 p. c., 1875	77 @ 79	77 @ 77
Do., $100 shares (all paid)	88 @ 89	89 @ 90
Marietta & Cin. R. R. bonds, 7 p. c.	66 @ 67	66 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	81 @ 83	81 @ 83
Do. with option to be paid in Phil.	81 @ 83	81 @ 83

American Railroad Journal.

Saturday, January 18, 1868.

Stock Exchange and Money Market.

Money has been quite freely offered, all through the week, to responsible borrowers, at gradually yielding rates. The disbursements of January interest and dividends, and the Treasury payments on account of matured loans, especially the loans of 1847-'67, have added largely to the available supply, which has been very considerably in excess of the requirements of the market, for either speculative, or mercantile purposes. Call loans have been quoted at 5@6, and prime to good discounts at 6½@8 per cent. per annum. On Wednesday the leading street houses were offered more money than they could advantageously employ, at 5 per cent. The inquiry for aid has been mainly from the Stock and Gold operators. The mercantile demand has been comparatively moderate. The city banks, last week, added nearly three and a half millions to their loan averages, while reporting an increase of 7¾ millions in deposits, nearly 6¼ millions in their specie hoard, and nearly 1¾ millions in their legal tender reserve. The banks, city, as well as country, have been investing freely in the public funds, particularly in the Five Twenties, the Compound Interest Notes as far as they have been available in round sums, the Seven Thirties, and the new three per cent. certificates, which latter attract increasing attention, as money cheapens in price in the open market. Notwithstanding its heavy disbursements, the Government office shows a moderate augmentation of its cash balances, during the week. Its business, last week, was unusually extensive, over 41 millions having been received and disbursed, in that time. The specie reserve of the city banks is now $19,222,856, against $14,613,477 same time last year. The city bank deposits are now $194,835,525, against $202,517,633 week ending Jan. 12, 1867. The legal tender reserve amounts to $63,753,116, against $63,248,870 same time last year. The circulation now stands at $34,094,137, against $32,825,103 same time last year. The loans are now $253,170,723, against $258,935,488 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $88,980,754 a day, against a daily average of $96,658,261 the preceding week, and $74,856,717 the week ending with Dec. 28. The current week's exchanges average about $113,464,343 a day. The city banks, last week, gained $1,641,915 of legal tender, and $7,764,739 in deposits, and $6,498,242 of specie. They increased their loans, $3,429,426; and reduced their circulation, $40,254.

The Philadelphia Bank movement the past week shows a increase in loans, of $591,403; an increase of $164,708 in specie; a decrease in legal tenders of $744,437; an increase of $510,556 in deposits; and an increase of $93 in circulation. The Bank Clearings show an increase of $4,164,621, and the balances, an increase of $40,999.

National Bank notes to the amount of $150,150 were issued last week, making the total issue to 1,673 banks thus far, $305,711,081, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,883,205, leaving, with the existing 1,639 banks, (having an aggregate capital of $424,894,861,) an actual circulation at this date, of $299,488,016. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,055,550; and for the public deposits, $37,817,950—making a total of $378,873,500. The Treasury Department last week redeemed and destroyed $461,000 of worn and mutilated fractional currency, and issued $1,294,514 of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 11, were $41,441,823, including $1,633,803 from customs duties; payments, $41,181,472, including $3,091,000 of coin interest; balance at the close of the week, $97,825,079, against $97,564,728, at the close of the preceding week, showing an increase of $260,351. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,526,108 including $252,379 from customs; and payments, $2,555,784; on Tuesday, receipts, $1,692,578 including $270,579 from customs, and

payments, $1,571,820. The balance at the close of business on Tuesday stood at $98,917,216, against $97,596,514 a week previous; and $101,683,223 on Dec. 29.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Jan. 11, was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740.

Government revenues have been more liberal, since our last. The excises have yielded handsomely, and the cusoms have been on the increase. The prospect now is of a steady improvement. The excises, last week, yielded $7,744,307, against $6,251,172, the preceding week; customs at the port of New York $1,633,803, and at the outports, about $550,000 (in coin) more, making the grand total income for the week equal about $10,856,507 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $110,500,000.

Government received $7,194,910 from customs, through the port of San Francisco, from Jan. 1, to Dec. 8, 1867.

An unusually animated speculative movement has been noted in Gold, since our last, stimulated in the main by the various sensational reports from Washington, of political trouble, and currency inflation. The demand has been very brisk, during most of the week, and the price has been carried up from 135⅞ at the opening on the 9th inst., to 142½ at the opening on the 14th, or nearly seven per cent. At the rising, the business transacted has been very extensive, attended by much excitement and feverishness in the Gold Beard. The dealings, late on Tuesday, and all Wednesday of the current week were on a less extensive scale, and much less firmness was discernable in the market. Sales on Wednesday were made as low as 138¼@138⅜, the latest quotations having been 138⅜@138½. The *Cuba* on Wednesday took out $241,000 in specie. The *Hammonia* on Tuesday carried off $16,000. The export demand has been less active, checked in part by the decline in foreign exchange. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $186,158, against $68,411 same time last year. The customs demand for Gold last week, averaged $272,300 a day; thus far, this week, it has been equal to $261,479 a day, or equal to a weekly aggregate of $1,568,874. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $26,608, and from California, none. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was $116,958,654, against $130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $58,928,133, against $65,637,505 same time in the preceding fiscal year. The total receipts of California gold at this port in 1867, was $27,677,556, against $42,740,913 in 1866, showing a decrease in 1867, of $15,063,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $16,454,402 against $26,027,398 same time in the preceding fiscal year, showing a decrease of $9,572,906 in 1867–'8. The exports of specie from this port, last week, were $5,537,400, against $1,662,340 same week last year. The exports of specie, hence, since July 1, 1867, have been $32,934,186, against $18,476,610 same time in 1866–'7. The total outflow of specie from the port, in 1867, was $51,841,678, against $62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $3,091,000, and since July 1, 1867, $42,069,019, against $31,741,463 same time in 1866–'7. The total coin interest disbursements through the Government office, in 1867, was $61,871,348, against $48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 8, 1867, reached $37,942,265, against $40,851,469 same time in 1866, showing a decrease, in 1867, of $4,289,204.

Increased shipments of produce, and a revival of the export movement in U. S. bonds have added liberally to the supply of foreign exchange, which has been in much less request, and has declined sharply in price, closing tamely and heavily. Bankers' 60 day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.20@5.15; sight bills on London to 109⅞@110¼, and on Paris to 5.13¼@5.11¼. The offering of produce bills have been fair, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,912,546, against $4,256,658 same week last year; total, since July 1, 1867, $97,555,165, against $102,564,919 same time in 1866–'67. The total value of exports of produce and merchandise in 1867, was $189,688,044, against $192,829,554 in 1866.

Government securities have been decidedly active, since our last. The demand has been brisk from home buyers, and from shippers. The Five-twenties of the several issues have been in most request, those of 1862 and 1865, May and November coupons taking the lead. Prices have advanced materially, though the latest transactions on Wednesday indicated a slight reaction from the highest figures of the week, which were made early on Tuesday. The floating supply of bonds and notes is quite moderate.

U. S. sixes of 1881 closed here on Wednesday at 109⅛@109¾; U. S. Five-twenties of 1862, 109⅛@109¼; U. S. Five-twenties of 1864 at 106¾@107; U. S. Five-twenties of 1865 at 107⅛@107¾; U. S. Five-twenties of 1865, consolidated, 105½@105⅝; U. S. Five-twenties of 1867, 105½@105¾; U. S. Ten-forties at 102½@102⅝, and U. S. Seven-thirties at 105¾@105⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	117⅜	September, 1865	116
August, 1865	116⅜	October, 1865	115¾

U. S. three per cent. certificates 100⅛

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 31.	Jan. 8.	Jan. 15.
Consols	92	92¼	92½
U. S. 5-20's of 1862	72⅛	71⅞	71¼
Erie	48¾	48¾	48
Ill. Central	89¾	88½	*84¾

* Ex-dividend.

Railway and miscellaneous share property has been quite variable, since our last. The opening transactions were on an extensive scale at higher and buoyant prices; but the business of Tuesday and Wednesday was much restricted in volume, and on a decidedly less confident basis, as regards price, the market closed tame and weak.

General business has been less active, since our last, the violent fluctuations in gold having had the effect of unsettling commercial values. Breadstuffs have been in comparatively limited request, and have been on the decline. The export call has been checked by the rise in rates on ocean freight. Provisions have been moderately dealt in at variable prices. Petroleum has been in rather more demand, especially bonded, which has been quoted firmer. The receipts of petroleum at this port, last year, were equal to 1,353,634 bbls.; exports hence, equal to 845,853 bbls.; home consumption, 469,297 bbls., stock Jan. 1, 80,503 bbls. Cotton has been less active, closing heavily at 16¼@16½ cents for middling uplands, per lb. The stock of cotton now here is estimated at about 62,500 bales. The receipts at the port this week, have averaged about 4,500 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 957,000 bales, against 843,000 bales same time last year; exports, same time, 515,000 bales, against 858,800 bales same time last year; stock on hand at latest dates, 342,000 bales, against 535,000 bales same date last year. Beeves have been more active this week, and a shade firmer in price, the range having been from 12@20; receipts, 4,756. Veal calves in fair request, and firm at 9@13½c.; receipts, 662. Sheep and lambs active and higher, the former bringing from 4½@8¼, and the latter from 5@8¼; receipts, 18,506. Swine have been moderately inquired for at from 7⅝@8c. per lb., all live weight; receipts, 7,611. The aggregate receipts of live stock at the market, in and near this city, last year, were 293,332 beeves, 3,369 milch cows, 69,941 calves, 1,174,154 sheep and lambs, and 1,102,643 hogs. In numbers there is a falling off of 5,000 beeves from last year, but this deficiency is much more than made up by the large increase of sheep and hogs, the gain being 143,533 of the former, and 436,251 of the latter. Ten years ago the annual receipts were 162,243 beeves, 12,848 fresh cows, 34,218 calves, 444,036 sheep, and 942,321 hogs, showing that a great change has taken place in these markets. The cost of the live animals sent here during the past year for slaughtering, as purchased by the butcher, amounted to $48,619,708, computed as follows: 293,832 beeves, 6 cwt., net each at 15½c. per lb., $27,032,544; 1,102,643 hogs of 185 lbs. average weight, at 7 1.5c. per lb., $14,687,204; 1,171,154 sheep and lambs of 75 lbs. each, at 7 1.5c. per lb., $6,840,482; 69,941 calves, at $8 each, $559,528; then 3,369 fresh cows which take the places of so many sent to the butcher, at $70 each, $235,830. Foreign merchandise has been lightly dealt in, as a rule. Groceries have been generally quiet, coffee

having been most in demand. The total receipts of coffee in the United States for the year ending December 31, 1867, were 1,537,930 pkgs., weighing 226,322,811 lb., against receipts in 1866 of 1,174,388 pkgs., weighing 165,892,983 lb., and the total consumption in 1867 was 203,506,671 lb., against a consumption in 1866 of 159,918,881 lb., being an increase of 43,587,790 lb., or over 27¼ per cent. The total receipts of foreign raw sugar into the United States, exclusive of the States and Territories on the Pacific, for the year ending Dec. 31, 1867, were 355,801 tons, against receipts in 1866 of 403,497 tons; while the consumption of foreign in 1867 was 378,068 tons, against a consumption of foreign in 1866 of 383,178 tons, and the total consumption of foreign and domestic cane sugar in 1867, was 400,568 tons, against a total consumption in 1866 of 391,678 tons. The imports of foreign wool into this port last year were 37,547 bales, weighing 18,364,010 lbs., and valued at $8,040,623, against 58,890 bales, weighing 36,167,993 lbs., and valued at $5,215,075, in 1866. Dry goods have been quiet, but comparatively firm, in the instance of desirable fabrics. The total imports of foreign dry goods, last week, were $974,688, and the total amount marketed $967,413. The value of foreign merchandise imported last week, was $2,481,375—making the grand total specie value of last week's imports of dry goods and merchandise, $3,456,063, against $7,062,192, same week last year; total since July 1, 1867, $120,878,454, against $146,041,548 same time in 1866-'67. The aggregate for the year 1867, was $242,478,575 against $277,043,050 in 1866. The ocean freight market has been fairly active and decidedly buoyant since our last. For Liverpool we quote flour at 2s. 3d. @2s. 6d. per bbl.; grain at 7c.@8c. per bushel; cotton at ⅜@ 7/16d. per lb.; and heavy goods at 20s.@40s. per ton, all by sailing vessel. Total number of vessels in port on Wednesday 489.

The New York exports, exclusive of specie, for the week ending Jan. 14, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$4,256,658	$3,912,516
Prev. reported.....	3,716,624	2,500,234
Since January 1.....	$7,973,282	$6,412,780

The balance in the Sub-Treasury on Wednesday was $101,028,859 50.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 81; N. Y. State 7s Bounty Loan, reg., 106½; do., coupon, 106; Illinois coupon bonds 1879, 99⅜; Michigan 6s, 1878, 93½; Chicago 7s, W. L., 94; Brooklyn P. L., 92; do., W. L., 94; New Jersey Central R. R., 114¾; do., 2d mort., 102; Great Western 1st mort., 1888, 83; do., 2d mort., 70; Ohio and Mississippi 1st mort., 88; Galena and Chicago 1st mort., 101¾; Long Dock bonds, 97½; Chicago and Milwaukee 1st mort., 87; Hannibal and St. Joseph, 56; do., pref., 69; New Jersey R. R., 135; Boston Water Power Co., 22¼; Adams' Express, 78½; Wells-Fargo Express, 48½; Merchants' Union Exp., 38; Am. Exp., 77¼; U. S. Express, 79⅞; Pennsylvania Coal, 173; Western Union Telegraph, 87¼; do., 7s, 80; Merchants' Bank, 113; Ocean Bank, 101; Fourth National Bank, 104; Bank of Commerce, 115½; Am. Ex. Bank, 115; St. Nicholas Bank, 106½; Central National Bank, 103; Market Bank, 112; Park Bank, 141; Manhattan Bank, 136; Union Bank, 116; Ninth National Bank, 102; Bank of Commonwealth, 104; Bank of New York, 133; City Bank, 190; Phœnix Bank, 104; Bank of Republic, 112; Shoe and Leather Bank, 109½; Tenth National Bank, 102; Alameda Silver, 1.00; Black Hawk Gold, 4.50; Bobtail Gold, 1.75; Benton Gold, 0.48; Consol. Gregory Gold, 5.40; Corydon, 0.51; Columbian G. & S., 0.10; Davidson Copper, 0.48; Edgehill Mining, 3.90; Holman Gold, 0.09; Hope Gold, 0.20; Harmon G. & S., 9.40; Kipp & Buell, 0.18; La Crosse Gold, 0.36; Montana Gold, 0.30; New York Gold, 0.95; Nye Gold, 0.04; People's G. & S., 0.30; Quartz Hill Gold, 1.20; Rocky Mt., 0.25; Reynold Gold, 0.01; Wallkill Lead, 0.52; United States petroleum, 2.25; Buchanan Farm, 0.32; Pit Hole Creek, 1.20; Rynd Farm, 0.18; Bennehoff Run, 2.10.

Philadelphia.—West Jersey R. R. 6s, 85; Belvidere Delaware bonds 80½; Camden and Atlantic 2d mort., 75; Pennsylvania R. R. 5-year bonds, 95; Warren and Franklin 7s, 77½; Pennsylvania coupon 5s, 96; Pittsburg 5s, 71; Harrisburg and Lancaster R. R., 51½; 13th and 15th streets R. R., 18½; Union Canal, 1¼; Lehigh Coal and Navigation 6s, gold loan, 86¼; Delaware Division Canal bonds, 90; Schuylkill Navigation Boat Loan, 73; Camden and Amboy scrip, 102; Feeder Dam Oil, ⅜; Ocean Oil, 3½; Hazleton Coal, 48¼; N. Y. and Middle Coal Fields, 3; Shamokin Coal, 3; Locust Mt., 45; Fulton Coal, 5¼; Green Mt., 3¼; Swatara Falls, ⅝; Mechanics' Bank, 30¾; Farmers' and Mechanics' Bank, 133; Philadelphia Bank, 155; Commonwealth Bank, 85; Commercial Bank, 64. The latest quotations are: City 6s, 97@97½; do., free of tax, 101½@101¾; State 5s, reg., 95@—; do., coupon, 96@96½; do., 6s, W. L., 103@103½; Reading, 46⅜@46½; do., 6s, 1870, 97@97¼; do., bonds, 90@—; Camden and Amboy, 129¼@130; do., mort. 6s, 1889, 94@94½; do., 1883, 88¾@89; Penn. R. R., 52½@52⅝; do., 1st mort., 98@98½; do., 2d mort., 94@94¼; Little Schuylkill R. R., 30½@31; Morris Canal, 28@35; do., pref., 80@90; do., bonds, 83@94; Wyoming Valley Canal, 28@36; do., 6s, 75@80; Susquehanna Canal, 12@13; do., 6s, 56@56½; Sch. Nav., 11@13; do., pref., 21@22; do., 6s, 1882, 70¾@71; Union Canal bonds, 15½@17; Delaware Div. Canal, 52@53; do., bonds, 80@90; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 88@91; do., 5s, 59@62; Lehigh Coal and Navigation, 28½@29; do., bonds, 1884, 84@84½; North Pennsylvania, 33@33¼; do., 6s, 86¾@87; Philadelphia and Erie, 28⅞@29⅜; do., 6s, 93@94; Minehill, 57@58; Catawissa, 8@13; do., pref., 24½@25; Lehigh Valley, 50¾@51; do., bonds, 91½@92½; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 70@75; West Philadelphia, 64@68; Spruce and Pine, 25@26; Green and Coates, 25@31; Chestnut and Walnut, 45½@46¾; Thirteenth and Fifteenth, 18½@19; Girard College, 26@28; enth and Eleventh, 63@65½; Union, 37@37½ Hestonville, 11@11¼.

Boston.—Vermont Central 1st mort., consolidated, 65; Boston, Concord and Montreal 7s, 100; Somerset and Kennebec 6s, 100; Vermont Central and Vermont and Canada 8s, 1877, 101; Rutland 1st mort., 138¾; Old Colony and Newport 7s, 1877, 101⅜; Ogdensburg 1st mort., 98¾; New York and Boston Air Line 6s, 48; Boston, Hartford and Erie 7s, 60; do., new issue, 44; Vermont and Massachusetts 6s, 1883, 94¼; Western R. R. 6s, 1875, 98⅛; Indianapolis and Cincinnati, 33¼; Ogdensburg and Lake Champlain pref., 99¾; Sandusky and Cincinnati pref., 33½; Union Railway, 88; Conn and Pass. Rivers, R. R., 80; Rutland R. R., 22; Granite Railway, 50½; Boston Water Power Co., 21; Cary Land Co., 7½; Boston and Roxbury Mill Co., 40; New Hampshire 6s, 1878, 99¼; Massachusetts 6s, 1872, gold, 122¼; do., 1876, 116¼; do., 6s, 1874, gold, 110; do., 1888, 105; do., 1894, 105; do., 1891, 104; Maine 6s, 1889, 99; Chicago 7s, sewerage, 95; do., municipal, 94¼; do., W. L., 94¾; St. Louis 6s, municipal, 82; Boston 6s, 1877, cur. 103½; Lynn 6s, 1885, 99; Portland 6s, 1887, 90¾; Roxbury 6s, 1873, 101¼; Bath 6s, 1887, 90⅝; Cambridge Gas, 115⅛; Merchants' National Bank, 115½; State National Bank, 103¾; Suffolk National Bank, 116⅝; Globe National Bank, 125¼; National Bank of Redemption, 111⅛; Second National Bank, (Granite) 141⅛; Atlantic National Bank, 120; Bunker Hill National Bank, 121⅞; Maverick National Bank, 110⅛; Hide and Leather National Bank, 142; Market National Bank, 104½; North National Bank, 113; National Bank of Commerce, 117; Everett National Bank, 104¼; Washington National Bank, 123; Old Boston National Bank, 65¼; Allouez Mining Co., 2¼; Concord, 2⅝; Calumet, 25; Dana, 52½c.; Hancock, 5¼; Humboldt, 62½c.; Hanover, 50c.; Petherick, 50c.; Superior, 1; South Side, 53½c.; Star, 50c.

Baltimore.—Virginia 6s, reg., old, 36¾; do., 1866, 36½; do., 1867, 36⅝; Central Ohio R. R., 31⅝; do., 1st mort., 86; City Park 6s, 98; Maryland 6s, 1870, 101; Marietta and Cincinnati 1st mort., 88⅛; do., 2d mort., 55; Gardner Hill, 1.00; Atlantic Coal, 0.74; Bank of Baltimore, 107; Franklin Bank, 13½; Union Bank, 57¼; Mechanics' Bank, 10; Howard Bank, 12¼; Third National Bank, 100½; Merchants' Bank, 106; People's Bank, 16½. The latest quotations are: Balt. and Ohio, 124¾@125; do., 6s, 1875, 96⅜@96⅛; do., 1880, 96@96⅛; do., 1885, 98¼@—; Northern Central, 43¾@43⅞; do., bonds, 1885, 84@85; do., 1900, 84⅝@85; N. W. Va., 17½@18; do., 1st mort., 91@93; do., 2d mort., 91@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 88½@88⅛; do., 2d mort., 54@55; Central Ohio, 31¼@32; do., 1st mort., 86@89; Western Md. 6s, 1890, 72½@73¾; do., guar., 91@—; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100¼@101½; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 98¾@99; do., 1886, 96½@97; do., 1890, 98½@98¾; do., coupon, 100@—; do., Park, 98@98¾; do., 1893, 93@94; do., 5s, 1858-'70, 78@80; City Passenger R. R., 18@19; Canton Co., 50¼@50⅞; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 55@60; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.40@0.40; Atlantic Coal, 0.70@0.75; Mineral Hill, 0.25@0.28; Baltimore Coal, 290@—.

☞ The Minnesota Valley Railroad has a large force of men at work between La Sueur and Ottawa, and it is expected that the cars will reach Ottawa early in the spring.

Railroad Earnings.--Weekly.

The earnings of the Atlantic and Great Western Railway for the first week in Jan., 1868, were $85,245 00
Corresponding week previous year 78,618 00

Increase $6,627 00

The earnings of the Chicago and Alton Railroad for the first week in January, 1868, were $56,285 58
Corresponding period previous year .. 52,427 11

Increase $3,858 47

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of Jan., 1868, were $59,950 12
Same week in 1866 ..... 52,926 09

Increase $7,024 03

The earnings of the Chicago and Rock Island Railroad for the first week in January, 1868, were $79,100 00
Corresponding week of previous year .. 81,136 00

Decrease $2,036 00

The earnings of the Chicago and Northwestern Railroad for 1st week in Jan., 1868... $171,376 52
Corresponding week previous year .. 168,684 44

Increase $2,692 08

The earnings of the Detroit and Milwaukee Railroad for the week ending January 9, 1868, were $23,086 00
Corresponding week of 1867 ..... 23,124 00

Decrease $38 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in Jan., 1868... $25,069 00
Corresponding week previous year 24,856 00

Increase $213 00

The earnings of the Michigan Central Railroad for the 1st week in Jan., 1868, were.. $75,438 14
Corresponding week of previous year .. 75,113 33

Increase $324 81

The earnings of the Western Union Railroad for the 1st week in Jan., 1868 ..... $9,193 76
Corresponding week previous year 9,792 02

Decrease $598 26

Milwaukee and Prairie du Chien Railway.

On the 31st of December last, the long contemplated sale and transfer of the Milwaukee and Prairie du Chien Railway to the Milwaukee and St. Paul Railway Company, was consummated. A majority of the shares of stock of the Prairie du Chien Company has been for some time owned by the latter company, but the transfer and change of name did not fully take place until the above date. The road will hereafter be known as the Prairie du Chien Division of the Milwaukee and St. Paul Railway. The *Wisconsin* says that no change will take place in the present management or operations of the road. The change being simply one of name and convenience.

Paterson and Newark Railroad.

The engineer of this railroad has been in Paterson trying to arrange with the property owners along the proposed line of the road for the land needed. As soon as he can complete the neces sary arrangements the contractors will begin work at once at that end of the road. The Paterson *Press* learns that a portion of the right-of-way has been already secured, and work will be begun at once near the plank road, and at eight other places, giving employment to from fifty to ninety men.

A Remarkable Mechanical Invention—A Steam Man.

Mr. Zadock Deddrick, a Newark machinist, has invented a man; one that, moved by steam, will perform some of the most important functions of humanity; that will, standing upright, walk or run, as he is bid, in any direction and at almost any rate of speed, drawing after him a load whose weight would tax the strength of three stout draught horses.

The man stands seven feet and nine inches high, the other dimensions of the body being correctly proportioned, making him a second Daniel Lambert, by which name he is facetiously spoken of among the workmen. He weighs five hundred pounds. Steam is generated in the body or trunk which is nothing but a three-horse power engine, like those used in our steam fire engines. The legs which support it are complicated and wonderful. The steps are taken very naturally and quite easily. As the body is thrown forward upon the advanced foot the other is lifted from the ground by a spring and thrown forward by the steam. Each step or pace advances the body two feet and every revolution of the engine produces four paces. As the engine is capable of making more than a thousand revolutions a minute it would get over the ground, on this calculation, at the rate of a little more than a mile a minute. As this would be working the legs faster than would be safe on uneven ground or on Broad street cobble stones it is proposed to run the engine at the rate of five hundred revolutions per minute, which would walk the man at the modest speed of half a mile a minute.

The fellow is attached to a common Rockaway carriage, the shafts of which serve to support him in a vertical position. These shafts are two bars of iron, fastened in the usual manner to the front of the carriage and are curved so as to be joined to a circular sustaining bar, which passes around the waist, like a girth, and in which the man moves so as to face in any direction. Besides these motions machinery has been arranged by which the figure can be thrown backward or forward from a vertical nearly forty-five degrees. This is done in order to enable it to ascend or descend all grades. To the soles of the feet spikes or corks are fixed which effectually prevent slipping. The whole affair is so firmly sustained by the shafts and has so excellent a foothold that two men are unable to push it over, or in any way throw it down. In order to enable it to stop quickly, it is provided with two appliances, one of which will, as before stated, throw it backward from the vertical, while the other bends the knees in a direction opposite to the natural position.

An upright post, which is arranged in front of the dash-board, and within easy reach of the front seats, sustains two minature pilot wheels, by the turning of which these various motions and evolutions are directed. It is expected that a sufficiently large amount of coal can be stowed away under the back seat of the carriage to work the engine for a day, and enough water in a tank under the front seat to last half a day.

In order to prevent the "giant" from frightening horses by its wonderful appearance, Mr. Deddrick intends to clothe it and give it as nearly as possible a likeness to the rest of humanity. The boiler and such parts as are unnecessarily heated will be encased in felt or woolen undergarments. Pantaloons, coat and vest, of the latest styles, are provided. Whenever the fires need coaling, which is every two or three hours, the driver stops the machine, descends from his seat, unbuttons "Daniels" vest, opens a door, shovels in the fuel, buttons up the vest and drives on. On the back between the shoulders the steam cocks and gauges are placed. As these would cause the coat to set awkwardly a knapsack has been provided that completely covers them. A blanket neatly rolled up and placed on top of the knapsack perfects the delusion. The face is moulded into a cheerful countenance of white enamel, which contrasts well with the dark hair and moustache. A sheet iron hat with a gauge top acts as a smoke stack.

The cost of this "first man" is $2,000, though the makers, Messrs Deddrick & Grass, expect to manufacture succeeding ones, warranted to run a year without repairs, for $300. The same parties expect to construct, on the same principle, horses which will do the duty of ten or twelve ordinary animals of the same species. These, it is confidently believed, can be used alike before carriages, street cars and ploughs. The man now constructed can make his way without difficulty over any irregular surface whose ruts and stones are not more than nine inches below or above the level of the road.—*Newark (N. J.) Advertiser.*

Troy and Greenfield Railroad and Hoosac Tunnel.

In my communication to the Legislature one year ago, I stated that under direction of Chapter two hundred and ninety-three of the Acts of 1866 the construction of the railroad between Greenfield and the Tunnel had been contracted, and that a lease of the same had been executed under the approval of the Executive Council. The road has now been completed as far as Shelburne Falls, a distance of thirteen miles, and the corporation's lessees have commenced the running of regular trains. It was formally opened two months ago, and the great attendance of people, and the deep interest manifested by them in the first advent of the locomotive into the valley of the Deerfield, afforded striking proof of the value fixed by the whole population of the Northwestern portion of the State upon their new connection with general commerce. The remaining portion of the line, extending from the Falls to the mountain, seventeen miles in length, will be finished in the next summer, and will constitute the completion of a road of thirty miles, built at a fair cost and holding a strong relation to the interests of the whole public.

The progress of the work upon the Tunnel itself, though prosecuted at some points under adverse circumstances, has as a whole been highly encouraging for the future. During the year a contract was made with three experienced men for work on the Central Shaft, and the East End, but after a sufficient trial it appeared that the parties would be unable to execute the same, and the relinquishment of it was accepted by the Governor and Council, and operations at those points were resumed by the State.

The prosecution of the work at the Central Shaft was arrested in October by the destruction of the buildings and machinery by fire, which was also attended by a lamentable loss of human life. Measures have been commenced for the earliest replacement of the fixtures, and for the continuance of that excavation. Notwithstanding this and other drawbacks, there was at this point in a period of twelve months an increase of progress over the preceding, of seventy-six feet.

At the West End, which, under a policy initiated by Mr. Brooks, the former chairman of the Commssioners, has been worked upon the contract system for nearly a year and a half by the very efficient contractor, there has been a good advance and reasonable success. The original contract has been repeated upon terms more favorable to the State, and its execution promises every anticipated result.

At the West Shaft, upon the two linear headings, there has been a decrease of advance, compared with the corresponding months of the previous year, of one hundred and twelve feet. This loss has come from the great influx of water, without a pumping capacity to dispose of it. A policy in this particular, intended for economy, has in my judgment been found to be erroneous, and I cannot doubt that it would have been a true economy to have provided one year ago, at a greater expense, for larger and more efficient pumps. But the knowledge of present difficulties has now prepared the Commissioners to meet them with a proper application of power to overcome them. The obstacle of water can be and will be overcome, and a rate of advance corresponding to the prosperous results realized at the East End may be expected.

At the East End the linear advance has been within the year one thousand and fifty-one feet, showing an increase over the previous year of four hundred and fifty-nine feet. The drills have proved an entire success, and this class of machines will be soon introduced into the West Shaft, where they should accomplish similar results.

The Report of the Commissioners and that of the consulting Engineer, will be transmitted to the Legislature at an early day. The consulting Engineer, Mr. Benjamin H. Latrobe, has, during the year, visited the Tunnel of the Alps, and has presented in his report a variety of facts learned there which will be found to possess much interest. That great work has now proceeded nearly twenty-five thousand linear feet, leaving fifteen thousand yet to be accomplished. That enterprise, like our own, was beset with many difficulties in its earlier stages; but by a constantly accelerating progress from year to year, it has attained a result of nearly four thousand feet in nine months preceding last October. After weighing carefully all the unfavorable as well as the favorable circumstances which surround our own work, it is my firm belief that a similar acceleration may be expected here; and that this undertaking can be finished within the time and cost estimated by Mr. Latrobe in his report for 1866, which will be found stated in my last address to the two Houses.—*Extract from the Message of the Governor of Massachusetts.*

Fitchburg Railroad.

The receipts of this road for the years ending November 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$428,290 44	$440,734 10
" freight	627,642 15	600,043 33
" mails	101,000 00	10,000 00
" rents	6,044 34	6,840 42
" interest	18,275 35	26,553 58
" express	17,192 05	17,272 40
	$1,107,444 83	$1,101,443 83
Expenses, viz:		
Repairs of road	$107,691 89	$118,665 07
" locomotives	102,340 84	97,745 24
" structures	76,158 80	47,894 88
" bridges	13,277 68	13,588 36
" cars	68,827 36	91,767 85
Fuel	97,632 08	91,749 47
Oil and waste	12,048 55	9,241 23
Freight expenses	97,098 05	101,230 19
Passenger "	50,077 58	53,219 89
Switchmen, watchmen and gate keepers	15,862 06	17,556 34
Removing ice and snow	1,069 04	7,120 30
Taxes and insurance	70,460 53	76,268 87
Gratuities and damages	83,668 70	7,193 31
Salaries, and office and expenses	13,993 73	13,513 53
Total expenses	$760,198 89	$746,699 53
Net earnings	$347,247 44	$354,744 30
	1866.	1867.
Number of passengers carried in the cars	1,368,356	1,535,097
Do. carried one mile	18,848,202	19,820,919
Number of tons of merchandise carried	512,874	511,488
Do. carried one mile	14,490,578	14,268,518
Number of miles run by locomotives	477,106	505,332

The foregoing statements show a decrease in gross receipts for the year, as compared with the preceding year, of $6,000 50; with a decrease in expenses of $13,497 36—making an increase in net earnings of $7,496 86.

The increase in number of passengers carried, is 166,741; in passengers carried one mile, 972,717; and in receipts from passengers, $12,443 66.

The decrease in tons of merchandize carried is 1,386; in tons carried one mile, 222,060; and in receipts from mdze., $27,598 82.

The company have 31 locomotives, 33 passenger cars, 10 baggage cars, 348 eight-wheel and 298 four-wheel merchandize cars, and 36 gravel cars. This shows an increase of 2 locomotives, 4 passenger, 1 baggage, 25 mdze., and 5 gravel cars.

The assets of the corporation on the 30th of November last, were as follows:

Notes receivable		$459,408 39
Cash and cash funds		103,703 52
U. S., for mail service		1,454 89
		$564 566 80
The liabilities were:		
Renewal fund	$14,534 19	
Balance due connecting railroads	84,013 41	
Unclaimed dividends	10,476 00	
Unclaimed State tax	50 56	
		109,074 16
Excess of assets		$455,492 64

This sum is in cash or in funds equivalent thereto, and after the payment of the present January dividend, (which, with the U. S. tax thereon, amounts to $149,052 65,) there will still remain a surplus of $306,439 99.

The company have other property valued at $8,144, also fuel, iron, lumber and other materials necessary for repairs, which at a low valuation are worth $70,916 34. This property and material have been paid for, but are not included in the assets.

TRIAL BALANCE, NOV. 30, 1867.

Construction	$3,540,000 00
Cash and cash funds	103,703 52
Notes receivable	459,408 39
Fuel	20,450 00
Stock materials	26,194 02
Real estate	8,144 00
U. S., for mail service	1,454 89
	$4,159,354 82
Capital stock	$3,540,000 00
Profit and loss	510,280 66
Renewal fund	14,534 19
Receipts from passengers	1,961 31
Receipts from freight	82,052 10
Unclaimed dividends	10,476 00
Unclaimed State tax	50 56
	$4,159,354 82

President.—WM. B. STEARNS.

Directors.—Wm. B. Stearns, Alvah Crocker, W. E. Falkner, P. B. Brigham, W. A. Brigham.

Treasurer.—M. D. BENSON.

Des Moines Valley Railroad.

The new line *via* the Chicago, Burlington and Quincy to Bushnell, thence *via* the Toledo, Peoria and Warsaw Railroad to Keokuk, was opened to public traffic and travel on the 1st inst. At Keokuk this route connects with the Des Moines Valley road running through one of the most prolific, agricultural and business sections of Iowa, thus furnishing another favorable outlet for the products of that State *via* Chicago to Eastern markets. The Des Moines Valley road is in the hands of efficient and experienced men, and its general management gives great satisfaction to the people all along its line.

☞ The following gentleman have been elected directors of the Baltimore City Passenger Railway, for the ensuing year: Henry Tyson, President, Thos. M. Smith, Wm. Kennedy, Thos. Whitridge, G. D. Clark, E. B. Edwards and C. L. Grove.

Warwick Valley Railroad.

This road is 10.33 miles in length, extending from Warwick to Greycourt, a point on the Erie Railway, 54 miles from Jersey City. It is operated under contract by the Erie Railway Co., but not leased. The gauge of the road is six feet. Weight of rail per yard, 50 lbs.

The following is a comparative statement of the receipts and expenditures of this road for the fiscal year ending September 30, 1866 and 1867:

Receipts:	1866.	1867.
From passengers	$10,285 57	$11,068 17
" freight	37,301 95	38,217 38
" mail, express, etc.	1,803 66	2,344 64
Totals	$49,391 18	$51,630 19
Expenses, viz:		
Repairs of road	$5,616 35	$8,572 67
" buildings, etc	325 00	489 95
Taxes, including U. S. revenue tax	2,594 56	2,137 30
Operating expenses	4,709 52	4,969 44
Paid Erie Railway	14,388 69	14,865 00
Interest	5,949 87	5,735 69
Dividends, 8 per cent	7,912 50	7,920 00
Payments to surplus fund	7,894 78	6,940 34
Totals, as above	$49,391 18	$51,630 19
	1866.	1867.
Miles run by trains	19,820	19,880
Number of passengers carried	41,486	44,618
Do. carried one mile	311,145	343,461
Tons of freight carried	17,590	19,675

Capital stock authorized by charter, $150,000; amount subscribed, $101,500; amount paid, $98,650. Funded debt, $85,000.

Pres't and Sup't.—G. BURT.

Treasurer and Secretary.—J. L. WELLING.

To Contractors.

The Peninsular Railway Extension Company will receive proposals at their office in Battle Creek, Michigan, until the 27th inst., for clearing, grubbing, grading, bridging, culverts, cattle guards, farm and road crossings of the railroad of the company between Battle Creek and the Indiana State Line. Parties are requested to make their bids on fifteen miles, on the west end of the line, and on consecutive sections of five miles each, and upon the entire line. Address L. D. Dibble, Esq., President.

Little Rock and Fort Smith Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Jesse Turner, A. J. Ward, H. F. Thompson, W. P. Denckla, C. G. Scott, J. M. Tebbetts, M. Rose, J. L. Shinn and J. P. King. The Van Buren (Ark.) *Press* says that "the affairs of the company seem now to be in a flourishing condition, and the prospects for the building of the road more hopeful than ever. Mr. J. H. Haney, the special agent of the company, who has lately returned from New York, informs us that he has accepted a proposition made by certain parties who are able to build the road, and will do so upon certain specified conditions. Some legislation will be necessary and the several counties along the line will be required to subscribe to the stock of the company to the aggregate amount of $500,000, payable in seven per cent. bonds, which will be accepted as pay by the contractors in lieu of cash."

☞ We learn that the contractors who have undertaken to build the Memphis and Little Rock road, are now in Memphis, making arrangements to commence work on the road.

Western Central Railroad.

A certificate incorporating the "Western Central Railroad Company," has been filed in the office of the Secretary of State for the State of Ohio. The object being the construction of a new and important line of road to commence at West Salem, Wayne Co., Ohio to run through Indiana, forming direct communication with the great route to the Pacific, and also a more direct communication with Chicago. The company was organized at Bucyrus on the 18th ult. The incorporators are as follows: Hon. T. J. Godfrey, Celina, O.; Hon. Wm. Sawyer, St. Mary's, O.; Col. Geo. W. Andrews, Wapakonetta, O.; Gen. J. S. Robinson, Kenton, O.; Dr. W. Merriman, W. M. Scroggs and E. B. Finley, Bucyrus, O.; John Dempsey, Shelby, O. The incorporation of the Indiana portion of the line has not yet been perfected, but this, it is believed, will be done without delay.

☞ Thirty miles of the Walkill Valley Railroad have been contracted for by Mr. Randall at a cost of $390,000. The road commences at the Montgomery terminus of the M. and E. Railroad, and runs north through Walden, in Orange County, and Shawangunk Village, in Ulster County, to Tuthill Hill.

☞ It is stated that Col. John Severance has taken the contract to build the St. Joseph and Denver railroad to Troy, Kansas, the work to be commenced immediately.

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The remaining ten miles will be finished as soon as the weather permits the road-bed to be sufficiently packed to receive the rails. The work continues to be pushed forward in the rock cuttings on the western slope with unabated energy, and a much larger force will be employed during the current year than ever before. The prospect that the whole

GRAND LINE TO THE PACIFIC

WILL BE COMPLETED IN 1870,

was never better. The means so far provided for construction have proved ample, and there is no lack of funds for the most vigorous prosecution of the enterprise. These means are divided into four classes:

1.—UNITED STATES BONDS,

Having thirty years to run, and bearing six per cent. currency interest, at the rate of $16,000 per mile for 517 miles on the Plains; then at rate of $48,000 per mile for 150 miles through the Rocky Mountains; then at the rate of $32,000 per mile for the remaining distance, for which the United States takes a *second lien* as security. The interest on these Bonds is paid by the United States government, which also pays the Company one-half the amount of its bills in money for transporting its freight, troops, mails, &c. The remaining half of these bills is placed to the Company's credit, and forms a sinking fund which may finally discharge the whole amount of this lien.

2.—FIRST MORTGAGE BONDS.

By its charter the Company is permitted to issue its own First Mortgage Bonds to the same amount as the bonds issued by the government, and *no more, and only as the road progresses.* The Trustees for the Bondholders, are the Hon. E. D. Morgan, U. S. Senator from New York, and the Hon. Oakes Ames, Member of the U. S. House of Representatives, who are responsible for the delivery of these Bonds to the Company in accordance with the terms of the law.

3.—THE LAND GRANT.

The Union Pacific Railroad Company has a land grant or absolute *donation* from the government of 12,800 acres to the mile on the line of the road, which will not be worth less than $1.50 per acre, at the lowest valuation.

4.—THE CAPITAL STOCK.

The authorized capital of the Union Pacific Railroad Company is $100,000,000, of which $8,500,000 have been paid on the work already done.

The Means Sufficient to Build the Road.

Contracts for the entire work of building 914 miles of first-class railroad west from Omaha, comprising much of the most difficult mountain work, and embracing every expense except surveying, have been made with responsible parties, (who have already finished over 540 miles), at the average rate of sixty-eight thousand and fifty-eight dollars ($68,058) per mile. This price includes all necessary shops for construction and repairs of cars, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage, and freight cars, and other requisite rolling stock, to an amount that shall not be less than $5,000 per mile. Allowing the cost of the remaining one hundred and eighty-six of the eleven hundred miles assumed to be built by the Union Pacific Company to be $90,000 per mile,

The Total Cost of Eleven Hundred Miles will be as follows:

914 miles, at $68,058	$62,206,012
186 miles, at $90,000	16,740,000
Add discounts on bonds, surveys, &c.	4,500,000
Amount	$83,446,012

As the U. S. Bonds are equal to money, and the Company's own First Mortgage Bonds have a ready market, we have as the

Available Cash Resources for Building Eleven Hundred Miles:

U. S. Bonds	$29,323,000
First Mortgage Bonds	29,328,000
Capital Stock paid in on the work now done	8,500,000
Land Grant, 14,080,000 acres, at $1.50 per acre	21,120,000
Total	$88,276,000

The Company have ample facilities for supplying any deficiency that may arise in means for construction. This may be done wholly or in part by additional subscriptions to capital stock.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a *Government Work*, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay

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and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.

January 8th, 1868.

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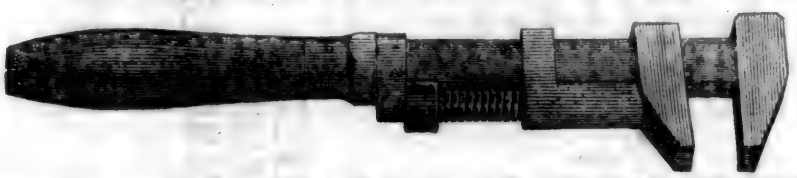
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5.	" 15 " ½ to 1	17. " " 26 "	1½ to 1
6.	" 15 " 1 to 1	18. " " 28 "	½ to 1
7.	" 16 " 1½ to 1	19. " " 30 "	1 to 1
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10.	" 18 " ½ to 1	22. " " 32 "	1 to 1
11.	" 18 " 1 to 1	23. " " 34 "	1½ to 1
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SECOND QUARTO SERIES, VOL. XXIV., No. 4.] SATURDAY, JANUARY 25, 1868. [WHOLE No. 1,658, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, January 25, 1868.

Dunleith and Dubuque Bridge.

The Iron Railroad Bridge across the Mississippi River at Dubuque, Iowa, has been let to the Keystone Bridge Company of Pittsbugh, Penn. All of the prominent bridge builders submitted plans and estimates and the competition was quite spirited, several of the bids being within a trifle of each other; but after careful consideration, the "Linville & Piper" patent truss which has given such perfect satisfaction upon the Pennsylvania, Steubenville, and other leading lines where it has been used, was adopted.

The entire bridge is to consist of a draw or "pivot" span of 360 feet, 2 spans adjacent thereto of 250 feet each, and 4 spans of 225 feet—in all 1,760 feet.

The contracting parties at first decided to select the plan submitted by the Keystone Bridge Company, in which the top chord was composed of *cast* iron, but subsequent investigation of the superior merits of their entire wrought iron truss bridge, embracing their patent swelled wrought iron posts, upset weldless chord links, and all of their more recent improvements, induced them to incur the additional expense and contract for the latter. To the Dubuque and Dunleith Bridge Co., therefore, will belong the honor of first putting across the Mississippi an entire wrought iron bridge, those now building for the Chicago, Burlington and Quincy Railroad Company being of cast and wrought iron combined.

It is said that the contractors have been offered a very handsome bonus for every day saved previous to January 1st, 1869, at which date they have agreed to have the bridge completed and ready for traffic.

We also learn that the contract for the construction of the bridge across the Missouri at Kansas City has been let to this company and that the construction of it is now well under way. It will consist of a span of 360 feet, and a span of 70 feet entirely of wrought iron, one span of 250 feet, two spans of 200 feet, one span of 180 feet, and one span of 130 feet constructed of combined wood and wrought iron upon the "double triangular truss" principle.

Dutchess and Columbia Railroad.

The farmers, manufacturers, and other business men residing in central Dutchess County having long observed that their more favored friends along the lines of the Harlem and Hudson River Railronds were rapidly accumulating wealth by means of the business facilities afforded by their proximity to those avenues to market, in which they could not participate in consequence of having to transport their products an average distance of 12 miles, over high ridges, to the railroad stations, determined to have a railroad of their own, to pass near their own doors. They had a sufficient general knowledge of the shape of the country to satisfy them that as there were fine valleys extending from the northern part of the county to the southern, and that a railroad could be cheaply constructed. Engineers were accordingly procured, the line carefully surveyed and located, and a company organized under the name of the Dutchess and Columbia Railroad Co., under the General Railroad Law of the State; the road to have its northern terminus in Columbia County, and its southern on the Hudson River at or near Denning's Point. Meetings were held in each town through which the proposed road would run, and books of subscription were opened. The farmers, and others along the line, subscribed about $500,000, and outside capitalists gave nearly $300,000 more. The road in Dutchess County was put under construction from a point in the town of Pine Plains, a short distance south of the Columbia County line, to its terminus on the Hudson River, near Denning's Point and Fishkill Landing, a distance of 43 miles. The company mean to extend their line northwardly into Columbia County to some point hereafter to be controlled by local subscriptions and other considerations. Surveys have also been made from the Pine Plains portion of the Dutchess and Columbia Railroad eastwardly through Millerton and northern Connecticut, passing through the important towns of Lakeville, Salisbury, Canaan, Norfolk, Winsted, New Hartford and Collinsville, and thence to Springfield, Mass., there to connect with the Western Railroad, and form the shortest line of railroad from Boston to the Hudson River at Fishkill. At Collinsville, a branch of a few miles will connect Hartford with this important route, and give that city as favorable a railroad connection with the Hudson River as any presented to their choice. About 500 laborers are now cutting down the hills and filling up the hollows along the Dutchess and Columbia Railroad line, and it is evident that before the summer is over the grading will be ready for the track, the iron for which has already been purchased, and the cars running through the centre of Dutchess County before another Winter.

Fort Scott and Santa Fe Railroad.

The survey of the line of this road has recently been completed by Col. A. Vleit, Engineer, of Fort Scott to the mouth of the Little Arkansas, a distance of over two hundred miles. On the line of his survey he touched the towns of Humboldt, Eureka, El Dorado, and Towanda. He also surveyed a line from Fort Scott to Iola. Col. V. thinks the route compares most favorably with any other proposed railroad in the State.

☞ The work on the Union Pacific Railroad is being vigorously pushed forward, and the construction train is now run almost to the summit of the Black Hills. The road will be finished to Saunders by the last of May.

Vermont and Massachusetts Railroad.

The earnings of this road for the years ending November 30, 1866 and 1867, were:

	1866.	1867.
From passengers	$146,682 45	$151,962 72
From freight	233,391 30	248,162 99
From Cheshire R.R. Co., for joint use of road from Fitchburg to Ashburnham, and of engine house, water, station buildings, and services performed at Fitchburg and other stations	39,000 00	39,000 00
From U. S. mails	6,000 00	6,000 00
From expresses	5,487 54	8,761 83
From rents	3,984 83	6,114 05
From tolls (Northfield Br.)	973 75	889 50
From miscellaneous	445 40	532 72
Totals	$435,965 27	$461,423 81
Expenses, viz:		
Repairs of road	$46,096 65	$65,474 06
" buildings	28,699 95	22,303 18
" locomotives	15,819 17	45,901 74
" cars	31,740 51	46,782 71
" bridges	4,123 27	9,085 61
" tools	4,418 18	3,910 62
Passenger department	20,876 25	23 721 53
Freight "	26,550 16	38,288 42
Switch, watch and flagmen	5,246 28	7,001 06
Oil and waste	4,878 70	4,212 22
Fuel	27,266 72	32,452 22
Renewals of iron	27,575 33	51,444 44
Rent to Conn. River R. R.	1,500 00	1,500 00
Loss and damage	2,229 16	3,498 23
Taxes and insurance	4,165 66	5,755 55
Salaries	7,550 00	8,175 00
United States tax	9,724 94	3,762 18
State tax	14,977 41	20,837 70
All other expenses	11,983 29	9,722 66
Totals	$295,321 63	$398,829 13
Earnings less expenses	$140,643 64	$62,594 68
Interest account	28,824 14	28,480 81
Balance	$111,819 50	$34,114 87

Compared with the previous year the gross earnings of 1867 show an increase of $25,458 54; with an increase in expenses of $103,507 50—making a decrease in net earnings of $78,048 96.

The report says:

The gross earnings of the past year are the largest of any year since the road went into operation; but owing to the large expenditures on the road during the year, the net earnings appear small. Notwithstanding this apparent decrease of net income, our business of the year has been prosperous and increasing, and our property has been increased in value and efficiency. It will be seen at once that the increased expenditures have generally been in those items which add a permanent value to the road, and are not lost because charged to expense account. We have expended a large amount for permanent improvements, and rolling stock for future use, which will diminish the amount of current expenses hereafter, we hope. At Brattleborough, we have built a new engine house, water works and turn table, at a cost of $12,546 59. At Fitchburg, a new turn table, with its masonry, and enlarged offices, at a cost of about $3,000. At Ashburnham, with the Cheshire road, a turn table, at a cost of $1,419 76. New freight cars, $7,800. New turn outs, &c., at Brattleborough and Greenfield, at $8,201 90. New locomotive, $15,000. Cost of building another in our shop, (not yet completed,) $8,000. Two new passenger cars $9,540. Arch beams in the Connecticut River Bridge and Deerfield River Bridge, $5,000. These expenditures, amounting to $65,508 25, are for the most part, over and above the ordinary repairs, and are all charged to current expenses.

We have also built 179 feet of short bridges, 282 feet of new wood shed, and four miles of new board fence. We have laid down in our track 800 tons of new rails.

We have made these expenditures under the belief that it is good economy to be liberally prepared in advance for the wants of our steadily increasing business, not forgetting the demands which the extended road to Shelburne Falls will soon make upon us. That road is now completed to that enterprising town, and we are prepared to run it as soon as it is delivered to us, under the joint lease from the Commonwealth to the Fitchburg Railroad Company and our company.

We suffered a heavy loss, to the extent of nearly $20,000, by the washing of our road during the tornado and water spout at Northfield, on Friday, the 7th day of June, 1867. The storm lasted about one hour, but the damage was probably all done in twenty minutes from the commencement of the rain. Common roads in the neigborhood were made entirely impassable, many farms were much injured, and private property destroyed. The swollen stream under our road became choked up from the ruins above, the water rose to a great height and tore away our culverts, embankment, &c. The heavy stones of the culverts were carried off to a considerable distance, apparently as easily as the gravel of the embankment. The length of the road injured was but a few rods, in a deep ravine, but the masonry and embankment were heavy and expensive. The work of repair has all been completed and paid for. No foresight could have guarded against this extraordinary injury, and no power could have withstood the violence of the storm.

The suit in Vermont, pending last year upon the validity of the old scrip, is undetermined. The testimony has been closed, and the case will soon be made up, presenting the questions of law to be settled.

We have made a contract for six years with the Connecticut River Railroad, by which that road runs all their trains over our ten miles of road between South Vernon and Brattleboro', for a sum agreed upon to be paid by us, which arrangement we believe is satisfactory to the Connecticut River line.

Our contract with the Cheshire Railroad for the use of our road for their trains between Ashburnham and Fitchburg, will expire in August next. The contract will doubtless then be renewed for a term of years, at a considerable advance of rent over what we have received for the last five years.

It is expected that the Troy and Greenfield Railroad will be completed to the Tunnel by July 1st. If so, we shall furnish attractive facilities for travelling over our line, and over the Hoosac Mountains to Troy, Albany, Saratoga and the West, without any increase of rolling stock as far as our road is concerned. The summer and pleasure travel will find no more attractive route than up the Valley of the Deerfield River and over the Hoosac Mountains.

During the past five years the gross earnings of our road have more than doubled by regular annual increase from ordinary business, without any benefit from our location as part of a great through line to the West.

Gross earnings, 1867	$461,423 81
Gross earnings, 1862	216,064 86
Gross gain in five years	$245,358 95

Upon the completion of the Hoosac Tunnel we shall have the benefit of the through business for which the large outlay of capital in our line was designed, and shall in public usefulness and adequate compensation therefor stand side by side with the Boston and Albany Railroad. Were the Tunnel now completed the proprietors of the Cunard steamers, instead of granting to the City of Boston the favor of an occasional call, would be glad to renew their business relations with our metropolis, or would be obliged to yield a profitable business to other lines.

The indebtedness of the company, as will appear by reference to the annexed statement, is $553,172 50; and the assets, (exclusive of fuel, oil, old rails and stock materials on hand,) $93,907 90—showing an excess of indebtedness of $459,264 60.

TREASURER'S TRIAL BALANCE.

Construction of main road	$2,992,284 23	
Construction of Greenfield Branch	248,495 08	
Equipment, engines and cars	225,650 20	
	$3,466,429 51	
Oil and waste	1,019 15	
Fuel	25,699 00	
Stock materials	38,236 52	
Balances due from agents, connecting roads, for carrying mails, &c.	2,968 51	
Loans on interest	48,500 00	
Cash	22,010 98	
Sinking fund	14,000 00	
Vermont and Massachusetts Railroad bonds, ($12,800)	11,428 41	
	$3,625,292 08	
Capital stock, (28,600 shares)	$2,860,000 00	
Mortgage bonds, redeemable July 1, 1883	550,000 00	
Mortgage bonds, redeemable July 1, 1865	200 00	
Bond certificates	145 00	
Dividends unpaid	2,827 50	
Balance of road income to Nov. 30, 1867	212,119 58	
	$3,625,292 08	

President.—DANIEL S. RICHARDSON.

Directors.—Daniel S. Richardson, William H. Hill, James A. Dupee, Francis Goodhue, George F. Gay.

Treasurer.—FRANKLIN N. POOR.

Superintendent—OTIS T. RUGGLES.

Louisville and Danville Railroad.

A meeting of delegates from Louisville, Jefferson, Shelby, Anderson, Mercer and Boyle, was held at the Capitol, in Frankfort, Ky., on the 9th inst., to take into consideration the feasibility of constructing a railroad from Louisville to Danville. Judge W. F. Bullock was appointed chairman, and T. C. Bell, Esq., Secretary. On motion, it was resolved that the most practicable and suitable route for a railroad from Louisville to Danville was through the County of Shelby, running through or near Shelbyville; thence through Anderson, through or near Lawrenceburg; thence through Mercer, running through or near Harrodsburg, thence to Danville.

A committee, with Gen. J. H. Sneed as chairman, was appointed to draft a charter for said proposed road or amendments to the charter of the Shelbyville Railroad, and report the same to the meeting for its inspection.

The committee subsequently reported that they had agreed upon certain amendments to the charter of the Shelby Railroad Company, which would fully accomplish the purposes and objects for which the meeting was called.

The said amendments were read and adopted by the meeting.

The following gentlemen were appointed a committee to secure the passage by the General Assembly of said amendments: Dr. N. Green, S. L. Geiger, Boyd Winchester, J. Fry Lawrence, C. Sanders, J. W. Davis, C. M. Harwood, J. H. Yowell, B. Magoffin, and J. M. McFerron.

On motion, the following gentlemen were appointed a committee to lay before the authorities

of the city of Louisville the proposition to build the railroad from Louisville to Danville, and solicit aid from the city in the construction of the road, viz: M. J. Durham, Col. P. B. Thompson, J. H. Yowell, C. M. Harwood, S. L. Geiger, J. D. Guthrie and W. F. Bullock.

Norfolk and Petersburg Railroad.

The receipts from operations of this road for the fiscal year ending September 30, 1867 were

From passengers	$44,108 47
" freight	141,502 73
" mail	4,074 96
" telegraph	633 53
" express freight	4,877 31
" hire of cars	13,458 15
	$208,655 15

Expenses, viz:

Transportat'n department	$74,609 71	
Road department	42,359 05	
Machinery department	20,506 72	
Salaries general officers and expenses	11,935 43	
Office expenses	1,766 24	
Taxes and law fees	3,547 75	
Losses—property	3,806 92	
Telegraph	2,892 19	
		161,424 01
Earnings less expenses		$47,231 14
Discounts	$3,718 92	
Interest on funded debt and guaranteed stock	49,390 00	
		53,108 92
Deficit		$5,877 78

The liabilities of the road, other than its funded debt is stated at $223,998 13, of which $115,010 95 is in the form of notes and acceptances, and $108,987 18 in the shape of open accounts; but of this latter sum the cancellation and payment of $93,000 had been arranged out of the available assets in hand. The balance of this indebtedness, say $16,000, added to the item first mentioned, makes the actual liability of the company $131,000, for the payment of which the company rely upon the sale of $160,000 of its first mortgage 7 per cent. bonds.

The entire issue of bonds allowed by this mortgage is but $600,000, and considering the value of the property which has cost in cash over $2,250,000; that the rails upon the road, now as good as new, and in the aggregate amounting to about 10,000 tons, would bring more than that sum; that interest has been punctually paid upon the bonds heretofore sold; and that the earnings of the road demonstrate the ability of the company to continue the discharge of this obligation regularly, ought to render the disposal of these easy, and at fair rates.

The additions made to the property of the company during the year amounted to $55,380 84, and embraced one first class tonnage engine, 35 tonnage cars, 2 timber trucks, and part ownership of the depots employed for Baltimore and New York freights, besides a valuable real estate at Ivor.

During the year 26,219 ties have been put in the track. The road bed is in fair order, and the rail quite as good as when first laid. The movement of trains over the road has been marked with great regularity, and with wonderful freedom from accidents and losses. The motive power and rolling stock have been kept in good repair, and are now in splendid order.

The company have 7 locomotives, 8 first-class and 2 second class passenger cars, 2 mail and baggage cars, 51 box, 37 flat, 1 cattle and 2 timber cars. Miles run with passenger trains, 51,415; with tonnage trains, 41,704; with material trains, 13,454; switching trains, 13,565—total miles run, 120,138.

The total tonnage of the road was 49,218.64; of which 27,879.61 were through, and 21,339.03 way. Equivalent number of tons carried one mile, 3,420,360.98.

The total number of passengers carried was 24,530; of these 17,147 were first-class, and 7,388 second class; 2,450 were through, and 22,080 way passengers. Equivalent number of passengers carried one mile, 1,217,816.

The total number of bales of cotton received at Norfolk during the year was 37,979, of which 9,910 were from Georgia, 19,934 from M. & C. R. R., 2,786 from Nashville, and 5,349 from Petersburg.

Condensed Balance Sheet.

Cost of property		$2,282,943 00
New construction and equipment		55,380 84
Discount on sales of bonds		15,533 31
Operating expenses		161,424 01
Discount and interest		53,108 92
War account		52,897 62
Virginia state bonds	$200,000 00	
Storehouse supplies	8,180 34	
Bills receivable	2,565 90	
Real estate, Ivor	7,652 46	
City of Norfolk stock	7,130 00	
Va. and Tenn. R.R. st'k.	3,116 50	
Cash on hand	3,720 85	
		232,315 55
		$2,853,608 25
Capital stock—common		$1,361,100 00
" preferred		300,000 00
" guaranteed		137,500 00
Eight per cent. 1st mort. bonds		286 000 00
Seven " " "		3,500 00
Eight " 2d "		6,000 00
Eight " funded interest b'ds.		42,600 00
Seven " loan		284,250 00
Notes and acceptances		115,010 92
Open accounts		108,987 18
Gross revenue		208,655 15
		$2,853,603 25

President.—William Mahone.

Directors.—On the part of the state, John B. Whitehead, G. W. Camp, Geo. Bramble; on the part of private stockholders, C. W. Grandy, G. C. Walker.

Treasurer.—Jas. E. Cuthbert.

Master of Transportation.—Henry Fink.

Milwaukee and Prairie du Chien Railroad.

The transfer books of the Milwaukee and Prairie du Chien Railway Company will be closed on the 22d inst., preparatory to the payment of dividends on the first and second preferred stock on the 1st of February, and be opened on the 3d proximo. On the 31st December, 1866, this company sold all its property to the Milwaukee and St. Paul Company, and the latter then agreed to pay interest on the first preferred stock of the former company until the 1st of February, 1868, at eight per cent. in money, and on the second preferred stock at the rate of seven per cent. The Milwaukee and St. Paul Company will, on the date mentioned, exchange the first preferred stock for eight per cent. bonds, and the second preferred stock for seven and three-tenths per cent. bonds, the interest on both to be payable semi-annually.

Lake Superior Mining Region.

The product of the copper mines in the Lake Superior region in 1867 was 7,900 tons, valued at $8,876,000. In 1866 the product was 8,000 tons, valued at $4,800,000, showing a decrease of 100 tons, and a decrease in the value of product of $924,000.

The product of the iron district in 1867 was Ore, 463,500 tons; pig iron, 80,243 tons—total 493,743 tons, valued at $3,414,120. In 1866 the value of the product of the iron district was $2,405,920—showing an increase of $1,008,200.

The increase in the iron product has been 100 per cent. within the past three years, and the population and the business of the district have been proportionately augmented.

The value of exports and imports in 1867, were as follows:

Copper region	$6,752,000
Iron district	5,480,000
Lumber and shingles (exported)	7,000
Fish (13,500 bbls)	54,000
Hides and tallow	28,000
Ashes	3,500
Total exports and imports	$12,324,500

The value of the exports and imports in the lumber district on the south slope of the Upper Peninsula, the trade of which is with Chicago, Milwaukee and Green Bay, is about $2,400,000.

The amount of new capital invested in the copper interest in 1867 was $2,255,000; and in the iron interest, $1,650,000—total, $3,905,000.

The receipts from tolls on the St. Mary's Ship Canal in 1867 were $31,054 79; in 1866, $28,969 54—an increase of $7,085 25.

It will be seen that including the lumber trade, above referred to, the yearly commerce of the Lake Superior region already aggregates $14,744,500, and is rapidly increasing.

Lebanon Springs Railroad.

The Lebanon Springs and Bennington Railroad, connecting with the Harlem Railroad at Chatham Four Corners, is expected to be completed about the 1st of July next. Of the 56 miles, 33 miles are already graded and ready for the ties. Almost one-half of the remainder of the new road is also graded. Among the advantages anticipated from this new link in the chain of railroads in this State, one of the most prominent is the formation of a grand trunk line from New York to Montreal without change of cars. To the Harlem road alone the traffic thus to be developed is estimated at $1,000,000 a year, while to the general interests of this State, and the enlargement of this productive power, these new facilities for transportation are sufficiently obvious.

☞ The following gentlemen have been elected directors of the Middleboro' and Taunton Railroad: J. B. Tobey, E. Tucker, P. Tillinghast, J. S. Tillinghast, W. A. Crocker, C. Robinson, and A. Field. J. B. Tobey, of Wareham, President; E. Pickering, Treasurer, and W. E. Swasey, of Taunton, Superintendent.

☞ The Westminster *Sentinel* says the Western Maryland Railroad is now graded nearly all the way to Hagerstown. They have commenced laying the track west of Union Bridge.

☞ The contracts for the grading of the Detroit and Howell Railroad have all been let, and the work is to be commenced immediately.

Arrivals at New York, 1867.

The annexed statement shows the number of arrivals of merchant vessels at this port from foreign ports from Jan. 1, to Dec. 31, 1867, inclusive, the class of vessel, and their nationality:

FROM FOREIGN PORTS.

Nationality	Steamers.	Ships.	Barks.	Brigs.	Schrs.	Total.
U. S. of America.	182	265	357	485	564	1,853
Great Britain	350	131	347	844	381	2,053
Bremen	50	31	98	4	0	183
Italy	0	1	24	50	0	75
Denmark	0	1	15	23	3	41
Hamburg	42	23	19	7	9	91
Russia	0	1	2	1	1	0
Netherlands	0	0	9	18	2	29
Prussia	0	5	36	21	1	53
France	35	1	4	6	1	47
Norway	0	9	40	18	0	67
Sweden	1	2	13	15	0	31
Hanover	0	0	1	4	0	5
Austria	0	2	8	3	0	19
Mecklenberg	0	0	7	0	0	7
Portugal	0	2	1	9	7	19
Oldenburg	0	0	2	17	3	21
Spain	1	4	6	18	0	29
Belgian	0	1	0	1	0	2
Argentine Repb.	0	1	7	0	0	8
Brazil	0	0	1	6	2	9
Venezeula	0	0	0	5	0	5
Lubec	0	0	1	1	6	8
Columbian	0	0	0	0	2	2
Hayti	3	0	0	3	1	7
Mexico	0	1	1	3	0	5
Greece	0	0	2	0	0	2
Holstein	0	0	1	2	0	3
Total	664	476	1,003	1,564	966	4,673

The following table shows the arrivals at this port in 1867, of vessels engaged in the coastwise trade:

COASTWISE.

	Steamers.	Ships.	Barks.	Brigs.	Schrs.
January	105	2	8	15	82
February	112	8	15	20	123
March	117	5	5	12	286
April	110	5	4	19	590
May	106	7	8	18	501
June	105	2	2	25	486
July	85	6	2	26	490
August	87	10	5	26	431
September	99	3	8	28	542
October	112	9	18	38	620
November	133	5	14	53	1,703
December	162	5	12	35	1,279
Total	1,333	67	101	325	7,137

Whole number as above	8,963
Which added to the foreign	4,672
Making a total for 1867	13,635
Whole number 1866	12,299
Increase	1,337

	Foreign Arrivals. Total of all classes.	Coastwise Arrivals. Total of all classes.
1867	4,672	8,963
1866	4,900	7,398
1865	4,662	7,972
1864	4,844	7,981
1863	5,082	7,988
1862	5,458	7,148
1861	5,095	6,977
1860	4,424	8,418
1859	4,027	7,809
1858	3,488	7,218
1857	3,802	5,097
1856	3,809	6,100

☞ The earnings of the Atlantic and Great Western Railway from April 1, 1867, (the commencement of the Receiver's fiscal year,) to November 30, 1867, were $3,559,171 96
For the same period last year 4,012,634 85

Decrease $453,462 89

Rock River Improvement.

We have received a copy of the report of the committee, appointed by the Governor in pursuance of a resolution passed by the Legislature last year, to investigate and report upon the proposed improvement of Rock River, with a view of calling the attention of the General Government to its importance to the national interests, in the hope of obtaining Government aid in the prosecution of the work.

The improvement referred to contemplates the construction of a canal and slack water navigation from Fond du Lac in Wisconsin to Rock Island in Illinois—a distance of 285 miles; and which, with Lake Winnebago and the lower Fox to Green Bay, would open a navigable water course over 450 miles long, through an important and fertile portion of the State, and connecting Lake Michigan with the Mississippi River. The committee thinks there could be no rivalry or antagonism between this interest and that of the Fox River Improvement Company, which has for some time held a charter, been endowed with a land grant, and is now going forward with its work; but rather that the routes would be tributary to each other as links in the great chain of internal navigation. The navigable water courses now in use or contemplated—converging on Lake Winnebago, from North, South, East and West—amount, estimated by the committee, to 1,020 miles, affording such rare facilities for interior transportation as few if any of our sister States possess.

One of the natural features of this stream which the committee regards of importance in considering the feasibility of the proposed canal, is the numerous expansions of the river into broad and shallow lakes, which fill the important function of reservoirs of water, at the same time they prevent the devastating effects of floods. Col. Worrall, who made a survey of Rock River, says that Horicon Lake could be made a reservoir capable of supplying a canal seven feet in depth, or sufficient to float boats of 500 tons burthen. This lake is 833 feet above the Mississippi, at Rock Island; and Lake Winnebago 170 feet above Lake Michigan at Green Bay.

Some interesting figures are given of the agricultural productions in 1865, of the ten counties bordering on the route from Green Bay to the State line:

	Bushels.
Wheat	3,194,000
Corn	3,131,000
Oats	3,338,000
Potatoes	1,529,000
Butter, lbs	800,000
Cheese, lbs	300,000
Live stock, value	$5,777,000

The commerce, manufactures and agricultural productions of the four counties, located on the proposed improvement—Rock, Fond du Lac, Jefferson and Dodge—are estimated to amount to $40,000,000 annually, and that upon the whole route, including that portion of Illinois through which it passes, it will aggregate $125,000,000 per annum, on which would be saved to the people, by using this route, in the cheapening of transportation, an amount estimated at $10,000,000 yearly, an item which would certainly justify a liberal expenditure by the people of those sections, in forwarding the work. This estimate is founded upon a certain proposed carrying capacity of the canal, and the difference in cost of railroad and canal transportation.

Among the articles whose transportation would form an important item of business on this route, are mentioned the vast productions of lumber and fuel of our northern forests, to supply the demand of the prairies of Illinois; ice from our pure lakes and rivers for the lower Mississippi market; grain and other agricultural productions of our fertile interior counties seeking an eastern or southern market; and last but not least, the rich ores of the Lake Superior mines, to meet, at the splendid water powers along the river, their necessary "associate of the furnace," coal from the rich beds at the mouth of Rock River. The committee conceives that with all the splendid facilities for manufacture along this route, and which this improvement would develop, there would grow up a chain of large manufacturing towns from Green Bay to Rock Island, that would make Wisconsin the rival of New England in this branch of industry.

The cost of the projected canal, according to Col. Warrall's estimate, would be a little over five millions and a quarter dollars to make a navigation equal in size to the present Illinois and Michigan Canal. A survey and estimate was also made for a larger canal to cost near fifteen millions, with locks 200 feet long and 30 feet wide, which would allow the passage of boats of 500 tons burthen, and be capable of transporting ten million tons during the season of navigation. As to which of the two plans to adopt, "it is evident," says the committee, "that if we are to expect the aid of the Government, we must conform to its views, and these seem to be in favor of the larger canal." It is the opinion of the committee that the rise in the value of property along the line of the proposed work, the moment it is completed would more than pay for its cost.

The projectors of this work do not ask or expect any monied assistance from the Government. All they ask is that a work of such importance to the development of the resources of the country shall share in the distribution of the 11,000,000 acres of public lands now being made for public improvements.

The Committee in conclusion recommend First, That a charter, with proper guards and guarantees, be adopted by the Legislature, to empower a private corporation to make this improvement, and authorize such number of counties as desire to aid in its construction, to subscribe stock and issue their bonds for that purpose; and also to permit individuals to subscribe to its stock; but only in such a manner that the work shall be free from the control of individuals and corporations whose combinations might be inimical to the public good and the objects of this enterprise. Second, To memorialize Congress for a grant of land, in such quantities, in connection with the bonds of the counties and the subscriptions of individuals, as shall be necessary to insure the completion of this improvement.—*Milwaukee Wisconsin.*

St. Louis and Iron Mountain Railroad.

Governor Fletcher on yesterday took possession of the "St. Louis and Iron Mountain Railroad," under authority of that provision of the "sell-out law" of February 19th, 1866, which required half a million of dollars to be expended in the "graduation, masonry, or superstructure" of the extension of that road within one year from the date of sale by the State, upon the ground that such expenditure has not been made. This action will occasion surprise with some of our people, who have been led to believe that the requisite amount had been so expended. The year expired on the 12th instant, and as yet no affidavit, as is required by law, to the amount expended, has been filed, and from information in the Governor's possession he has satisfied himself that the half million dollars has not been expended in the mode pointed out by the law, if at all. Such being the case, the Governor has conceived it to be his duty to seize upon the road, and to hold it for the benefit of the State, subject to such disposition as the Legislature may direct.

While the duty of the Governor was clear, and while, with his knowledge and view of the facts, only one course of action was open to him, it is certainly cause for profound regret that the contingency has arisen which demanded this action. Mr. Allen and his associates have labored with zeal and considerable success in the work of extending the road, and a sum of money nearly equal to the amount required by law has been devoted to that purpose in the grading, surveying and purchase of material, though not actually expended in the "graduation, masonry and superstructure," so as to become inseparably a portion

of the property as the law requires. This result is the more to be regretted as Mr. Allen's failure is not the result of his own negligence or inability, so much as of the interferance of a State official, which turns out to have been wholly illegal and unauthorized.

No one, probably, doubts that, but for the suit of the Attorney-General there would have been no difficulty in raising and expending the amount of money specified in the act of sale, and in the manner there indicated. Although he is at the head of the law department of the State, the court has decided his act to have been illegal, and we learn that he is now seeking through the Legislature such authority as will give it validity. It is, therefore, to be hoped that, in view of these facts, the Legislature will render Mr. Allen such aid as to relieve him of the consequences of his legal failure, and restore to him the possession of the road.

The first purchasers of the road, including the names of Vogel, Simmons, Erastus Wells and others, having executed a bond conditioned for the expenditure of the half million dollars required by law, the Governor has directed suit to be brought thereon in the name of the State for the recovery of the penalty therein specified.—*St. Louis Democrat Jan.* 16.

Finances of Philadelphia.

The total revenue of the city for 1867, derived from the departments, sales of loans and receipts from taxes was $9,685,212 49
Balance on hand Jan. 1, 1867 ..... 1,028,423 92

Total $10,713,636 41
The total expenditures of the city in 1867 were 9,630,847 23

General Fund Balance in the hands of city treasurer $1,082,789 18
Balance to credit of sinking funds .. 216,092 70

Total cash balance in hands of city treasurer Jan. 1, 1868 ..... $1,298,881 88

The following shows the present debt of the city:

The funded debt of the city on Jan. 1, 1867 was $35,021,592 52

Which was increased during the year by issue, as follows:

For school department ..	$353,700	
For water department ...	303,500	
For gas works	462,700	
For expenses of former years	1,558,200	
	$2,678,100	
From which deduct:		
Loans redeemed by Treas. $172,562 75; cancelled by commissioners of sinking fund ... $849,600 ...	1,022,162 75	
Showing the increase to the funded debt to be		1,655,937 25
Total funded debt Jan. 1st, 1868 ..		$36,677,529 77
Total cash payments by City Treasurer for 1867 as above		$9,630,847 23
Deduct amount of cash paid on account of temporary loan, interest and warrants prior to 1867		3,784,183 75
Total cash paid on account on Departments		$5,896,663 79
To which add outstanding warrants for 1867		1,066,272 36
Total expenditures of Departments.		$6,962,935 85

The warrants of 1867 outstanding Jan. 1st, 1868, amounted to $1,085,268 05, to which add $356,920 80 of warrants of 1866 and prior years, making a total outstanding Jan. 1st, 1868, of $1,442,088 85; leaving general fund balance in hands of Treasurer, $1,082,789 18; and to credit of sinking funds $216,092 70, making a total cash balance in hands of Treasurer, January 1, 1868, of $1,298,881 88.

Shipments of Specie to the East.

Mr. James Low, of London, has just issued his annual circular, showing the total amount of specie shipped to the East from Great Britain by the Peninsular and Oriental Company's steamers for seventeen years. The figures are as follows:

	Gold.	Silver.
1851	£102,280	£1,716,100
1852	921,739	2,680,238
1853	880,202	4,710,665
1854	1,174,299	3,132,003
1855	948,272	6,409,889
1856	404,749	12,118,985
1857	269,275	16,795,232
1858	168,305	4,781,023
1859	788,269	14,828,521
1860	1,669,746	8,038,276
1861	783,543	6,838,292
1862	1,715,963	10,138,506
1863	3,173,442	8,213,264
1864	2,041,854	6,175,270
1865	555,725	3,621,330
1866	478,217	2,374,939
1867	258,904	643,927
	£16,334,784	£113,167,360

The important falling off in 1867 helps to explain the great accumulation of gold both in the Bank of England and the Bank of France.

The exports of specie and bullion to the East (including Egypt, &c.) from the Mediterranean ports for fifteen years are stated as under, showing likewise a material falling off:

	Gold.	Silver.
1853	£93,528	£848,362
1854	48,456	1,451,014
1855	243,239	1,524,240
1856	74,039	1,989,916
1857	259,986	3,350,689
1858	165,230	911,043
1859	142,144	1,521,970
1860	765,138	2,764,054
1861	644,934	2,021,060
1862	1,676,689	4,461,273
1863	4,849,521	6,923,269
1864	4,928,891	10,681,428
1865	3,794,425	6,123,968
1866	2,393,062	4,704,596
1867	1,189,035	1,403,265
	£21,268,317	£50,680,100

Railways in Russia.

It is stated that no fewer than 30,000 men are now engaged in the construction of the Orel and Vitebsk. The total length of the line is 821¼ miles, and it is divided into four sections as follows: Vitebsk to Smolensk, 83¾ miles; Smolensk to Roslaw, 71⅞ miles; Roslaw to Briansk, 82½ miles; and Briansk and Orel, 83⅛ miles. About half the first section is now completed, and the three other sections are expected to be terminated by the autumn. The iron bridges and rails are ordered in England; the locomotives in France (Creusot works;) and the trucks in Germany. A great part of the rails has arrived at Riga and even at Vitebsk.

A line has been projected between Rybinsk and Tver; it is stated that it would prove very useful in connection with grain traffic. The total length of the line would be 215 verstes. The promoters have submitted their plans to the Governor of Tver and to the provincial regency of the Government.

☞ The contracts for the erection of an iron bridge across the Mississippi River, at Dubuque, have been let; the foundations and masonry to Reynolds, Saulpaugh & Co., of Rock Island, Ill., and the superstructure to the Keystone Bridge Company, of Pittsburg, Penn. The whole to be completed ready for the cars by January 1, 1869.

Philadelphia and Erie Railroad.

Some years ago the Pennsylvania Railroad Company took three millions of 7 per cent. bonds from the Philadelphia and Erie Railroad Company, the bonds being convertible at the pleasure of the holder into an 8 per cent. preferred stock. The money advanced on these bonds it was supposed at the time was sufficient to finish the Philadelphia and Erie Railroad. Time has shown that this was a mistake. The road is not yet satisfactorily finished, and, at the request of the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company have recently issued to the former company 48,000 shares of 8 per cent. preferred stock in exchange for $2,400,000 of the 7 per cent. bonds. The same bonds are to be re issued without the convertible clause, the proceeds of their sale to go to the completion of the road, doubling a portion of the track, and to some new work. The funded liabilities of the company retain the same, the capital being increased by a preferred 8 per cent. stock to the amount above stated.

Railroads in Indiana.

The Cincinnati *Gazette* says that H. C. Lord, Esq., President of the Indianapolis, Cincinnati and Lafayette Railroad Company, has made a proposition to the people of Muncie, Ind., to extend the Valley road from Hagerstown to that place and it seems quite certain that it will be accepted. A road is also talked of as an extension of the Junction from Newcastle to Muncie. Mr. Lord seems to be working for a connection with the proposed line of the Fort Wayne and Southern, the road-bed of which is already graded, while the Junction is looking, it is said, to a road from Muncie, through Marion and Wabash to Warsaw, on the Pittsburg, Fort Wayne and Chicago, from whence a road already extends north into the pine regions, and to Grand River. At all events the Muncie people feel safe, at least, of one direct railway to Cincinnati, if not two, by September next.

☞ The following gentlemen have been elected directors of the Perkiomen Railroad: Arthur D. Markley, Philip Super, James Boyd, Aaron Schwenk, George Graber, S. D. Rudy, H. A. Hunsicker, S. Gross Fry, G. D. Hunsicker, Henry Longaker, Jesse Ziegler, Wm. F. Reed and W. H. Seipt. President, Arthur D. Markley; Secretary and Treasurer, J. W. Jones.

☞ The following gentlemen have been elected directors of the East Pennsylvania Railroad: Charles E. Smith, H. H. Muhlenberg, D. E. Stout, J. L. Stitchter, G. D. Stitzel, J. S. Richards, A. E. Borie, R. B. Cabeen, and F. B. Gowan. President, Charles E. Smith; Secretary and Treasurer, Henry M. Albright.

☞ The earnings of the Calais and Baring (Maine) Railroad Company for 1867, were $40,801 92; expenses, $22,752 14; net earnings, $18,048 70.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$11,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul.'67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct.'67 4
Do. Washington Br.....100	2,860,000	A. & O.	Oct.'67 5
Baltimore City Passenger...	670,000	----------	Jan.'68 5
Boston and Chelsea 100	110,000	A. & O	Oct.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J.A J&O	Jan.'68 1½
Bloesburg & Corning.*.... 50	250,000	J. & D.	Jun.'672½
Boston, Concord & Mont.100	459,900	----------	----------
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,839,300	J. & D.	Dec.'67 4
Boston and Maine.....100	4 076,974	J. & J.	Jan.'685
Boston and Providence ...100	3,660,000	J. & J.	Jan.'68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan.'68 5
Broadway (Boston) 100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan.'67 5
Brooklyn City 10	1,000,000	F. & A.	A '67 3½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	797,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jan. 6'68½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110	----------	Jan.'68 4½
Central of Georgia.....100	4,666,900	J & J	Jul.'67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Oct.'67 2½
Central Ohio.....100	400,000	J. & D.	Dec.'67 3
Do. pref.....	----------	J & D.	Dec.'67 3
Cen. Park, N. & E. River.100	970,000	----------	Ap.'67 2½
Charlotte & S Carolina...100	1,201,000	----------	----------
Chemung*.....100	380,000	----------	Dec.'67 5
Cheshire, preferred 100	2,017,825	Annual.	Jan.'68 3
Chicago and Alton.....100	3,886,643	M & S.	Sep.'67 6
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	10,198,010	M. & S.	Sep'67 2½
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....'00	13,150,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O	Oct.'67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Oct.'67 5
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68½2
" street " ...	----------	J. & J.	Jan.'68½2
Cincinnati and Zanesville 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan.'68 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,408,911	----------	Sep.'67 5
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Con...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul.'67 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. 6'68½
Coney Island & Brooklyn.100	600,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jul.'67 3
Connecticut River.....100	1,650,000	J. & J.	Jan.'68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct.'67 4
Danbury and Norwalk 100	306,900	----------	----------
Dayton and Michigan*.....100	2,384,941	----------	----------
Delaware..... 50	406,132	J. & J.	Jul.'67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul.'67 5
Des Moines Valley.....100	1,550,060	----------	----------
Detroit & Milwaukee.....100	454,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,841	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan.'68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan.'68 4
East Pennsylvania 50	604,400	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Au.'67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N'v'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	13,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,536,700	Annual	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	2,142,834	----------	----------
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,166,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granbe..... 100	----------	J & J.	Jan.'68 4
Great Western (Ca.).....	16,802,745	----------	----------
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Jan. '68 3
Hannibal and St. Joseph..100	1,906,000	----------	----------
Do. do pref.100	5,233,330	----------	----------
Hanover Branch 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central.....100	23,386,450	F. & A.	Feb.'68 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,980,000	J. & J.	Jan. '68 .
Joliet and Chicago*.....100	1,500,000	J A J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 326,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	J'n. 68 2½
Lehigh Luzerne..... 50	344,750	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'67 4s
Little Schuylkill*..... 50	2,046,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Aug '67 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000	----------	Jan. '68 4
Mahanoy & B'd Mount'n* 50	921,615	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	3,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J & J.	Jan.'68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,311,300	F. & A.	F. 65 3½
" " guaranteed.100	767,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	----------
" " " pref. 100	7,371,000	J. & J.	Jan '67 5
M. Hill & Schuyl. Haven 50	3,775,800	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N	Nov.'67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck..... 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	788,538	----------	----------
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey..... 100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Sep. '67 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem..... 50	5,285,050	J. & J.	Jan.'68 4
" " pref. 50	1,500,000	J. & J.	Jan.'68 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'68 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue..... 100	797,400	----------	----------
North Carolina..... 100	4,000,000	----------	----------
Northern Central 50	4,518,900	F.M.A.N	Nov.'67 2
North Eastern (S. C.) pref.	156,000	----------	May'67 4
Northern of N. Hampsh...100	3,06 .400	J. & D.	Dec.'67 4
Northern of N. Jersey ...'00	158,800	----------	----------
North Missouri 100	2,369,807	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F.b.'68 5s
Norwich & Worcester ...100	2,383,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	5,607,197	Annual.	Jan.'67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan, '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3,581,080	----------	----------
Panama..... 100	7,000,000	J.A.J&O.	Jan.'68 6
Paterson and Ramapo.....100	248,800	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,500	----------	----------
Philadelphia and Erie*.... 50	5,069,450	----------	Jul. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan.'68 5
Do. Do. preferred. 50	1,551,400	J. & J.	Jan.'68 5
Phil., Germ'n't'n & Nor't'n 50	1,507,350	A. & O.	Oct.'67 5
Phila. and Trenton*..... 1 0	999,200	F. & A.	Aug.'67 3
Phila., Wil. & Balt..... 50	9,919,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Dar'y... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan.'68 4
Pittsburg & Connellsville. 50	1,791,623	----------	----------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jun.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	605,019	----------	----------
Rensselaer and Saratoga ..100	600,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,500	----------	----------
Rockport 100	88,450	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland and Burlington...100	2,233,376	----------	----------
St. L., Alt. and T. Haute..100	2,800,000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand., Manaf. and Newark.100	900,800	----------	----------
Saratoga and Hudson R....100	1 020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
South Carolina 100	2,819,275	----------	----------
South Shore 100	259,685	----------	----------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	----------	----------
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 180	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '68 5
Third Avenue (N. Y.)..... 100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,660,000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref..100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston..... 100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*...100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific..... 100	----------	----------	----------
Union Pacific (E. D.)..... 100	----------	----------	----------
Union Pacific (Cent. Br.)..100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Vermont Valley 100	516,164	----------	----------
Virginia Central 100	3,353,678	----------	----------
Virginia and Tennessee...100	3,452,815	----------	----------
Western (Mass.).....100	6,710,800	J. & J.	Jan.'68 5
Western Union 100	2,687,287	----------	----------
West Jersey 100	731,050	M. & N.	N. '67 10
West Philadelphia..... 50	249,100	J. @ J.	Jan.'68 5
Wilm. and Manchester....100	1,130,470	----------	----------
Wilm. and Weldon.....100	1,340,278	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½

CANALS.

Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,800	----------	----------
Lehigh Coal and Navigat. 50	6,187,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	726 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 3
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	F.M.A&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 5
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	----------	Dec'67 2½
Adams Express..... 100	10,000,000	F.M.A&N	Nov.'66 2
American Express 500	9,000,000	F.M.A&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. val. in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	----	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	326,000	—	20,451	168,846	44,203	7	----	55
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	----	93½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46,000	—	—	20,399	3,261	—	----	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	60,032	164,742	6,258	—	----	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	----	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,600	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,601,478	1,250,000	—	139,096	752,414	113,472	—	----	59½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	----	38
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	----	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	—	----	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	----	—
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	----	30½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	----	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	----	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	----	86½
30 Nov.'66	1.68	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	----	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	69,800	—	—	3,720	3,255	4	----	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	----	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	----	----
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep.'66	9.65	—	87	6	6	Albany	128,622	89,350	40,000	.....	46,365	1,841	—	----	----
30 Sep.'66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	251,424	103,590	—	100	----
30 Sep.'66	10.76	—	—	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,266	23,406	8	100	----
30 Sep.'66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,196	268,445	4	100	----
30 Sep.'66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	----
30 Sep.'66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	----
30 Sep.'66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051428	356,656	12	10	----
30 Sep.'66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,705	125,224	19,566	—	100	----
30 Sep.'65	0.09	0.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	----
30 Sep.'66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	—	----
30 Sep.'66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,503	535,008	127,893	2½	100	----
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	----	----
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	----	----
30 Sep.'66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	143,000	36,545	123,014	loss.	—	100	----
30 Sep.'66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,361	89,549	—	—	100	----
30 Sep.'65	—	6.00	—	—	—	East & North River (W. Co.)	660	650	.....	.....	.....	.....	—	----	----
30 Sep.'65	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	----
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	280,000	2,698	227,662	63,047	5	100	----
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	----	----
30 Sep.'66	10.00	—	—	17	2	Harlem Br., Morris & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	----
30 Sep.'66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	.....	—	----	----
30 Sep.'66	12.20	—	—	30	—	Ninth Avenue	445,296	797,320	112,000	.....	73,276	loss.	—	100	----
30 Sep.'65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	----	----
30 Sep.'66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	----
30 Sep.'66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,584	51,026	—	100	56
30 Sep.'66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	.....	522,705	loss.	5	100	120
30 Sep.'66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	----	----
30 Sep.'66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408.609	1,170,000	1,280000	70,000	1,09803	280,333	12	100	----
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	----	----
30 Sep.'66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	----	----
30 Sep.'66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	.....	.....	—	----	----
30 Sep.'66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,356	—	----	----
30 Sep.'66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	----	----
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	----	----
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	----	----
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,600	30,000	.....	2,000	.....	.....	—	----	----
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	.....	17,228	9,986	8	----	----
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	----	----
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	----	----
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	—	144	26	8 Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	----
31 Oct.'66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	----
31 Oct.'66	16.43	—	—	271	49	Frankford & Southw'k (Ph.)	772,606	491,650	200.000	—	261,223	65,440	6	50	----
31 Oct.'66	34.41	—	—	867	59	Germantown	481,335	112,245	350,000	36,294	204,683	121,721	20	—	27
31 Oct.'66	5.47	—	—	120	25	Girard College (Phila.)	81,612	160,000	.....	.....	104,934	17,340	15½	50	27
31 Oct.'66	4.53	—	—	191	33	8 Green & Coates st. Phila.)	232,953	150,000	100,000	.....	166,792	51,984	18½	50	30
31 Oct.'66	2.12	—	—	25	5	1 Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	----
31 Oct.'66	19.00	—	—	390	56	1 Hestonv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	30,388	—	50	21
31 Oct.'66	5.21	—	—	105	18	1 Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	1½
31 Oct.'66	7.25	—	—	90	13	— Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	—	----
31 Oct.'66	5.92	—	—	45	10	3 Philadelphia and Darby	118,383	100,000	17,000	.....	39,291	13,479	.....	20	12
31 Oct.'66	7.00	—	—	241	45	— Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	----
31 Oct.'66	7.50	—	—	176	19	11 Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	22,058	16	50	----
31 Oct.'66	3.90	—	—	75	12	— Pittsburg and Birmingham	72,909	68,000	10,600	.....	80,135	29,938	20½	50	----
31 Oct.'66	8.00	—	—	54	12	— Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	—	—	40	6	2 Schuylkill River (Phila.)	46,019	50,000	.....	.....	(op. by S. & P.)	.....	—	—	----
31 Oct.'66	19.35	—	—	485	72	4 Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	73
31 Oct.'66	5.62	—	—	95	9	7 17th & 19th st. (Phila.)	114,368	120,000	.....	.....	57,662	12,333	—	50	12
31 Oct.'66	8.50	—	—	154	19	4 Spruce & Pine (Phil. & Gr'sF.)	250,253	250,157	.....	.....	101,996	38,491	8	50	25
31 Oct.'66	7.00	—	—	197	32	2 10th & 11th st. (Citizens')	176,048	192,750	.....	.....	206,945	99,612	31½	50	66
31 Oct.'66	6.25	—	—	160	18	— 13th & 15th st. (Phila.)	.....	994,950	.....	.....	128,955	45,196	2	50	18½
31 Oct.'66	25.00	—	—	515	70	11 Union (Philadelphia)	762,247	400,000	300,000	.....	344,895	67,574	7½	50	37½
31 Oct.'66	9.29	—	—	331	56	1 West Philadelphia	358,523	249,000	100,000	.....	292.461	80,847	10	50	60
31 Oct.'66	2.48	—	—	9	3	1 Wilkesbarre and Kingston	26,880	25,000	.....	6,260	9,168	2,424	.....	.....	----
31 Oct.'66	1.03	—	—	9	4	— Williamsport	19,282	15,600	.....	1,124	7,652	1,157	.....	25	----
						MARYLAND.									
31 Dec.'62	21.00	—	—	340	50	— Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	.....	.....	20
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	----
31 Dec.'62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	----
31 Dec.'62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	----
31 Dec 62	4.69	—	—	—	—	— Pendleton & 3.st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway:					
1st Mortgage	35,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica					
1st Mortgage	498,000	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood					
1st Mortgage	20,000	7	J. & J	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg]					
1st Mortgage	66,300	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	----	----
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	----	----	----
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris & Ford'm					
1st Mortgage	124,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage (road)	50,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	----	1880	92
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex:					
1st Mortgage	38,000	--	----	----	--
Malden & Melrose bonds	46,971	--	----	----	----
Real Estate	6,000	--	----	----	----
Ninth Avenue:					
1st Mortgage	112,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" C. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	10,800	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	58,400	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	100
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	490,000	--	----	----	----
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	----	----	----
Van Brunt st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	----
West Philadelphia:					
1st Mortgage	120,000	7	J. & J.	1869	----

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1868.					
Loan of Jan. 28, 1847 registered	14,690,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	138
Texas Indemnity, of Sep. 9, 1850 coupon	162,811	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	108
" " " coupon		5	" "	1874	111
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	117
" " coupon		5	" "	1871	121
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	110½
" " " coupon		6	" "	1881	110½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	284,245,600	6	Jan. & July.	1881	109½
" " " coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	106½
" " " (5-20s) coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	108
" " " (5-20s) coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) registered	1,373,761,750	6	May & Nov.	1885	105½
" " " (5-20s) coupon		6	" "	1885	109½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	105½
" " " (5-20s) coupon		6	" "	1886	106½
" " 3d series (5-20s) registered		6	" "	1887	106½
" " " (5-20s) coupon		6	" "	1887	106½
Loan of March 3, 1864, (10-40s) registered	177,907,800	5	Mar. & Sept.	1904	103
" " " (10-40s) coupon		5	" "	1904	103½
Pacific R. R. Bonds (currency)	20,713,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	233,268,450	7.3	June & Dec.	1868	106½
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	106½
Matured Debt not presented	15,708,829	---	presentation.	---	---
Gold Certificates of Deposit	20,104,580	---	presentation.	---	---
Coupon Interest Notes 1864 '65	46,244,780	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	356,159,127	---	---	---	---
Three per cent. certificates	23,265,000	---	---	---	---
Fractional currency	31,597,584	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	457,850	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July.	1876	---
" — " " (") "	688,000	6	" "	1870	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —*" " (State Bank) "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	129
" — " " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	---
" — " " May, 1865 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	330,617	8	Jan. & July.	var	---
" — " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	81
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	71
" — " " (Railroad) "	784,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99
" — " " " registered	1,229,667	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	946,200	6	" "	1879	99
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,829,936	5	" "	1866	99½
Iowa—State Bonds coupon	309,000	6	May & Nov.	1886	98
" —War Loan Bonds "	190,000	7	Jan. & July.	1868	---
Kansas—State Bonds coupon	300,000	7	" "	1881	---
" —War Loan Bonds "	99,945	---	Jan. & July.	1875	---
Kentucky—State Bonds coupon	500,000	---	" "	'76-'81	---
" — " " "	901,000	6	Jan. & July.	'68-'71	---
" — " " "	1,422,000	6	April & Oct.	'70-'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	253,000	6	April & Oct.	'67-'73	---
" —Military Bonds "	636,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.) "	865,000	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1888	---
" — " " (New) "	982,800	6	"	'86-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	---
" — " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " 1863 "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 "	415,000	6	Feb. & Aug.	1880	---
" —War Loan of 1864 "	2,632,500	6	June & Dec.	1889	99
Maryland—State Bonds (Balt. & Susq. R.R.)	375,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	6	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	6	" "	1850	---
" — " " (C. and O. Can.) sterl.	1,405,507	6	"	1889	---
" — " " (R.R. various) "	130,000	6	"	1889	---
" — " " (") currey.	169,974	6	"	89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	6	"	1890	---
" — " " (C. and O. Can.) "	3,239,616	6	"	1910	---
" — " " (Chea. & Ohio Can.)	2,000,000	6	"	1870	101
" — " " (Balt & Susq R.R.)	1,000,000	6	"	1870	100
" — " " (Bounty)	801,000	6	"	1874	100½
" — " " (Ches & Ohio Can.)	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.)	429,688	6	"	1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" — " "	21,000	5	" "	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---
*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	---
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	888,000	5	" "	1888	---
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " "	4,379,500	5	May & Nov.	1894	105½
" — " " sterling	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	---
" — " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,118,000	6	Mar. & Sept.	'71-'88	104
" —Western R.R. Loan (sterling)	4,519,520	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'69-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	---
" — " " (stg.)	554,186	5	" "	'88,'90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	98½
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	---
" — " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1896	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	---	'41-'71	---
" — " " (Union Bank)	5,000,000	6	---	---	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	100
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	85
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	100
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	---
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —*Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	98½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	---
" — " " Oct. 1, 1866	600,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,708,900	6	Jan. & July.	'67-'84	100½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	---
" — " " 1864	798,400	6	" "	'97-'02	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	106
" — " " " registered	2,726,560	7	" "	1877	106½
" —General Fund Bonds	1,189,780	6	" "	pleas	---
" — " " "	500,000	6	" "	1868	---
" — " " "	809,000	6	" "	1878	100½
" —Canal Fund Bonds	3,650,000	6	J. A. J. & O.	1871	---
" — " " "	6,080,000	6	" "	1873	99½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,460,000	6	" "	'75-'77	101
" —General Fund Bonds	999 607	5	Jan. & July.	pleas.	---
" — " " "	442,980	5	May & Nov.	1868	---
" — " " "	900,000	5	Jan. & July	1875	91
" — " " "	800,000	5	" "	1878	---
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	---
" — " " "	167,000	5	" "	1871	---
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " " "	3,334,000	6	Jan. & July.	'81-'90	---
" — " " "	650,000	6	April & Oct.	'90-'91	---
" — " " (new)	3,500,000	6	Jan. & July.	1900	51½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " " "	2,183,582	6	" "	1870	99
" — " " "	1,880,000	6	" "	1875	102
" — " " "	4,095,309	6	" "	1881	103
" — " " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	---
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	98
" — " " registered	5,983,052	5	"	'68-'70	99
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	---
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,450	5	" "	1882	---
" — " " 3d series	720,983	5	" "	18?2	---
" — " " 1st series	4,907,150	6	" "	1877	104½
" — " " 2d series	7,909,520	6	" "	1882	102½
" — " " 3d series	9,270,017	6	" "	1892	106½
" —Military Loan Bonds	2,600,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	---
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	---
" — " " " 1864	917,000	6	Feb. & Aug.	1894	---
South Carolina—Free Loan Bonds	798,898	6	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	---
" — " " (new)	1,219,803	0	" "	1887	---
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	---
" — " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,000,000	6	Jan. & July	30 yrs	66
" — " endorsement	2,207,000	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	---
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	98½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	---
" — " " (sterling new)	466,250	6	" "	long.	---
" — " " registered	108,000	6	" "	long.	---
" — " "	21,69,398	6	" "	long.	36½
" — " " (Coupon	10,990,000	6	" "	long.	---
" — " (new) registered	1,379,500	6	" "	1876	86½
" — " (") coupon	489,300	6	" "	1886	40
" — " (")	89,600	6	" "	1890	36½
Wisconsin—State Bond	406 100		Jan & July	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November	December	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,406	401,103	357,228	353,344	328,628	3,235,492
1865	289,445	347,211	432,340	355,046	472,493	410,800	493,892	696,584	641,481	676,446	654,243	676,366	6,526,235
1866	475,641	433 279	385,991	412 621	464,507	493,243	466,898	568,549	633,160	699,670	474 066	888,573	6,096 119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	488,117	488,917	474,134	360,837	5,167,647
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	167,948	170,044	170,910	156,869	152,294	1,673,706
1864	100,991	154,418	195,808	162,723	178,786	206,090	224,257	312,166	354,544	320,979	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,240	367 906	307,919	236,824	3,840,009
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,697	387,269	322,638	360,223	323,080	271,247	3,695,152
1867	240,238	142,947	238,262	283,921	338,691	343,471	356,142	421,494	422,104	430,108	364,196	302,408	3,884,122
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,996	170,937	139,142	160,306	210,729	216,030	196,436	201,134	1,959,267
1864	158,735	175,482	243,150	186,018	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	259,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,078	201,779	3,318,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	346,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,400	558,200	415,400	351,600	4,133,512
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,166	551,122	435,945	407 698	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	669,605	729,769	716 378	583,400	6,114,586
1865	541,005	492,164	499,296	468,358	685,623	747,941	702,691	767,506	946,707	932,682	754,671	647,812	7,976,490
1866	523,566	399,917	523,745	537,519	868,948	925,983	808,524	797,475	1,000,088	1,200,216	1,010,802	712,359	9,209,430
1867	696,147	574,664	765,898	774,279	895,712	893,367	800,326	1,038,824	1,451,284	1,508,883	1,210,357	918,088	11,532,345
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,193	51,495	61,787	51,348	60,895	528,354
1864	47,393	56,566	67,822	61,812	59,182	58,178	53,518	88,458	87,032	97,876	94,643	78,111	860,496
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,076	97,145	106,389	118,610	116,294	91,584	1,103,821
1866	90,416	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,647	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,806	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,688	78,140	50,296	580,271
1867	49,694	36,098	56,859	59,195	61,447	63,999	63,683	69,019	71,113	81,676	80,867	61,956	735,630
Erie:													
1863	845,695	859,949	966,445	948,059	843,783	770,148	731,243	687,092	816,801	985,294	1,034,649	1,035,321	10,462,481
1864	964,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,566	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,116	1,256,566	1,458,456	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,682	1,243,636	1,203,243	1,296,400	1,416,101	1,476,244	1,416,091	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
Illinois Central:													
1863	299,944	271,085	275,643	289 224	324,687	407,992	343,929	511,305	478,576	496,438	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	406,372	510,100	423,578	640,179	709,284	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,578	617,682	578,408	747,469	739,730	661,589	643,887	518,058	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,346	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,366	477,607	496,816	497,879	684,377	705,259	761,499	679,160	.....	.....
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,050	76,764	68,853	710,226
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	98,648	96,908	96,453	1,088,185
1865	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,658
1866	90,411	85,447	84,351	91,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	128,802	1 201,289
1867	94,136	78,976	92,910	92,768	90,626	96,535	106,694	114,716	121,217	142,923	132,887	123,583	1 256,971
Milwaukee and Prairie du Chien:													
1864	102,749	116,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	210,695	225,540	110,664	1,985,712
1866	121,776	84,597	72,135	103,082	267,488	262,172	170,795	116,224	150,959	245,701	244,864	98,767	1,988,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	567,227	268,613	264,955	241,236	189,145	238,012	308,106	376,567	332,360	348,049	3,362,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	388,562	402,219	407,107	448,934	411,806	4,130,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352 218	4,650 328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,436	423,341	370,757	4,613,744
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,169	375,488	339,794	306,183	3,168,095
1864	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	410,802	405,510	376,450	3,970,946
1865	306,824	279,187	344,228	337,241	401,456	385,663	329,105	413,601	476,651	490,694	447,670	328,870	4,520,569
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	369,648	429,161	493,640	414,604	308,650	4 260.115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,983	464,778	506,296	412,934	330,373	4 571.075
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,948	123,970	99,662	86,482	164,710	221,638	198,136	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,015	237,562	251,908	241,370	300,841	395,579	346,747	171,125	2,536,991
1866	131,797	123,401	123,967	121,533	245,622	244,376	208,785	188,815	276,416	466,359	325,539	129,257	2,508,890
1867	148,800	130,000	134,900	192,548	230,497	221,690	193,938	205,436	403,475	.....	.....	.....	.....
New York Central:													
1862	749,168	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	908,228	1,002,768	9,662,244
1863	920,272	790,167	867,590	911,397	839,126	641,166	818,512	840,450	1,079,551	1,041,922	1,045,401	1,157,818	11,089,555
1864	921,831	936,587	950,023	1,105,664	1,004,435	1,029,786	1,055,793	1,273,117	1,450 076	1,227,113	1,187,605	1,116,829	13,357 709
1865	957 869	815,381	955,659	1,346,784	1,255,521	1,132,701	1,162,024	1,405,752	1,524,434	1,526,839	1,486,344	1,117,864	14,575 126
1866	1,088,360	895,887	1,135,745	1 190,491	1,170,415	1,034,538	1,135,461	1,285 911	1,480,929	1,530,518	1,211,106	926,857	14,183 215
1867	901,571	846,853	1,075,773	1,227,298	1,093,731	934,536	1,101,893	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	280,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,943	275,850	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	301,463	349,285	344,700	350,348	372,618	414,653	284,319	3,726,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,354	278,700	310,702	302,426	284 613	3,383,551
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	356,901	379,367	336,065	272,803	3,440,542
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,836	4,089,831
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,402	815,902	746,955	526,009	6,324,194
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,835	754,551	1,042,149	812,178	9,566,510
1865	653,053	608,305	116,215	923,283	416,311	866,979	957,194	1,121,205	1,351,579	1,419,232	1,196,966	702,689	10,033,026
1866	738,061	725,987	779,198	861,604	1,109,267	1,140,201	990,841	1,252,886	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	298,420	274,258	295,778	282,695	277,009	261,210	249,410	277,580	397,525	401,299	384,334	370,983	3,746,510
1863	337,360	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	486,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	432,911	606,641	625,647	675,360	701,352	691,556	914,062	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	648 926	584,523	712,495	795,938	858,501	712,363	580,964	8,439 002
1866	659,982	480,986	662,163	599,806	682,610	633,667	552,378	648,291	654 926	757,441	679,736	655,222	7,467,210
1867	580,115	522,823	678,349	575,287	678,292	606,586	634,733	602,089	685,068	765,368	691,005	672,712	7,287,158
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	122,115	113,796	123,940	118,077	130,378	153,470	144,736	143,748	132,921	1,554,912
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,974
1865	170,079	153,674	202,771	167,200	177,625	173,722	167,513	218,546	216,763	222,736	207,301	162,894	2,240,744
1866	178,120	155,898	192,136	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,384	2,350,142
1867	149,658	149,342	174,152	168,162	171,736	166,066	172,933	220,788	219,160	230,340	204,095	171,493	2 207,931
Toledo, Wabash and Western:													
1863	86,321	91,971	103,008	132,111	134,272	152,586	106,554	116,370	150,595	151,062	134,563	111,330	1,439,798
1864	79,735	96,843	132,896	123,987	127,010	156,538	139,626	244,114	243,840	221,570	220,200	265,154	2,050,473
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,789	374,024	377,981	376,534	361,910	247,028	2,924,542
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,085	354,830	264,741	3,994,975
1867	237,674	200,793	270,630	317,062	329,078	304,810	309,591	364,724	382,296	406,766	361,769	307,943	3,793,816
Western Union:													
1865	42,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	669,249
1866	45,102	36,005	39,301	43,532	66,913	102,0 8	85,278	90,806	84,662	100,512	76,248	5 468	814,066
1867	29,978	29,867	38,392	40,710	67 852	60,558	58,263	73,525	126,490	120 268	79,431	64,719	774,957

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	226,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	695,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1873	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,852,000	6	April & Oct.	Baltimore.	1885	93
" " 1850	628,500	6	Jan. & July.	"	1880	96
" " 1855	1,024,750	6	Jan. & July.	"	1875	99
" " 1834	915,280	6	Ja. Ap. Ju. Oc.		1867	93½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	94
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	91
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	84,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	96†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	836,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1880	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	250,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '82, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £230,550	1,041,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,800	6	"	"	1867	100
" " $800,000	838,040	6	"	"	1870	96½
" " $675,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88
" " $2,500,000	867,000	6	May & Nov.	"	1889	83½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	95
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	86
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,205,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67-'00	
Central Pacific of California:						
1st Mortgage	1,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,600,000	7	" "	"	1895	99½
Cheshire:						
Bonds of '75, '77, '80	675,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	109
" " " inconvertible	2,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	24,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort & M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	106
Income Bonds	1,700,00		April & Oct.		1883	91

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	87
Chicago and Great Eastern:						
1st Mortgage	5,600,000	8	Apr. & Oct.	New York.	1905	65
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,099 000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97
General 1st Mortgage	3,500,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	85½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	65½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184.000	7	Feb. & Aug.	" "	1886	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1886	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,200,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,800,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	650,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1890	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,123,000	7	March & Sept.	New York.	1873	93
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,845	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'00	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	243,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1873	98
Connecticut and Passump. Rivers:						
1st Mortgage	512,500	6	June & Dec.	Boston	1876	90
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	106½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,539,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	189,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1852	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	98
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1878	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	729,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	129,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,999,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	82½
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	6			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	97½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1868	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1898	70
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'78-'78	85
Land Security	3,344.60	7	April & Oct	" "	1881	90½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1885	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,992,000	7	" "	" "	1887	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,800	7	April & Oct.	London.	1875	
Construction	2,525,000	6	" "	New York.	1875	118
Redemption bonds	2,565,000	6	" "	" "	1890	
Sterling Redemption bonds	858,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1868	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	600,000	8	April & Oct.	New York.	1883	105
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Gov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	108,000	5	Jan. & July.	New York	1876	92
1st Mortgage	600,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec	New York.	1882	97
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	96
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	60
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage			May & Nov.	New York.		55
Scioto & Hocking Val. R. mort.	800,000	7	" "	" "	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	1910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	$40,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,630	6	Jan. & July.	New York.	1892	
1st Mortgage	1,264,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1885	
Michigan Central:						
1st Mortgage Sterling	467,499	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N. Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana.						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	851,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1870	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	98½
2d General Mortgage	2,693,000	7	" "	" "	1877	92½
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug	New York.	1893	89½
2d Mortgage	1,500,500	7	April & Oct	" "	1884	78
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	94
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,500	7	Feb. & Aug	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	207,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,100	6	Jan. & July	New York	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N Y & Mob	1881	
" " 1862-'67	625,780	8	" "	Mobile.	'82-'85	
" ten years	76,842	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	38,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July		1870	
Bonds	299,200		" "		1876	
Bonds	630,500		" "		1882	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov	New York	1915	97½
2d Mortgage	1,500,000	7	Feb & Aug	" "		86½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,600,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan & July.	New Haven	1869	91
Extension	116,000	6	May & Nov.	"	1876	
New Haven and Northampton:						
1st Mortgage	600,000	7	Jan. & July	New Haven	1869	
1st Mortgage (H. & Hamp.)	108,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi ann'ally	New York.	var	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	6	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	6				
1st Mort. Construction	1,730,800	6			1889	
New York Central:						
Premium [S. F.] Bonds	6,139,954	6	May & Nov	New York	1883	
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	92
Exchanged St'ks [S. F.] B'ds	694,000	6	May & Nov	" "	1883	102
" " " ["]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,816	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	18.6	
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec	" "	1887	91
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	102½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	96
5th Mortgage	926,500	7	June & Dec	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July	"	1891	89½
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	01½
Consolidated	1,090,000	7	Feb. & Aug	" "	1903	100
3d Mortgage	930,300	7	Jan. & July	" "	1897	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct	New York	1875	96
N. York, Providence and Boston						
1st Mortgage	600,000		Feb. Aug.	New York		

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85½
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	84
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	98½
Oswego and Syracuse:						
1st Mortgage	286,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68–'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1893	78
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., German'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	93
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1840, "	2,695,600	6	April & Oct.	"	1870	97½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
" 1849, "	67,000	6	" "	"	1880	96½
" 1857, (convertible)	415,500	6	" "	"	1886	96
" 1850, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	89
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	'64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000	—	—	—	1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	"	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	332,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1872	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	630,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	139
2d Mortgage	937,500	7	" "	"	1863	40
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg l'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000	—				
South-Western (Ga.):						
1st Mortgage	437,000	—		Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	79½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	77½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	68
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25½
Vermont and Massachusetts:						
Mortgage Bonds	924,908	6	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	208,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	63,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1873	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1890	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	93½
West Jersey:						
1st Mortgage	233,000	6	March & Sep.	Camden,	1883	85
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	896,000	6	Jan. & July.	Baltimore.	1890	71
1st Mortgage guaranteed	200,000	6	" "	"	1890	92
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1894	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1851	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,516,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,778	21,006	—	.....
31 Dec. '66	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,924,359	482.5	8 mos.	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,761	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
2 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,694	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	58,855	105,333	23,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,423	644,725	166,786	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	646,113	1,685,534	592,283	12	176
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	85,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,466,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,923	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '66	85.0	8.9	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	.....	1,874,100	30.0	60,067	79,856	loss	—	—
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,678	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,326	2,068,260	704,016	10	127
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	386,149	750,678	260,528	10	93
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.3	136,681	138,970	41,466	—	—
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
.. .. '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	.....
.. .. '62	59.9	—	6.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	8.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,282,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	—
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,983	95,612	—	.....
30 Apr. '60	43.5	—	.....	28.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,638,956	229.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	.....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	886,000	241,932	7,176,281	242.0	.....	1,136,142	346,356	6½	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,668,976	102.5	226,241	404,618	212,676	10	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	108.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,856,721	228.8	306,335	1,006,953	332,551	9	—
30 Sep. '59	138.0	—	—	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	682,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	230.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,988,000	498,049	12,290,904	230.0	1,934,116	3,095,153	1,484,616	8½	135
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,758,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,782,463	20	142
31 May, '67	491.0	661 4	30.0	—	248	138	5,566	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,967	—	60
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,674,054	1,413,999	10	97
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,089,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12,144,000	.....	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	132
31 Dec. '66	111.0	—	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,688	111.0	288,524	561,663	171,667	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,588	—	62
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	126,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	80
31 Dec. '64	84.0	—	11.0	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,768	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	268	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,793	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	845,827	371,40-	—	30
30 Nov. '66	73.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,235	2,979,291	73.0	448,584	1,049,720	297,128	12	(50)
								IOWA.													
30 Apr. '66	75.5	—	.....	178.5	11	6	275	*Burlington and Missouri River*	5,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,715	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.6	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	960.000	653,956	5,429,203	156.5	319,880	805,271	237,861	—	38
1 Jun. '58	38.5	—	.....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,366	—	—
30 Jun. '65	136.0	96.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	837,532	4,375,993	111.8	.....	426,408	227,634	—	—
30 Jun. '67	29.0	—	3.4	—	}	}	}	} Lexington and Frankfort	691,966	52,300	86 711	514,646	63,000	1,790	690,976	29.0	248,821	510,819	153,217	7	—
30 Jun. '67	66.1	—	5.4	—	14	15	225	} Louisville and Frankfort	1,405,910	126,735	*	1,109,694	294,519	7,430	1,585,923	95.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,038	2,965,000	444,172	12,841,095	334 0	929,436	2,168,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,000	1,504,768	8,628,793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	209.0	—	.....	206.0	21	25	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	586,268	—	—
31 Aug '60	68.1	—	.....	185.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,238,015	248,960	106,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	67.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,880	188.0	.....	340,898	.....	—	—
31 May '67	284.6	—	23.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.8	1,902,008	4,825,490	1,498,713	10	112
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,801,200	9,135,540	736,951	20,473,921	523.8	2,286,193	4,678,193	1,669,337	—	894
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	26	22	336	*Mississippi Central*	4,966,022	756,292	—	2,060,961	2,554,732	895,992	6,331,829	236.0	.....	534,842	223,022	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	456,949	275,966	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,559	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	18.2	—	31	24	524	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	429,026	—	59
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	296,715	2,469,540	4,400,000	106,235	8,023,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,635	2,049,674	432,089	8,609,115	9,200,000	1,258,135	16,593,448	309.0	1,199,660	2,675,875	719 230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,302,000	1,280,000	2,000,000	.....	5,008,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.5	3.6	6 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,487,068	260,029	—	1,971,222	3,501,060	40 558	6,362,109	90.1	280,169	899,291	329		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,633	444,638	205,684	757,351	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,986,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	53.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,826	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,580	1,022,969	39,633,113	286.8	3,493,376	8,577,692	5,307,183	10	125
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	30.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,725	Northern Central	9,622,789	1,382,962	1,739,080	4,518,900	5,424,500	1,918,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	44
								MASSACHUSETTS.													
30 Nov. '60	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	15½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,346	521,732	1,930,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	121½
30 Nov. '66	74.3	8.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,780	164.3	776,454	1,575,826	498,499	10	132½
30 Nov. '66	47.0	7.0	45.0	—	30	52	290	Boston and Providence	3,152,666	207,400	557,051	3 360,000	16,900	—	3,917,951	61.8	441,156	1,190,784	384,644	10	182½
30 Nov. '66	44.6	24.0	62.6	—	36	68	886	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,510	83.6	729,470	1,914,729	490,201	10	.....
30 Nov. '66	46.0	1.1	2.7	—	7	17	88	Cape Cod Branch (par 50)	907,760	123,866	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	60½
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	800,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	112
30 Nov. '66	44.1	50.4	33.1	—	38	52	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,848,400	271,200	5,425,700	94.5	805,800	1,422,167	477,714	8	114½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	93.5	477,106	1,107,444	347,247	7	125
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	76,000	3,558	370,185	(Op	er. by Boston &	Lowell)		6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	249	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,966	8	128
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,682	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,686 571	334,503	—	4,848,300	2,141,000	358,066	7,847,300	141.0	669,552	1,332,307	509,790	7	87
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,463,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	295,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,168	243,305	226,900	660	471,171	(Op	er. by B. &	L Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,273	39,727	35,695	250,000	—	—	285,695	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.6	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Surrend	ered to the C	ommon	wealth.)	—	—
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	54
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,982,017	1,406,791	10	.....
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,625,000	116,000	124,385	1,141,000	—	13,196	1,255,385	45.7	250,869	474,362	178,965	10½	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	481,845	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.9	—	22	15	271	Cheshire	2,685.907	*	247,281	2,085,925	678,200	—	2,936,188	76.6	422,417	661,617	142,397	2½	.....
31 Mar. '67	34.5	—	.....	—	28	28	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	8	72
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	8	122½
31 Mar. '67	19.3	—	1.0	—	2	4	80	Manchester and Northweare	600,000	—	—	600,000	—	—	600,000	(Ope	r. by Co.)	50,207	48,317	—	—
31 Mar. '67	69.2	13.0	12.6	—	24	23	455	Northern New Hampshire	3,068,400	*	606,862	3,068,400	145,400	14,217	3,614,282	82.2	342,540	681,301	242,998	8	112½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,652	1,444,705	15	130½
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,981,484	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	593,975	129,869	—	96
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,060	1,964,600	5,260,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	116
31 Dec. '66	58.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 121	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000 000	555,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	130
31 Dec. '66	21 3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961	—	.....
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	osa.	—	68
31 Dec. '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,647,650	511.400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	33.5	—	.....	17.	—	—	—	W. at Jersey	1,219,804	*	454,219	731.050	1,010,700	—	1,741,550	54.0	.....	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	61.5	13	12	216	Albany & Susquehanna	4,255,598	343,098	—	1,675,138	2,114,000	19 643	4,628,691	98.5	191,672	335,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	8,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	18½	108½
30 Sep. '66	88.3	—	20 9	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3.218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	6,825	Erie	19,122,686	*	5,165,188	26,101,121	22,429,929	5,085,864	54,287,874	786.0	7,109,189	13,979,514	3,109,801	4	75½
30 Sep. '66	144.0	—	128 3	—	83	161	827	Hudson River	13,874,884	2,168,971	—	6,962,971	7,227,460	1,167	15,643,825	150.0	1,720,519	4,845,526	1,796,099	9	142
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,660	6	40
30 Sep. '67	297.8	296.0	452.5	—	289	296	5,620	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,092,820	688,879	46,023,536	493.2	6,401,420	13,979,514	3,109,801	6	130½
30 Sep. '66	130.8	2.1	45 5	—	42	132	648	New York and Harlem	9,946,064	1,492,431	—	6,785,000	6,152,365	—	12,937,416	164.0	1,829,129	2,763,700	534,804	8	125
30 Sep. '66	116.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	2,875,893	94,441	—	3,077,000	1,494,900	—	4,818,334	122.0	451,196	851,783	284,606	—	68
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,380						
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,000	19,376	1,067,737	36.8	90,200	252,178	59,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	60	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	176.0	509,163	1,301,928	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Included in		Erie.	53,969	—	.....
30 Sep. '66	141.3	48.5	20.7	—	33	27	423	Rome, Water'n & Ogdensb'g	3,439,989	563,316	—	2,386,500	1,575,794	55,988	4,008,304	189.6	555,492	1,066,366	364,668	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	Included in		Central.		—	—
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40.000	—	480,684	Included in		Rens. &	Sara.	7	.....
30 Sep. '66	40.0	6.7	8.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	600,000	400,000	—	930,207	"		"	"	7	.....
30 Sep. '66	13 0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95.000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,967,620	—	—	1,200,000	1,685,470	83.132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	807,111	1,497,000	376,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	61.3	5	7	56	Utica and Black River	871,348	65,284	—	811.000	—	—	936,581	34.9	83,549	141 888	78,832	7½	.....
30 Sept. '66	10.3	—	.....	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,767	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400.000	276,372	2,419,401	94.9	.....	106,953	86,572	—	.....
31 May, '67	223.0	—	.....	—	26	15	253	North Carolina	4,950,755	*	399,679	4,000,000	339,000	384,832	5,290,436	223.0	371,012	598,199	loss.	—	.....
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,360	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	151.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201.000	671,984	3,773,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,338	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	—	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,873,000	1,128,458	6,810,432	141.0	653,028	857,701	350,271	—	81½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,939,423	991,196	1,275,919	3,269,800	1,759,000	773,160	6,197,537	202.0	.....	1,801,587	348,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	56.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	799.000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	101
31 Oct. '66	96.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,588,884	952,041	10	104½
30 Nov. '66	101 0	102.5	—	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,282	203.5	1,440,681	2,361,906	664,726	5	96
31 May '67	109.2	79.4	—	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,628	2,492,216	1,107,377	14	109½
30 Nov. '60	54.5	18.5	12.5	—	—	—	—	Columbus and Xenia	1,426,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	8	413	Dayton and Michigan	5,651,304	494 543	64,292	2,383,084	3,685,600	344,095	8,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.6	—	45.6	—	45	40	684	Little Miami	3,710,306	—	1,515,128	3,572,400	1,400,000	35,796	5,225,433	163.2	1,160,900	1,936,088	469,206	9	105
31 Dec. '66	173.8	77.8	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	16,850,779	*	1,578,999	12,667,658	3,683,385	315,434	17,429,777	250.8	739,960	1,224,058	445,802	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,348,042	20,549,420	192.3	.....	829,932	119,082	—	34
30 Jun. '66	163.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,986,354	695 400	391,992	3,382,163	1,218,972	109,313	4,972,748	205.9	346,671	604,520	134,681	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,628	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
31 Dec. '66	412.0	45.2	.....	—	102	47	1,692	Toledo, Wabash & Western	19,850,000	*	2,263,903	6,700,000	14,345,000	795,301	22,118,900	253.6	.....	3,717,886	906,200	—	45½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies r
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,850,723	232,046	298,573	1,948,400	614,000	313,542	2,876,942	44.0	184.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	160	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,994,900	1,156,819	60,721,124	507.0	2,041,771	4,838,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	283	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227.645	447,062	150,341	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	284,000	—	1,691,037	74.0	207,024	564,406	152,231	8	83½
31 Oct. '66	118.0	—	70.0	—	87	17	6,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,870,500	717,222	15,376,222	204.5	1,909,775	2,738,496	714,825	20	110
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,140	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	13	—	620	Elmira and Williamsport	2,268,000	252,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	617,631	loss.	5	29
31 Oct. '66	18.6	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,848	98.6	318,902	618,566	235,158	—	—
31 Oct. '66	86.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	62½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	109,000	2,409,565	32.0	47,227	55,692	2,972	—	16
31 Oct. '66	44.0	16.7	11.7	6.0	16	8	79	Huntingdon and Broad Top	2,188,498	*	—	685,180	1,462,140	—	2,188,498	59.7	194,282	250,908	53,596	—	—
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,336,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	80½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	24½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	66½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	695,222	467,050	3,150,150	3,124,787	—	6,887,295	67.5	345,588	902,218	382,500	—	20
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038,236	—	44,251,444	366.5	7,080,026	16,363,833	5,967,520	9	53½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,679	268,489	409,986	1,491,850	159,800	—	1,817,354	24.2	274 879	605,346	247,446	9	66½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,939,738	—	—	5,053,700	13,000,000	600	18,054,300	287.5	1,424,110	2,541,052	454,077	—	27½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,408	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,648	474 8	4,361,336	10,912,819	6,016 531	10	46½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,389,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,784	15	125
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,926	2,470,958	1,067,687	10	55
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,038	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,243	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	103½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,892	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	88	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,550	142,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,246	22,301	549,400	316,000	26,292	1,095,013	36.6	120,064	264,123	122,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,563,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	84
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	584,000	—	.....	109.6	.....	283,268	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	....	—	11	8	105	North-Eastern	2,147,131	*	51,018	893,950	1,028,000	272,259	2,199,209	102.0	164,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,276	3,534,798	447,491	9,821,175	242.0	.....	1,312,788	387,282	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,600	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,176,500	541,858	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,233,585	1,002,601	2,195,331	5,312,725	3,126 530	921,237	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1869.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1869.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,089,600	962,089	3,015,107	99.2	—	357,252	173,729	—	—
1869.	47.4	—	2.8	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,055	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	8,632,882	*	—	2,066,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,968	67,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	76.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,361	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,688	—	1,097,000	.....	.....	1,206,688	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	19
31 May, '65	47.0	16.5	5.2	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140.000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	98½
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,278	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	43,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	88,131	1,584,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	708,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	84,121	16,332	—	—
30 Sep '66	103.5	—	....	—	—	—	—	Northwestern Virginia	5,822,150	*	—	468,605	5,719,229	.....	.....	103.5	—	606,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	800,101	102,651	—	15½
30 Sep. '66	123.3	10.1	....	—	18	7	107	Petersburg and Lynchburg	3,338,272	*	—	1,366,600	1,681,900	124,931	3,568,187	123.4	.....	289,581	49,581	—	—
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	7½	—
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.6	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	....	—	12	6	153	Seaboard and Roanoke	1,811,668	*	221,084	868,200	409,893	112,266	2,032,941	80.0	168,037	391,577	220,526	—	—
30 Sep. '67	206.0	—	21 3	7.0	32	15	196	Virginia Central	5,540,788	541,814	296,488	3,353,679	1,919,550	37 ,297	6,879,946	221.8	300,405	554,611	135.648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	276	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,.22	7,362,250	214.9	278,839	556,022	95,852	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275 0	996,727	2,588,800	964,103	—	52
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (¼ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	14.10	.....	236,798	67,652	—	18
31 Dec. '52	49.0	—	....	—	16	17	214	Montreal and Champlain	2,468,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,796	117,842	—	63
30 Jun. '68	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,346	1,096	.....	4,368,510	1,154,855	—	—
31 July '68	1,096	115.5	68.0	—	92	128	1,689	Great Western	23,963,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	14	—
31Dec. '64	229.0	1.6	....	—	18	20	237	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	—	148,339	58,777	—	—
July,'61	60.0	—	....	—	....	....	....	New Brunswick and Canada	1,402,748	62,[illegible]	—	1,380.000	13,100	136,000	1,709,232	60 0	.....	132 488	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	80.5	....	—	20	15	160	Nova Scotia	4,278,401	*	—	[illegible]	—	—	4 278,281	92.0	158,416	139,107	57,131	—	—
	&				11	23	120	NEW GRANADA.													
								Panama	2,000,000	*		[illegible]			[illegible]	48.		117,458	[illegible]		200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	25
Catawissa (preferred)	1,150,000	7	---	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	7	63½
Chicago & Alton (preferred)	2,425,400	7	7	138½
Chicago & Northwestern (pref.)	14,789,125	7	7	73½
Cohecho (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	76½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	70½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,130,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	18½
" " (2d pref.)	4,051,744	7	3	6½
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	108
" " (2d pref.)	841,400	7	7	100
Milwaukee & St. Paul (preferred)	7,370,900	7	---	66½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	123
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	73
Toledo, Wabash & Western (pref.)	1,000,000	7	7	66½
Toledo, Peoria & Warsaw (1st pref.)	1,051,314	7	---	----
" " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	90
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	181,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	84½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1868	----
2d Mortgage	57,000	6	" "	1885	----
Morris:					
1st Mortgage	436,500	6	A. & O.	1876	98
2d Mortgage	302,760	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J	1882	71
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	56
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley:					
1st Mortgage	800,000	6	J. & J.	1878	73

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	35
Chesapeake and Ohio	100	8,223,595	——	----
Delaware Division	100	1,633,350	——	88
Delaware and Hudson	100	10,000,000	10	148½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----	——	----
Lehigh Navigation	50	6,968,146	10	28½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	90
North Branch	100	----	——	——
Sault Ste Marie	----	----	——	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	12
" " (preferred)	50	2,888,988	——	20
Susquehanna and Tide Water	50	2,048,260	——	12½
Union	----	----	——	1½
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	37

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	37 —	@ 41 —
Pig, American, No. 1		— —	@ 37 —
Pig, American, No. 2		35 —	@ 36 —
Bar, Refined, English and American		80 —	@ 85 —
Bar, Swedes, assorted sizes	(gold).	87 50	@ 92 —
		Store Prices.	
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		95 —	@100 —
Bar, English and American, Common		85 —	@ 90 —
Scroll		125 —	@170 —
Oval and Half-round		120 —	@150 —
Band		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ¾ @ 3-16 inch		100 —	@160 —
Hoop		133 —	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No.'s		— 15	@ — 16
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	— —	@ 53 —
Rails, American (at works)		82 50	@ 83 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring. (2d and 1st qlty.)		— 10 @ — 12½
English Blister. (2d and 1st qlty.)		— 11½ @ — 20
English Machinery		— 13½ @ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½ @ — 17
American, Cast, Tool,	do.	— 21 @ — 22
American, Spring,	do.	— 12 @ — 14
American Machinery,	do.	— — @ — 14
American German	do.	— 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 35 @ — —
Braziers'		— 35 @ — —
Sheathing, &c., Old		— 16 @ — 18
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— 27 @ — —
American Ingot		— 22½ @ — 23

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 45 @ 6 50
German Refined	(gold)	6 45 @ 6 75
English	(gold)	6 45 @ 6 87½
Bar	(net)	10 50 @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26 @ — —
Straits	(gold).	— 24 @ — 24½
English	(gold).	— — @ — 23½

	Gold.		Currency.	
Plates, I.C. Charcoal. p. box	8 — @	8 25	11 50 @	12 25
Plates, I. C. Coke	6 75 @	7 25	9 50 @	10 50
Plates, Coke Terne	6 25 @	— —	9 — @	9 50
Plates, Charcoal Terne	7 50 @	8 —	10 25 @	11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	—	10½ @ — —
Crude, 40 @ 47 gravity (in shipping order)	—	16 @ — 16½
Refined, free, S. W.	—	42½ @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	—	— @ — 23
Refined, in bond, Standard White	—	24 @ — 24½
Refined, in bond, prime White	—	— @ — 25½
Naptha, Refined, (60 @ 63 gravity)	—	— @ — 30
Benidnum	per bbl.	— @ 3 33

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.

	Th 16	F. 17	Sat. 18.	M. 20.	Tu 21.	W. 22
Atlantic M. S. S. Co	108	108	98	98½	97	95½
Boston, Hartford & Erie	----	----	----	15	16	16
California 7s	----	----	----	----	----	----
Canton Co.	----	52½	54½	55½	58	59½
Chicago & Alton	135	----	135½	136	----	135
" " pref.	139	----	----	138½	----	----
" " 1 M.	----	100	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	140	140	----	----	142	----
" " " 8 p.c.	----	----	109	----	----	----
Chic. & Northwest'n	61½	61½	61½	61½	61½	60½
" " pref.	73½	72½	72½	72½	73	72½
" " 1st M.	87½	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol	----	----	84½	----	85	86
Chicago & Rock Isl.	96½	96½	96½	97	97½	97
" '1st M. '70	----	----	----	----	100	----
Chi., R. I. & Pa. 7s 1896	----	93½	----	93½	93½	93½
Clev., Col. and Cin.	----	101	101	----	----	----
Clev. and Pittsburg	93½	94	94½	95½	95½	95
" " 2 M.	----	98	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	74	----	----	----
Clev. and Toledo	102½	103½	103½	103½	103½	106½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	33	----	32½	33	----	----
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" '2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	74½	74½	75	77	76	76½
" pref.	----	----	----	----	76½	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	98	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	139½	139	140	140	142	143½
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	136½	135½	136½	130½	131½	132
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	20	19½	19	19	19½
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	5½	8	----	----	----
" " pref.	14½	----	----	14½	14	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	109½	----	109	109½	111	111
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	86½	87½	87½	87½	88	87½
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	99	----
" " 2 M.	92	----	93	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	103	----	103	----
" " 2d pref.	----	----	----	100	----	100
" " 1st M.	----	----	94	----	----	----
Milw. and St. Paul	50	49½	49½	50½	51½	51
" " pref.	65½	64½	64½	65½	66½	65½
" " 1st mort.	90	89½	----	----	89½	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	----	99½	100	100	99½	100
" 1ss. to H. & St. J. R.	85	85	85	----	85	----
" " Pacific	100	100	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" 1st mort	97½	----	97	----	----	97½
" 2d mort	----	86	----	----	----	86½
New York Central	122½	123½	123½	123½	127½	130½
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	92	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	124½	124	125	125	125	125
" "pref."	----	123	----	----	----	----
" 1 M. 7 p.c. '73	----	----	----	----	----	----
" 3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	135	----	135½	----	137	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	50	50	50	51	51½	51½
" new	----	50	50½	----	51½	----
Ohio & Miss. cer.	30	29½	30½	31½	32½	32½
" " pref.	70½	----	70	----	70	----
Pacific Mail S.S. Co.	111	106½	108	110½	108½	109½
Panama	300	----	----	300	----	300
Phila. and Reading	92½	92½	93½	93½	94	93½
Pitts. Ft. W. & Chicago	100½	100½	100½	100½	101½	102
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
Quicksilver Mining Co.	25½	25½	26½	25½	26	26
St. L., Alton & T. H.	----	----	----	----	----	----
" pref.	73	----	----	----	----	----
" 1 M.	----	----	----	93	----	----
" 2 M. pref.	85½	----	----	----	----	86
" Inc. b'ds.	----	----	80	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	63	63½	63½	63½	63½	63
" new	60½	60½	60½	60½	60½	60½
Tol. Wab. & Western.	45	----	----	44½	45	45½
" Pref.	----	----	----	----	----	65½
" 1 M. ex.	----	----	----	----	----	92
" 2 M.	77½	78	77½	77½	77½	77½
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	----	----	----
" new	----	----	----	----	40	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.

	Th 16.	F.17	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	116¼	....	....	....	....	117
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	108	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	102¾	102¾	103	103	103	103¼
U. S. 5s, 10-40s, reg.	....	102¾	....	....	....	103
U. S. 6s, 1881, reg.	108¾	....	....	110¾	110¾	110¾
U. S. 6s, 1881, coup.	109¾	109¾	110	110¼	110¾	110¾
U. S. 6s, '81, O.W.Ly.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	138	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	138	138
U. S. 6s, 5-20s, reg. '62.	106	106¼	....	....	106¼	....
U. S. 6s, 5-20s, c. '62	109¾	109¾	110	110¼	110	110¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '64	107¼	107¼	107¾	107¾	107¾	108¼
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '65	108¼	108¼	....	....	....	109¼
U. S. 6s, 5-20s, r. n. '65.	106¼	106¼	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	105¾	105¾	105¾	106	106	106¼
U. S. 6s, 5-20s, r. n. '67.	105¼	106	....	....	106¼	....
U. S. 6s, 5-20s, c. n. '67.	105¾	....	105	106	....	106¾
7.30 Notes, 2d series	106¼	106¼	106¼	105¾	106¼	106¾
" " 3d series	....	....	....	105¾	106	106¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

	W.15	Th.16	F.17.	Sat.18.	M.20.	Tu 21
Catawissa	....	....	....	....	....	....
" preferred	24¾	24¾	....	24¾	25	....
Camden & Amboy	130	....	130¼	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	88¼	....	....	90	....	....
" " 6s, '89	....	....	....	84¼	....	....
" mort. 6s, '89	94¼	....	....	....	95	....
Del. Div. Canal	....	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	90¾	....	....	....	....
Lehigh Navigation	29¾	28¾	....	23¼	28¾	....
" 6s, '84	84¼	84¼	84¼	....	84¼	84¼
Lehigh Valley R. R.	50¾	50¾	50¾	50¾	50¾	50¾
" " 6s	....	....	....	....	....	....
Little Schuylkill R. R.	30¼	30¼	29¼	....	29	....
" " 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	....	....	....	30	....	....
" " 6s	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	52¾	52¾	52¾	52¾	52¾	53
" 1st m.	....	....	....	....	99	....
" 2d m.	....	....	....	....	....	....
Penn. State, 6s 1st series	....	....	....	104	....	....
" " 6s, 2d series	....	....	....	....	....	....
" " 6s, 3d series	....	....	....	....	....	....
" " 6s, W. L.	....	....	....	....	103	....
Philadelphia City, 6s	97	97	....	....	97	97
" " new	101¼	101¼	101¼	101	101	101¼
" " mun	....	....	....	....	....	....
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	46¼	46¼	46¼	46¾	46¾	46¾
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	97¼	....	....	....
Philadelphia & Erie	29	28¾	28¾	27¾	27¾	....
" " 6s	93	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	12	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '82	71	71	71	....	....	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	85
Susq. Canal	....	....	....	....	....	12¼
" " 6s '78	56¾	56¾	56	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	73	....	73	....
Spruce & Pine, "	25	....	....	15	25	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

	W.15	Th 16	F.17.	Sat.18.	M 20.	Tu 21
Baltimore City 6s, 1875	98¾	98¾	98¾	....	....	....
" " 1886	97	97	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	98¾	98¾	....	98¾	98¾	98¾
" " 1893	94	....	....	....	....	....
Balt. and Ohio	125	....	125	....	....	125
" " b'ds, '62	....	....	....	....	....	....
" " " '75	99	....	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
" " b'ds, 1885	....	....	....	....	85¾	....
" " 1900	....	....	84	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.

	Th.16.	F.17.	Sat.18.	M.20	Tu.21.	W 22
Boston and Albany	137¼	137¼	138¼	138¼	....	139
Boston and Lowell	....	....	....	121	....	121¼
Boston and Maine	132	132¼	....	132¼	....	132¾
Boston and Providence	132¼	....	132¼	132¼	132¼	132¾
Boston Hartford & Erie	14¾	14¾	15	15	15¾	15¾
Cheshire, pref.	....	....	....	62¾	62¾	....
Concord	....	....	....	72	....	....
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	112¾	....	114	....	....	114¼
Fitchburg	125¼	....	....	....	125	125
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	....	110¾	....
Northern, N. H.	....	....	109¾	....	112¾	....
Ogdens. & Lake Champ	63	63	63	....	....	....
Old Colony & Newport.	87	86¾	86¾	87	....	87
Ph., Wil. & Baltimore	54	54	54¾	55	55	55
Portl'd, Saco & Ports.	102	101¾	101¾	....	....	....
Vermont & Canada	....	....	....	....	98¼	98¾
Vermont & Mass.	....	....	53¾	....	....	54
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	58	58¼	58¾	59¼
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	19¾	....	....	....	....	....
Franklin "	10¼	10¼	10¼	10¼	....	10¼
Huron "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota "	....	....	....	....	....	....
Pewabic "	5¼	5	4¾	....	4¾	....
Pittsburg "	....	....	....	....	....	....
Quincy "	21	....	....	21	21	....
Rockland	1¼	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities on Dec. 30th and Jan. 3d:

	Closing Prices. Dec. 30.	Jan. 3.
United States, 6-20s, 6 per cent 1852	72 @ 72¼	72¼@ 72¾
Do. do. 6 do. 1854	69 @ 71	70 @ 72
Do. do. 6 do. 1885	70¾@ 71¼	71¾@ 71¾
Do. do. 6 do. 1868	86 @ 89	87 @ 90
Virginia State, 5 per cent	48 @ 52	50 @ 52
Do. 6 per cent	30 @ 32	31 @ 33
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	18 @ 19	18 @ 19
Erie shares, $100 (all paid) 8 p. c.	57 @ 60	48 @ 49
Do., convertible bonds, 6 p. c.	70 @ 72	70 @ 72
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 36
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., 7 p. c., 1875	88¼@ 89¼	88¼@ 89
Do., $100 shares (all paid)	77 @ 79	77 @ 79
Marietta & Cin. R. R. bonds, 7 p. c.	66 @ 67	66 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Do. $50 shares	-- @ --	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	81 @ 83	81 @ 83
Do. with option to be paid in Phil.	81 @ 83	81 @ 83

American Railroad Journal.

Saturday, January 25, 1868.

Stock Exchange and Money Market.

Money has been tending toward lower rates in the open market, since our last, under the influence of steadily accumulating supplies at this point, which are pressing on the market, especially for temporary employment. The banks and the Treasury office show a marked increase in their cash reserves; and private lenders report heavier balances as being at their disposal, without adequate channels of investment being available. Call loans have receded to 4@5 per cent. to the Government houses, and 5@6 per cent. to the Stock Exchange firms. Mercantile credits have been quoted at 6½@7½ per cent. per annum, with a free currency for all desirable grades of business paper, the offerings of which have been very moderate for the season. There has not been much animation in trade circles, and little aid has been called for, by other than the produce commission houses. The street demand has been the main reliance of lenders; and this has not been equal to the absorption of the available supply of money, much of which is being invested directly in the public funds, leading to increased activity and buoyancy in this special line. The accumulations of country bank balances and local deposits, (the latter growing in a large measure out of the collection of January dividends,) have run up the general deposit line at bank, since the New Year, $27,174,952. This is quite unprecedented at the beginning of the year, and the fact is not only significant of continued ease in the Money Market here, but of the absence of speculation and the great caution of the trade and banking movements of the interior of the country. The City Banks have not yet found employment for these accumulations beyond $11,171,646. They hold, however, $10,467,253 more gold and gold notes than at the beginning of the year, a large share of which sum belongs to depositors to be repaid in kind. The specie reserve of the city banks is now $23,191,867, against $15,365,207 same time last year. The city bank deposits are now $205,888,143, against $201,200,115 week ending Jan. 19, 1867. The legal tender reserve amounts to $66,155,241, against $63,235,386 same time last year. The circulation now stands at $34,071,006, against $32,854,928 same time last year. The loans are now $256,033,928, against $255,032,223 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $103,299,561 a day, against a daily average of $88,980,754 the preceding week, and $96,653,261 the week ending with Jan. 4, 1868. The current week's exchanges average about $85,804,400 a day. The city banks, last week, gained $2,402,125 of legal tender, $11,052,618 in deposits, and $3,969,011 of specie. They increased their loans, $2,863,205; and reduced their circulation, $23,131.

The Philadelphia Bank movement the past week shows a increase in loans, of $419,489; a decrease of $179,642 in specie; a decrease in legal tenders of $210,567; an increase of $325,559 in deposits; and an increase of $2,716 in circulation. The Bank Clearings show a decrease of $2,761,888, and the balances, an increase of $34,899.

National Bank notes to the amount of $138,880 were issued last week, making the total issue to 1,673 banks thus far, $305,849,961, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $5,893,805, leaving, with the existing 1,689 banks, (having an aggregate capital of $424,394,861,) an actual circulation at this date, of $299,566,298. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,150,950; and for the public deposits, $37,767,950—making a total of $378,918,900. The Treasury Department last week redeemed and destroyed $349,400 of worn and mutilated fractional currency, and issued $374,736 of new.

The U. S. Sub-Treasury receipts, week ending with Jan. 18, were $18,437,115, including $1,532,134 from customs duties; payments, $11,094,740, including $2,461,000 of coin interest; balance at the close of the week, $105,167,454, against $97,825,079, at the close of the preceding week

showing an increase of $7,842,375. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,770,100 including $839,716 from customs; and payments, $2,490,731; on Tuesday, receipts, $1,304,814 including $211,607 from customs, and payments, $1,193,497. The balance at the close of business on Tuesday stood at $105,640,197, against $98,917,216 a week previous; and $98,917,216 on Jan. 7, 1868.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to Jan. 11, was $245,869,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740.

Government revenues have been less extensive, since our last. The excises have been much less prolific. The customs yield has been moderate. The excises, last week, yielded $2,178,000, against $7,744,307, the preceding week; customs at the port of New York $1,532,134, and at the outports, about $511,000 (in coin) more, making the grand total income for the week equal about $5,038,388 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $113,500,000.

Government received $7,594,894 from customs, through the port of San Francisco, from Jan. 1, to Dec. 18, 1867.

Gold has been in much less active speculative demand, since our last, and there has been decidedly less buoyancy in the market. The extremes of the week have been 138⅜ and 140½, and the latest quotation on Wednesday of the current week was 139⅜. The export demand has practically ceased for the present. No specie was shipped by Wednesday's steamers; while $958,616 in California treasure were received by the *Arizona*, on that day, from Aspinwall. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $204,139, against $91,773 same time last year. The customs demand for Gold last week, averaged $255,356 a day; thus far, this week, it has been equal to $275,661 a day, or equal to a weekly aggregate of $1,653,966. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $17,981, and from California, $958,616. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was $116,958,854, against $130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $60,467,133, against $68,011,505 same time in the preceeding fiscal year. The total receipts of California gold at this port in 1867, was $27,677,556, against $42,740,913 in 1866, showing a decrease in 1867, of $15,063,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $17,413,018 against $26,027,398 same time in the preceeding fiscal year, showing a decrease of $8,614,380 in 1867–'68. The exports of specie from this port, last week, were $373,531, against $166,702 same week last year. The exports of specie, hence, since July 1, 1867, have been $33,498,217, against $18,643,312 same time in 1866–'7. The total outflow of specie from the port, in 1867, was $51,841,678, against $62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,461,000, and since July 1, 1867, $44,530,019, against $32,436,463 same time in 1866–'7. The total coin interest disbursements through the Government office, in 1867, was $61,871,348, against $48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 18, 1867, reached $40,656,910, against $43,669,753 same time in 1866, showing a decrease, in 1867, of $3,012,843.

A comparatively limited call has been experienced, during the week, for foreign exchange, which has been rather pressed on the market by other than the leading drawers, and which has been depressed in price. Bankers' 60 day bills on London closed on Wednesday at 109⅜@109⅝, and on Paris to 5.17½@5.16; sight bills on London to 109⅝@110, and on Paris to 5.15@5.13¼. The offering of produce bills have been rather lighter, this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,678,601, against $2,724,291 same week last year; total, since July 1, 1867, $101,233,766, against $105,289,210 same time in 1866–'67. The total value of exports of produce and merchandise in 1867, was $189,688,044, against $192,329,554 in 1866.

Government securities opened tamely at barely steady rates, but closed quite briskly, under a decided increase of the investment demand, at much firmer, and rising prices. The unusual ease in Money has had the effect of stimulating purchases of all classes of the funded obligations particularly the coin bearing bonds, which have been offered rather sparingly in the open market, as the leading holders have been anticipating a further material improvement in values. There has been a fair export call for the Five-Twenties of 1862, and 1865, May and November coupons; and some speculative inquiry at the close for nearly all the six per cent. bonds. The market wound up strong and buoyant.

U. S. sixes of 1881 closed here on Wednesday at 110⅝@110¾; U. S. Five-twenties of 1862, 110½@110⅝; U. S. Five-twenties of 1864 at 108@108¼; U. S. Five-twenties of 1865 at 109@109¼; U. S. Five-twenties of 1865, consolidated, 106½@106⅝; U. S. Five-twenties of 1867, 106⅝@106¾; U. S. Ten-forties at 103¼@103⅜, and U. S. Seven-thirties at 106⅝@106¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865 ..... 117⅜	September, 1865.. 116
August, 1865.... 116⅜	October, 1865 .... 115¾

U. S. three per cent. certificates 100¼

Railway and miscellaneous share property has been more active, and as a rule, more buoyant in price, though frequent fluctuations have been occasioned under the realizing process. The later dealings indicated considerable steadiness, with a tendency to a further appreciation of values, especially in the instance of the speculative favorites of the railway list.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 8.	Jan. 15.	Dec. 22.
Consols	92¼	92½	92⅞
U. S. 5-20's of 1862....	71⅞	71¼	71⅞
Erie	48¾	48	48¾
Ill. Central	88⅛	*84¾	85½

* Ex-dividend.

General business has been without notable activity in the leading lines. Breadstuffs have been rather more firmly held, on a moderate trade. Provisions have been in less active demand; Pork has declined in price, closing heavily. Cotton has been more active, but extremely variable in price, closing rather buoyantly at 17@17¼ cents for middling uplands, per lb. The stock of cotton now here is estimated at about 55,000 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 1,039,000 bales, against 897,000 bales same time last year; exports, same time, 575,000 bales, against 397,000 bales same time last year; stock on hand at latest dates, 345,000 bales, against 585,000 bales same date last year. Beeves have been less active this week, and a shade easier in price, the range having been from 11@19; receipts, 5,760. Veal calves in fair request, at 9@18½c.; receipts, 479. Sheep and lambs active, the former bringing from 4@7¾, and the latter from 5@7¾; receipts, 27,415. Swine have been in good demand at from 7⅜@7⅞. per lb., all live weight; receipts, 14,963. In foreign merchandise a livelier business has been noted in groceries at steady rates; but otherwise, very little increase has occurred in the volume of trade. A little more movement has been reported in desirable styles of dry goods especially in domestic cottons, which have been quoted rather stronger in price. Domestic woolens and most kinds of foreign goods show little change in values, none to the advantage of sellers. The total imports of foreign dry goods, last week, were $1,541,826, and the total amount marketed $1,251,885. The value of foreign merchandise imported last week, was $2,046,165—making the grand total specie value of last week's imports of dry goods and merchandise, $3,587,491, against $4,229,355, same week last year; total since July 1, 1867, $124,460,945, against $150,270,903 same time in 1866–'67. The aggregate for the year 1867, was $242,478,575 against $277,048,050 in 1866. The ocean freight market has been less active, owing to the extreme scarcity of room; rates have been firm and buoyant. For Liverpool we quote flour at 3s.@3s. 3d. per bbl.; grain at 9d.@10d. per bushel; cotton at ⅜@½d. per lb.; and heavy goods at 27s. 6d.@40s. per ton, all by sailing vessel. Total number of vessels in port on Wednesday 469.

The New York exports, exclusive of specie, for the week ending Jan. 21, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$2,724,291	$3,678,601
Prev. reported	7,793,282	6,412,780
Since January 1.....	$10,697,573	$10,091,381

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$2,221,003	$1,541,328
Gen. merchandise	2,008,352	2,046,165
Total for the week	$4,229,355	$3,587,491
Previously reported	7,062,192	3,456,063
Since January 1	$11,291,547	$7,043,554

The balance in the Sub-Treasury on Wednesday was $104,566,477 81.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds 1879, 99; N. Y. State 7s Bounty Loan, coupon, 106⅜; do., reg., 106½; Ohio 6s, 1870, 99; Connecticut W. L., 99; Georgia 7s, 81; Great Western R. R., 1st mort., 1868, 100; do., 1888, 83; do., 2d mort., 71; New York and New Haven 6s, 96; Toledo and Wabash Equipment bonds, 66; Toledo, Peoria and Warsaw 1st mort., 79¾; Chicago and Northwestern Interest bonds, 85½; Cleveland and Toledo 7s, 1886, 93; Galena and Chicago 1st mort., 101½; do., 2d mort. 97¾; Ohio and Mississippi 1st mort., 88; Long Dock bonds, 97; Buffalo, New York and Erie 2d mort., 87; Long Island R. R., 40; Hannibal and St. Joseph, 59; do., pref., 70½; Cleveland, Painesville and Ashtabula, 104¾; New Jersey Central 116; New Jersey R. R., ex-div., 130; Stonington, 84; Adams' Express, 78½; Merchants' Union Exp., 38; Wells-Fargo Express, 46½; Am. Exp., 75; U. S. Express, 78¼; Boston Water Power Co., 20½; Central Coal, 40; American Coal, 50; Cameron Coal, 5; Western Union Telegraph, 38½; do., 7s, 80; Bank of Commerce, 115¾; Metropolitan Bank, 126; Shoe and Leather Bank, 109½; Manuf. and Mech. Bank, 100; Park Bank, 142½; Bank of North America, 104; Bank of America, 136; Fourth National Bank, 103; Ninth National Bank, 103½; Central National Bank, 103; Importers' and Traders' Bank, 116; Ocean Bank, 101; Alameda Silver, 0.90; American Flag, 0.55; Benton Gold, 0.35; Black Hawk Gold, 5.00; Consol. Gregory Gold, 5.35; Corydon, 0.35; Davidson Copper, 0.45; Edgehill Mining, 3.85; Gunnell Gold, 1.10; La Crosse Gold, 0.44; Montana Gold, 0.38; Midas Silver, 0.80; Manhattan, 150.00; Nye Gold, 0.03; New York Gold, 1.05; Ohpir Gold, 0.02; Quartz Hill Gold, 1.20; Rocky Mt., 0.31; Smith and Parmalee, 3.00; Texas, 0.05; Wallkill Lead, 0.56; Pit Hole Creek, petroleum, 1.30; United States, 2.50; Bennehoff Run, 2.05; Buchanan Farm, 0.33.

Philadelphia.—Allegheny County 5s, 73; West Jersey R. R. 6s, 85; Warren and Franklin 7s, 77½; Union R. R., 6s, 90; Harrisburg and Lancaster R. R., 52¾; 5th and 6th streets R. R., 50; 13th and 15th streets R. R., 18½; Lehigh Coal and Navigation 6s, gold loan, 90¾; Schuylkill Navigation Boat Loan, 73; St. Nicholas Coal, 0.56; Green Mt., 3; N. Y. and Middle Coal Fields, 3¼; Shamokin Coal, 3¼; Hazleton Coal, 48¼; Big Mt. Coal, 4¼; Ocean Oil, 3.44; Manufacturers Bank, 31½; Farmers' and Mechanics' Bank, 34; Bank Northern Liberties, 106; Philadelphia Bank, 160; Mechanics' Bank, 31. The latest quotations are: City 6s, 97¼@97½; do., free of tax, 101½@101¾; State 5s, reg., 95@—; do., coupon, 96@98; do., 6s, W. L., 103@103½; Reading, 46⅝@46¾; do., 6s, 1870, 97@97¼; do., bonds, 90@—; Camden and Amboy, 124@125; do., mort. 6s, 1889, 95@95½; do., 1883, 90@90¾; Penn. R. R., 53¼@53½; do., 1st mort., 98½@98¾; do., 2d mort., 94¾@95; Little Schuylkill R. R., 29½@30½; Morris Canal, 80@35; do., pref., 85@90; do., bonds, 92@98; Wyoming Valley Canal, 28@36; do., 6s, 75@80; Susquehanna Canal, 12¼@12½; do., 6s, 56@57; Sch. Nav., 11@13; do., pref., 22@23; do., 6s, 1882, 70—@71; Union Canal bonds, 15@17; Delaware Div. Canal, 51½@52½; do., bonds, 80@85; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 90⅛@91; do., 5s, 59@62; Lehigh Coal and Navigation, 28½@29; do., bonds, 1884, 84¼@85; North Pennsylvania, 30½@33¼; do., 6s, 88@88¼; Philadelphia and Erie, 27⅜@27½; do., 6s, 94@94; Minehill, 56¼@57; Catawissa, 8@13; do., pref., 24½@25¾; Lehigh Valley, 50½@50¾; do., bonds, 93@92½; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 72@73; West Philadelphia, 64@66; Spruce and Pine, 25@25¼; Green and Coates, 27½@30; Chestnut and Walnut, 43½@46¾; Thirteenth and Fifteenth, 17½@18; Girard College, 2628; [illegible]enth and Eleventh, 64½@65½; Union, 36½@37½; Hestonville, 10¾@11½.

Boston.—Boston, Hartford and Erie 7s, 61; do., new issue, 44; New York and Boston Air Line 6s, 48½; Vermont Central and Vermont and Canada 8s, 1877, 102; Eastern R. R. 6s, 1885, 95⅛; Vermont Central 1st mort., consolidated, 68; Rutland 1st mort., 139; Old Colony and Newport 7s, 1877, 101; do., 6s, 1875, 95; Salem and Lowell 6s, 1878, 82; Ogdensburg and Lake Champlain pref., 101; Vermont Central, old, 75c.; Sandusky and Cincinnati pref., 33½; Granite Railway, 50; Indianapolis and Cincinnati, 32¾; Union Railway, 85¼; Conn. and Pass. Rivers, R. R., 80¾; Boston Water Power Co., 21; Boston and Roxbury Mill Co., 38⅞; Cary Land Co., 7¼; Waverly Land Co., 1⅛; Ophir (N. S.) gold, 1.55; Connecticut 6s, 1881, 99¼; Massachusetts 5s, 1894, gold, 105⅛; do., 6s, currency, 104; Maine 6s, 1889, 99; Cook Co., Ills. 7s, 95; Brooklyn 6s, 1881, 94⅛; Roxbury 6s, 1873, 102; St. Louis 6s, municipal, 82½; do., 6s, 1887, gold, 95; Chicago 7s, municipal, 95½; do., sewerage, 96; do., W. L., 95; do., Tunnel bonds, 94¾; Portland 6s, 1877, 95; do., municipal, 94; do., 1887, 90¼; Bath 6s, 1891, 90¾; do., 1887, 91¼; Cambridge 5s, 1893, gold, 103½; Augusta 6s, 1870, 94¼; Boston 6s, currency, 1877, 103½; do., 5s, 1876, gold, endorsed, 107¾; do., 1883, 106½; National Bank of Redemption, 111; Suffolk National Bank, 114½; Merchants' National Bank, 118¼; Maverick National Bank, 111½; Eagle National Bank, 113¼; Atlas National Bank, 112½; State National Bank, 103¾; North National Bank, 114; Allouez Mining Co., 2; Hecla, 30; St. Clair, 1¾.

Baltimore.—Western Maryland bonds, 71; do., endorsed, 92; Marietta and Cincinnati 1st mort., 90; Central Ohio R. R., 31¾; Virginia 6s, old, 36½; do., 1867, 36; Baltimore 5 per cents, 79½; Bare Hill Mining Co., 0.40; Gardner Hill, 1.00; Mineral Hill, 0.25; Atlantic Coal, 0.74; George's Creek, 61; Union Bank, 59¼; Bank of Baltimore, 108; Commercial and Farmers' Bank, 41¼; Mechanics' Bank, 10⅛; Franklin Bank, 13¼. The latest quotations are: Balt. and Ohio, 124¾@125; do., 6s, 1875, 96@96½; do., 1880, 96@96½; do., 1885, 98¼@—; Northern Central, 43½@43⅞; do., bonds, 1885, 85⅜@85½; do., 1900, 84@85; N. W. Va., 17⅛@18; do., 1st mort., 92@93; do., 2d mort., 91@—; do., 3d mort., 1878, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 89¾@90; do., 2d mort., 54¾@55; Central Ohio, 31½@32; do., 1st mort., 86@89; Western Md. 6s, 1890, 71@71; do., guar., 91@92; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100¼@101½; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@98½; do., 1878, 96@—; do., 1875, 98@98⅜; do., 1886, 97@97; do., 1890, 98½@98⅜; do., coupon, 100@—; do., Park, 98@98¾; do., 1893, 93@94; do., 5s, 1838–'70, 79½@80; City Passenger R.R., 18½@19½; Canton Co., 53¼@53⅝; Gardner, 1.00@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 55@55; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.72@0.74; Mineral Hill, 0.25@0.28; Baltimore Coal, 290@—.

Flint and Pere Marquette Railroad.

Gov. Crapo, of Michigan, has officially examined and approved the second twenty-mile section completed of the Flint and Pere Marquette Railroad. The road alluded to runs in air line west from Flint in Michigan to Pere Marquette on the eastern shore of Lake Michigan, and directly opposite Manitowoc. It is proposed to run a line of boats from Manitowoc to Pere Marquette, on a similar plan to those of Milwaukee and Grand Haven.

Cedar Falls and Minnesota Railroad.

This company is building a road from the Iowa Division of the Illinois Central, commencing at Cedar Falls, 100 miles west of Dubuque, and running in the direction of Austin, Minn., which is distant 114 miles from the Falls, and is constructed and in operation to Waverly, and the work is progressing. The company belongs to St. Louis and the design is to extend it eventually south to that city.

☞ A thousand men are to be set at work at once on the railroad running westward from Memphis to Little Rock, Arkansas. By next January it is thought that Memphis will be in railroad connection with a vast and fertile region heretofore inaccessible save during high water on the rivers penetrating Arkansas.

☞ It is stated in the Wilmington *Commercial* that Mr. Wood, the contractor of the Dorchester railroad, connecting Seaford, Del., with Baltimore, is pushing on the work rapidly. He will have the grading done to the State line by the 1st of February, and the entire road finished by the 15th of July.

☞ The *Tribune* says that a railroad is to be built from Paterson to Pompton, connecting with the Erie or Paterson and Newark Road, and touching Little Falls. Its estimated cost is $250,000. Contractors promise to complete the road in one year, and $40,000 is already pledged in Pompton.

☞ The Pacific Railroad Commissioners left Atchison on the 14th inst., to inspect the last section of the first hundred miles of the Atchison branch Pacific Railroad.

☞ H. P. Clough has been appointed Superintendent of the Atlantic and Great Western Railway.

Railroad Earnings.—Weekly.

The earnings of the Atlantic and Great Western Railway for the second week in Jan., 1868, were $98,170 00
Corresponding week previous year 92,056 00

Increase $6,114 00

The earnings of the Chicago and Rock Island Railroad for the second week in January, 1868, were $66,100 00
Corresponding week of previous year.. 66,760 00

Decrease $660 00

The earnings of the Chicago and Northwestern Railroad for 2d week in Jan., 1868... $159,998 37
Corresponding week previous year .. 173,444 66

Decrease..... $13,451 29

The earnings of the Detroit and Milwaukee Railroad for the week ending January 16, 1868, were $19,964 00
Corresponding week of 1867 ..... 22,168 00

Decrease $2,204 00

The earnings of the Western Union Railroad for the 2d week in Jan., 1868..... $9,256 57
Corresponding week previous year..... 9,903 69

Decrease $647 12

The earnings of the Michigan Central Railroad for the 2d week in Jan., 1868, were .. $72,044 47
Corresponding week of previous year.. 71,133 76

Increase $910 71

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Jan., 1868, were $83,790 00
Corresponding week of 1867 ..... 70,136 00

Increase $13,654 00

The earnings of the Chicago and Alton Railroad for the second week in January, 1868, were $59,752 22
Corresponding period previous year.. 65,911 57

Decrease $6,159 35

The earnings of the Toledo, Wabash and Western Railroad for the 2d week of Jan., 1868, were $64,925 20
Same week in 1867..... 59,133 31

Increase..... $5,791 89

United States Patent Office.

From the annual report of the Commissioner of Patents it appears that the number of applications for patents during the year was 21,276. Of these 18,651 were from citizens of the United States, and the remainder from citizens of other countries. The receipts for the year are $616,581, and the expenses $639,263. The Patent Office fund at the close of the year amounted to $271,444. The Commissioner says the business of his office has greatly increased during the year, and it is likely to be much larger the present year.

Lake Erie Wine Product.

The Sandusky *Register* gives the following estimate of the product of wine in the Lake Erie Region during 1867, which, it says, can be relied on as very nearly accurate, excepting perhaps that of the Peninsula and Catawba Island, which may not be quite correct:

	Gallons.
Sandusky City	125,000
Main Shore, Erie County, outside of city.	25,000
Peninsula and Catawba Island	80,000
Kelly's Island	105,000
Put-in-Bay and other Islands	65,000
Total	400,000

Journal of Railroad Law.

COMMON CARRIERS LIABLE FOR DAMAGE OCCASIONED BY BROKEN RAILS.

The case of McPadden *vs.* The New York Central Railroad Company was brought by the plaintiff to recover for an injury sustained by him, while a passenger on the cars of the defendant. The facts were as follows: On the 5th of January, 1864, the plaintiff took passage on the cars at Rochester for Knowlesville, in this State. At Brockport the train stopped, and there met the other train going east. The train was a few minutes behind time. About half a mile west of Brockport the train on which the plaintiff was riding ran off the track. The passenger coach was overturned and the plaintiff was thereby severely injured. When the accident occurred, the train was moving at a moderate rate. The speed of the cars going east was about twenty-five or thirty miles an hour. A broken rail was the cause of the disaster. A piece of the rail about four feet in length, was broken in several pieces. The iron was apparently good and sound. Before the train from the west came down, an employee of the road had inspected the track, but there was no inspection after that train had passed. It was a cold, snowy morning. The accident occurred about six o'clock. The witnesses of the plaintiff swore that the truck of the locomotive was off the track. The defendant's witnesses testified that the hind wheels of the baggage car were the first off the track.

The counsel for the defendant moved for a nonsuit, on the ground that there was no proof of negligence or omission of duty, but clear evidence that every precaution to ensure safety to passengers had been taken by the defendant. The plaintiff's counsel, on the other hand, asked to go to the jury upon the question, whether the rail was broken before the train going west, upon which the plaintiff was, came upon it. The Court refused permission so to do, and the counsel for the plaintiff excepted. The Court then on motion of the counsel for the defendant, non-suited the plaintiff, and the counsel for the plaintiff excepted.

The Court directed a stay of proceedings to make a case, and ordered the exceptions to be heard in the first instance at the general term.

By the Court, JOHNSON, J.—The plaintiff was improperly non-suited. His counsel asked permission to go the jury upon the question, whether the iron rail was not broken before the train on which the plaintiff was a passenger came upon it. The cause of the accident and the injury to the plaintiff was a broken rail, which threw the car in which the plaintiff was riding from the track, while the train was running at a speed of from twenty to twenty-five miles per hour. It appears from the evidence, that the express train from the west had passed over the place where the rail was broken only a short time previous, and that there had been no examination of the track between that time and the time of the accident in question. It was therefore clearly a question for the jury to determine, whether the broken rail was in a sound condition at the time the train in which the plaintiff was riding came upon it. It is claimed by the defendant's counsel, that all the evidence shows, that the rail was then in a safe condition, and that it broke under the train in which the plaintiff was riding. The most that can fairly be claimed is, that the evidence tended to establish this. It does not prove it exclusively, and it should have been left to the jury to draw the inference. The rule is now established in this State, that a common carrier of persons is bound to provide road-worthy vehicles, irrespective of any question of negligence. (Alden *vs.* The New York Central R. R. Co., 26 N. Y. Rep., 102.) This is a simple, plain and eminently sensible rule, and it should be applied in all cases falling clearly within the principle. The same principle would require the carrier who furnishes his own road, and has secured to him the exclusive possession and control of it, to provide a vehicle-worthy road. That is, a road adapted to the safe passage of the vehicle used over it—a road of continuous unbroken rails for each and every train to enter upon in its passage over the road. Strictly speaking, the rail is no part of the vehicle, though in some sense it may be said to be so. But however, this may be, the rail is clearly a part of the machinery by which the vehicle is operated, and falls directly within the principle. The learned Judge erred therefor, at the Circuit, in refusing to allow the plaintiff to go to the jury on the question, whether the rail was not broken before the train on which he was riding came upon it. There must consequently be a new trial, with costs to abide the event.

(Monroe General Term, March 5, 1866, Welles, E. D. Smith and Johnson, Justices.)

Imports of Merchandise.

We give below from the *Journal of Commerce*, a table showing the comparative imports of a few leading articles of general merchandise at New York, from foreign ports for the years 1866 and 1867:

	1866.	1867.
Books	$851,583	$929,167
Buttons	1,389,383	1,557,005
Cheese	188,841	218,489
Chinaware	965,259	656,717
Cigars	1,261,918	493,350
Coal	553,293	547,699
Coffee	12,808,788	14,433,119
Cotton	157,113	76,865
Earthenware	2,148,619	2,230,305
Furs	2,600,378	2,251,629
Glass plate	1,090,674	944,289
India rubber	1,681,844	2,400,349
Indigo	441,071	487,979
Leather & dressed skins	4,735,340	4,493,680
Undressed do	7,745,216	9,132,298
Liquors—		
Brandy	730,123	850,512
Metals—		
Copper	665,309	54,144
Iron, bars	2,200,949	2,436,417
Iron, pig	879,738	1,024,228
Iron R. R	1,492,533	2,149,685
Iron, sheet	606,948	634,467
Lead	2,485,840	2,217,311
Spelter	452,792	175,322
Steel	2,949,449	3,248,602
Tin and tin plates	6,823,145	5,794,094
Zinc	611,436	206,146
Miscellaneous—		
Molasses	3,616,165	3,939,006
Rags	1,898,925	1,354,432
Salt	403,656	429,055
Saltpetre	166,565	79,451
Sugar	21,581,117	18,845,192
Tea	8,085,899	10,507,846
Watches	2,387,765	1,999,369
Wines	3,830,959	2,468,466
Wool and waste	5,780,124	3,421,784

Memphis and Little Rock Railroad.

The work of constructing the Memphis Little Lock railroad is to be prosecuted with the utmost vigor during the present winter, under the superintendence of the recently elected directors, and the president of the road, R. C. Brinkley, Esq. The sub-contractors for building the road, Mr. D. C. Sarvin, of St. Joseph, Mo., and Mr. Jackson Sickles, of New York, under the contract of Mr. Willis Gaylord, of New York, are at present in the city, making arrangements to employ one thousand men, in order to commence the work of construction without loss of time. It is proposed that five hundred men will commence at Madison, and work west, and an equal number of men at Devalls Bluff, about the 1st of January. The contract price is $2,200,000 in the company's stock, the work to be finished within fifteen months. The contractors are active, intelligent gentlemen, and are determined that the work shall be brought to a successful completion within the time specified in the contract. It will be a gala day in Memphis when the opening of the Memphis and Little Rock Railroad takes place, and all citizens will be glad to learn from time to time of the satisfactory progress of the work.—*Memphis Bulletin.*

Pittsburg, Columbus and Cincinnati R. R.

The Steubenville *Herald* says that this Railroad, under its present management, is fast taking its place among the front rank of railroad corporations, and for months past it has been taxed to the utmost of its carrying capacity. To such an extent has been the case, between Steubenville and Pittsburg, that the company have been obliged to make arrangements for a double track on that part of their road, and the prosecution of this work is being vigorously enforced. New cars, with all modern safety improvements, are being daily added to the road, and recently six new and powerful engines, said to be among the finest in the country, have been added to its material. The business of the road is growing daily, and increased facilities are being extended to passengers and freight carriers.

Western Union Telegraph.

The capital of this company is $40,350,400. The assets and liabilities Jan. 1, 1868, were as follows:

Surplus on hand		$264,944 79
Assets—Telegraph stocks productive.	49,870 00	
Real estate	142,800 00	
Due from Railroad and Telegraph Companies	187,048 50	
Due from Government and Press	31,744 20	
Due from Offices and Superintendents	140,417 42	
Bills receivable	62,141 55	
Total		$877,966 46
Liabilities—Due on Dividends and Interest account	$75,818 56	
Railroad and Telegraph Companies	152,205 87	
Loan account	131,821 58	
Internal Revenue	16,933 98	
Offices and Superintendents	5,451 54	
		$382,231 53
Balance profits on hand		$495,734 93

☞ It is announced at the West that negotiations have been completed for builing the Denver Branch of the Union Pacific Railroad the present year. The territory of Colorado furnishes $500,000 in cash, and the Union Pacific Company the residue. The line will be built from Cheyenne as the initial point to Denver.

☞ A. H. Hoxie has been appointed Assistant Superintendent of the Union Pacific Railroad.

Boston, Hartford and Erie Railroad.

Seven hundred men are now at work on this road, and the force will be increased daily, probably reaching 1,000 during the month, and still more as the season advances. This portion of the road will be completed by June 1, 1869, and will form a connecting link which will give uninterrupted communication on the Boston, Hartford and Erie road between Boston and Waterbury, Connecticut, a point but 75 miles from Fishkill, the western terminus of the road. The road between Waterbury and Fishkill is also under contract, and preparations are making to prosecute it with vigor. When completed, the Boston, Hartford and Erie corporation will have a road commencing at the foot of Summer street in Boston, thence through Blackstone, Thompson, Putnam, Willimantic, Hartford and Waterbury, to the Erie Railway at Newburg, on the Hudson River; a branch from Providence to Willimantic; also from Thompson to Southbridge; also a line from Brookline through Woonsocket, Pascoag, Putnam, Willimantic and Middletown, to New Haven—in all 425 miles of road, 235 miles of which is already constructed. The character of the country through which this road runs, comprising many large manufacturing towns, would seem to ensure a large and profitable local business, while its important connection with the Erie Railway must secure an amount of through traffic of no mean proportions.—*Boston Advertiser.*

Arrivals and Tonnage of Vessels at Quebec.

The arrivals and tonnage of vessels at Quebec during 1867, were as follows:

	Vessels.	Tons.
British	696	474,296
American	2	1,659
Norwegian	99	57,483
Prussian	10	4,900
French	3	1,132
Portuguese	4	1,105
Hamburg	4	3,114
Bremen	7	4,734
Lubeck	1	585
Total in 1867	826	548,958
" 1866	1,025	605,227
" 1865	1,021	646,115
" 1864	1,098	624,026
" 1863	1,401	742,431

The average of the five years, 1858 to 1862, was 1,096 vessels, and the average tons, 614,157.

☞ The Annamessic Company have made a survey of a direct line for a railroad from Plymouth to Wilmington, N. C., and have commenced the Dismal Swamp Canal. This line, just touches the town of Washington, N. C., and will cross the Annamessic and North Carolina Railroad between Kinston and Newbern.

☞ A meeting in reference to the proposed railroad between Lebanon and Pinegrove, Penn., was recently held in Lebanon. Committees to obtain further information on the subject, and to correspond with leading citizens of Schuylkill County in regard to the proposed enterprise, were appointed.

☞ The Milwaukee *Wisconsin* says that Oconto and Menominee are extensively agitating the subject of extending the Chicago and Northwestern Railroad down the bay shore on its way to Escanaba; and that Oconto County offers to give bonds for all that the company asks.

☞ The contracts have been awarded for grading the Baltimore and Potomac Railroad, and large parties of workmen, under competent engineers, are rapidly pushing on the work on the sections between Marlboro' and Millersville, and also on the branch road to Washington.

New Maryland and Dt. of Columbia Railroad Bill.

A bill has been introduced into the House of Representatives, "to authorize the building of a railroad from Washington city, to connect with the Northern Central Railroad at or near the State line between Pennsylvania and Maryland." It is proposed to run the road by Brookville and Owings's Mills. The capital stock is to be $2,000,000, in forty thousand shares, at $50 per share, ten per cent. to be paid in when subscribed. The company to fully organize when $250,000 are subscribed and the ten per cent. paid in. The gauge of the road will be the same as that of the Northern Central; to be built of American iron, and completed in four years from the election of the directors; which election is to be held when $250,000 of the stock is subscribed for.

Eldora Railroad and Coal Co.

This road branches from the Iowa Division of the Illinois Central road, near Ackley, 133 miles from Dubuque, and runs in a southerly direction, *via* Steamboat Rock to Eldora, a distance of 18 miles, when it reaches the coal regions that are owned by the company. The main object of this road is to convey this coal to where it can reach a market. The coal is said to be in quality next to the best found in the West; is in unlimited supply and easy of access, being of surface formation. Thirteen miles of this road are now in operation, and the remaining five miles are ready for the iron. The company was organised in 1867, with a capital of $600,000. C. C. Gilman is President; J. M. McKinley, Secretary; and J. K. Graves, Treasurer.

Chicago and Great Eastern Railroad.

At the annual meeting of the stockholders of this road recently held in Chicago, the following gentlemen were elected directors, viz: W. D. Judson, James E. Young, Amos Tenney, Henry Morgan, James W. Elwell, Lawrence Wells and James D. Fish. It was voted to consolidate the Chicago and Great Eastern Railroad with the Columbus and Indiana Central, which runs from Columbus, Ohio, to Indianapolis, Indiana *via* Richmond, the terminus of the Chicago and Great Eastern Railroad, and has a branch partly built from Union through Logansport to the Illinois and Indiana State line.

☞ The firm of Hall, Washburn & Co., manufacturers of machinery of all kinds, and dealers in Railway and Steamship Supplies, was dissolved on the 20th Nov. last. M. B. Washburn, having purchased the entire interest of the above firm, will continue the business at 137, 139 and 141 Elm st., N. Y., where all orders will receive prompt attention.

The Great Russian has decided on laying down a second line of rails between Moscow and Nijni-Novgorod, a distance of 176 verstes. It appears that the rough receipts on this division of the Great Russian system now exceed 9,000 roubles per verste; and this limit having been attained, the statutes require that the line is to be doubled. And doubled it will be accordingly.

☞ A railroad is in contemplation from Delmar to Nanticoke Point, at the mouth of that river. The new road will, if built, run through and open up the western part of Wicomico and Somerset counties, along the Chesapeake Bay.

☞ At the recent annual meeting of the Philadelphia, Wilmington and Baltimore Railroad company, the following named gentlemen were elected directors: Isaac Hinkley, Samuel M. Felton, Wm. Sellers, Samuel Welch, John A. Duncan, Jesse Lane, Joseph Bringhurst, Frederick A. Curtis, J. I. Cohen, Jr., Thomas Kelso, Columbus O'Donnell, Enoch Pratt, Thomas Donaldson, Jacob Tome and Nathaniel Thayer. The board was subsequently organized by the election of Isaac Hinkley president, Enoch Pratt vice president, and Alfred Horner secretary and treasurer.

☞ The directors of the Lackawanna and Bloomsburg Railroad, recently elected are as follows: James Archibald, John C. Phelps, Moses Taylor, John J. Blair, John Brisbin, Joseph H. Scranton, A. H. Reynolds, Samuel Hoyt, Thos. F. Atherton, Payne Pettibone, D. G. Driesbock, and W. R. Storrs. President, James Archibald; Vice-President, John C. Phelps.

☞ The total receipts of the railways of Italy amounted in the first half of 1867 to 1,334,480*l.*—viz., Upper Italy, 969,440*l.*; Roman, 292,120*l.*; South Italian, 160,760*l.*; and Victor-Emmanuel and Calabro-Sicilian, 22,272*l.* The receipts of the telegraph in the first nine months of the year were 120,920*l.*

☞ The citizens of Cleveland are agitating the project for a railroad from the Cleveland, Columbus and Cincinnati Railroad at Berea, through Medina, Wooster and other towns, to some points in the Tuscarawas Valley.

☞ The Rogers Locomotive Works, Paterson, N. J., are enlarging, in view of an expected increase of business. The Grant Locomotive Works are said to be closed for want of work.

☞ The Pelta *Blade* says that the project on foot for the establishment of a railroad from Des Moines to Albia, *via* Knoxville, is meeting with good success.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE.
ALBANY, Jan. 21, 1868.

TWENTY-NINTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of Three Per Cent. on the capital stock thereof, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer books will be closed at the close of business on Friday, the 31st day of January inst., and be re-opened on the morning of Monday, the 24th day of February next.

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SEALED PROPOSALS will be received at this office until February 15, 1868, for about twenty-six hundred lineal feet of Bridge superstructure (in iron and timber) for the Kentucky river and other streams crossing the Louisville and Cincinnati Railroad. Thirteen hundred feet will be in spans of 200, 150, 125, and 100 feet, and the residue in 75 feet spans and under; all upon plans and specifications exhibited on and after the 20th inst.; but proposals upon other plans will be considered. Each bid will cover materials, labor of all kinds, transportation, and erection. For a portion of the Bridge work completion will be required July 1st, 1868, and for all by September 1st ensuing. Payments cash, with the usual reservation on partial payments to secure fulfillment of contract. Right reserved to reject any or all bids.

Proposals will also be received for the temporary trestling on the line.

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GRAND LINE TO THE PACIFIC

WILL BE COMPLETED IN 1870,

was never better. The means so far provided for construction have proved ample, and there is no lack of funds for the most vigorous prosecution of the enterprise. These means are divided into four classes:

1.—UNITED STATES BONDS,

Having thirty years to run, and bearing six per cent. currency interest, at the rate of $16,000 per mile for 517 miles on the Plains; then at rate of $48,000 per mile for 150 miles through the Rocky Mountains; then at the rate of $32,000 per mile for the remaining distance, for which the United States takes a *second lien* as security. The interest on these Bonds is paid by the United States government, which also pays the Company one-half the amount of its bills in money for transporting its freight, troops, mails, &c. The remaining half of these bills is placed to the Company's credit, and forms a sinking fund which may finally discharge the whole amount of this lien.

2.—FIRST MORTGAGE BONDS.

By its charter the Company is permitted to issue its own First Mortgage Bonds to the same amount as the bonds issued by the government, and *no more, and only as the road progresses.* The Trustees for the Bondholders, are the Hon. E. D. Morgan, U. S. Senator from New York, and the Hon. Oakes Ames, Member of the U. S. House of Representatives, who are responsible for the delivery of these Bonds to the Company in accordance with the terms of the law.

3.—THE LAND GRANT.

The Union Pacific Railroad Company has a land grant or absolute *donation* from the government of 12,800 acres to the mile on the line of the road, which will not be worth less than $1.50 per acre, at the lowest valuation.

4.—THE CAPITAL STOCK.

The authorized capital of the Union Pacific Railroad Company is $100,000,000, of which $8,500,000 have been paid on the work already done.

The Means Sufficient to Build the Road.

Contracts for the entire work of building 914 miles of first-class railroad west from Omaha, comprising much of the most difficult mountain work, and embracing every expense except surveying, have been made with responsible parties, (who have already finished over 540 miles), at the average rate of sixty-eight thousand and fifty-eight dollars ($68,059) per mile. This price includes all necessary shops for construction and repairs of cars, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage, and freight cars, and other requisite rolling stock, to an amount that shall not be less than $5,000 per mile. Allowing the cost of the remaining one hundred and eighty-six of the eleven hundred miles assumed to be built by the Union Pacific Company to be $90,000 per mile,

The Total Cost of Eleven Hundred Miles will be as follows:

914 miles, at $68,058	$62,205,012
186 miles, at $90,000	16,740,000
Add discounts on bonds, surveys, &c.	4,500,000
Amount	$83,445,012

As the U. S. Bonds are equal to money, and the Company's own First Mortgage Bonds have a ready market, we have as the

Available Cash Resources for Building Eleven Hundred Miles:

U. S. Bonds	$29,823,000
First Mortgage Bonds	29,328,000
Capital Stock paid in on the work now done	8,500,000
Land Grant, 14,080,000 acres, at $1.50 per acre	21,120,000
Total	$88,270,000

The Company have ample facilities for supplying any deficiency that may arise in means for construction. This may be done wholly or in part by additional subscriptions to capital stock.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a *Government Work*, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay

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HENRY CLEWS & CO., Bankers, No. 32 Wall st.,
HEDDEN, WINCHESTER & CO., Bankers, No. 69 Broadway.

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.

January 8th, 1868.

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The January number of Benedict's Railroad and Steamboat Time Table may be obtained at the above places, or sent by mail, 25c.

DE LOLME BENEDICT, Editor, 95 Liberty street, also agent for the National Watch Co., No. 691 Broadway.

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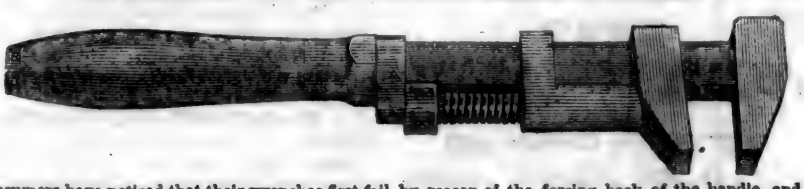
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK Dec. 16, 1867.

THE BOARD OF DIRECTORS OF THIS COMPANY have declared a dividend of five per cent. in cash, free of Government tax, to be paid on the first day of February next to the holders of the full-paid shares registered upon the books of the Company on the 18th day of January next. The transfer-books to be closed from the 18th day of January until the 5th day of February next.
THOMAS E. WALKER, Treasurer.

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1.	General Table for all Bases and all Slopes.			13.	for Base 18 ft. Slop.		1½ to 1
2.	For Side Hill Cuts and Fills.			14.	" 20 "		1½ to 1
3.	Base 12 ft.	Slopes	1½ to 1	15.	" 24 "		1½ to 1
4.	" 14	"	1½ to 1	16.	" 24 "		1½ to 1
5.	" 15	"	¾ to 1	17.	" 25 "		1½ to 1
6.	" 15	"	1 to 1	18.	" 26 "		1½ to 1
7.	" ½	"	1½ to 1	19.	" 28 "		¾ to 1
8.	" 16	"	¾ to 1	20.	" 30 "		1 to 1
9	" 18	"	1 to 1	21.	" 30 "		1¼ to 1
10.	" 18	"	¼ to 1	22.	" 30 "		1½ to 1
11.	" 18	"	¾ to 1	23.	" 32 "		1 to 1
12.	" 18	"	1 to 1	24.	" 32 "		1¼ to 1

The Tables are printed in clear, bold type on tinted paper; sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXIV., No. 5.] SATURDAY, FEBRUARY 1, 1868. [WHOLE No. 1,659, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, February 1, 1868.

Iowa Falls and Sioux City Railroad.

The Dubuque *Herald* says that an arrangement has been entered into between the Dubuque and Sioux City and the new Iowa Falls and Sioux City Railroad Companies which will not only put an end to hostilities, but will probably combine the interests of the two so as to work for one end.

The old Dubuque and Sioux City Company have made a conveyance of all their right, title and interest to the line of the road west of Iowa Falls to the Iowa Falls and Sioux City Company, of which John I. Blair is the head, and in which Platt Smith, Esq., of Dubuque is actively interested. The new company assumes, as we understand it, all the contracts for grading, tieing and bridging the road between Iowa Falls and Fort Dodge, which have already been made; also the contracts relative to the right of way; and in fact, everything that has been done by the old company looking to the extension of the road. The new company take from the old company everything just as it stands, and have obligated themselves to push the work ahead to a rapid and successful termination.

The bargain, however, is conditional in this respect, that the land grant which has been conditionally given to the old company shall be passed over to the new. The legislature, however, is the only party having control of this, and the contract all properly signed and sealed, has been put in the hands of a third disinterested party to hold until this question is decided, and then if the land grant is conveyed to the new company, the contract is to be delivered. As the Iowa Falls and Sioux City, however, will be the only company competing for the land grant, there can be little doubt that it will secure it.

Should this condition, with others of minor importance, be fulfilled, the new company agrees to complete the road to Fort Dodge during the present year, and to the Missouri River before the close of the year 1869. The new company also assumes the lease with the Illinois Central beyond Iowa Falls, to which assumption the Central managers have already assented, and this latter company will therefore operate the road as fast as it is completed, just as they now do the completed sections. The line being completed through to the Missouri with a branch to Sioux City and another to a point on the Union Pacific branch to Omaha, and the bridge at Dubuque being completed about the same time, it is designed to make this a great through route, and to this end the efforts of all the interested companies, the Illinois Central, the Bridge Company, the Dubuque and Sioux City, and the Iowa Falls and Sioux City will all combine.

Bridge over the Mississippi at Davenport.

The Davenport *Gazette* says that the difficulties which have prevented the completion of arrangements for the new bridge over the Mississippi at that point, have all been removed. The Chicago, Rock Island and Pacific Railroad Company have agreed with the Secretary of War as to the terms of mutual occupancy and mutual expenditures. Gen. Grant and Gen. Dyer, Chief of Ordnance, heartily approved of the arrangements, and earnestly recommend Congress to make the appropriation needed to complete the entire structure within fourteen months from next spring, when the work is to be begun.

The piers are to be of the best stone; the superstructure wholly of iron, and the whole to be built under the direction of the National authorities, and, in the first instance, at National cost. The estimated expense is $1,200,000. Of this amount one-half is eventually to be repaid by the railroad company, which will give bonds to that effect. The bridge will have a draw, but will be built, according to plans prepared by the best Engineers in the United States service, and will not be an impediment to navigation.

Western Union Telegraph.

From the report of the Western Union Telegraph Company for the 18 months ending December 31st last, the following analysis is made:

The total capital stock on which the company is liable for dividends is $40,359,400, subject to be increased by further exchanges of outstanding American and United States Telegraph Companies stock, as provided for in agreements of consolidation, viz., American stock, $133,800; U. S. stock, $145,600.

The bonded debt exhibits the following: bonds of the American Telegraph Co., due in 1873, $89,500; bonds of Western Union Telegraph Co., due in 1875, $4,857,300—total bonded debt December 1, 1867, $4,946,800.

The statement of income and expenses for 18 months from July 1, 1866, to January 1, 1868, (the business of December, 1867, being estimated,) shows the gross receipts to have been $10,044,868 29; working expenses, including amounts paid to other lines, rents, taxes, cost of reconstruction, &c., $6,195,424 32—net profits, $3,849,443 97.

The total net profits of 17 months up to Dec. 1, 1867, and miscellaneous profits aggregating a total of $3,684,697 15, have been applied as follows: Dividends, $1,610,421 34; interest on bonds, $439,157 48; appropriation to sinking fund for purchase of bonds of 1875, $140,000; redeemed American bonds, $53,175; redeemed bonds of 1867, $563,180; constructing new lines, $586,003 21; purchase of sundry telegraph stocks, $125,644 27; paid on account of Buffalo bond and mortgage, $10,000—total, $3,527,581 30; leaving balance unappropriated, $157,115 85, and balance on hand July 1, 1866, $17,828 94—making the balance of unappropriated profits Dec. 1, 1867, at $174,944 79.

The statement of assets and liabilities Dec. 1, 1867, show: Assets, $48,291,605 86; liabilities, $46,355,831 53. The profits used for purchasing property, profits applied to sinking fund and not yet expended, and profits on hand unappropriated, aggregate $1,945,774 38.

The estimated available surplus on January 1, 1868, is $254,944 79, the net profits of last December being set down at $180,000.

Boston and Lowell Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$398,318 39	$408,199 38
" freight	567,070 91	551,198 17
" mail	5,680 59 }	15,644 42
" expresses	13,002 19 }	
	$979,022 08	$975,041 97
Expenses, viz:		
Repairs of road	$111,986 15	$134,850 55
" equipment	131,417 88	157,399 89
" bridges	24,482 49	13,006 71
" structures	58,584 73	37,041 75
Merchandize expenses	66,812 75	68,509 53
Fuel	97,153 86	94,281 94
Wages	81,436 57	89,974 51
Taxes and insurance	52,339 43	36,241 77
Rents to other roads	43,597 30	39,316 20
Oil and waste	14,350 85	13,098 08
All other expenses	53,381 02	53,722 99
Totals	$735,493 03	$737,443 92
Net receipts	$243,529 05	$237,598 05

The income of the company from all sources during the years named have been as follows:

	1866.	1867.
Receipts, as above	$979,022 08	$975,041 97
Rents	1,141 29	1,166 27
Trustees of sinking fund	16,145 31	16,250 96
	$996,308 68	$992,459 20
Expenses	$735,493 03	$735,278 80
Interest	42,995 00	41,880 96
Dividends	146,400 00	147,000 00
Taxes	21,066 96	19,311 11
Carried to reserve fund	50,353 69	49,038 33
	$996,308 68	$992,459 20

The Reserved Fund Account at the commencement and close of each year was as follows:

	1866.	1867.
Bal. from previous year	$503,482 13	$553,835 82
Transportation account	244,248 92	239,768 17
Rents account	1,141 29	1,166 27
Accumulation of S. F.	16,145 31	16,250 96
	$765,017 65	$811,016 22
Less dividends, interest and taxes	211,181 83	574,142 07
Reserve Sept. 30	$553,835 82	$236,874 15
From this amount is to be deducted the dividend declared Dec. 9, 1867.		79,642 11
Leaving a surplus of		$157,232 04

The gross income from working the road is $3,980 11 less than in 1866; while the expenses have been $505 64 greater—making the net income $4,485 75 less.

The income from rents and from the accumulation of the sinking fund was added, on the 31st of December, 1866, to the principal of the Policies from the Massachusetts Hospital Life Insurance Company held by the Trustees of that Fund.

This fund established for the final redemption of the bonds, which will fall due in 1873, amounts to $284,678 09. It has been increased during the past year by cash payments to the Trustee, $18,300, and by its own accumulation, $16,250 96; and on the 31st Dec. it will be increased by the amount of one year's accumulation to that date.

Of the bonds due in 1873, the amount of $61,500 has been converted by the holders into stock at par in accordance with the contract in the bonds.

The balance of the interest account, the amount of dividends declared, and of stockholders' United States and State Taxes paid during the year, had been passed to the debit of "Profit and Loss" before that account was closed.

The net profits of the company, for the year, have amounted to $213,184 32; of this sum there has been paid to the stockholders $164,145 99, viz.:

Cash dividends	$147,000 00
United States income tax	7,736 84
Local taxes	9,409 15
	$164,145 99

And $49,038 33 have been added to the reserves.

The financial condition of the company at the close of each year was as follows:

	1866.	1867.
Cost of road	$2,456,140 73	$2,460,961 22
Cost of equipment	192,638 25	192,638 25
Notes receivable	154 38	154 38
Trustees of S. F.	250,127 13	284,678 09
East Cambridge flats	6,796 33	25,239 76
Fuel, materials, etc., on hand	171,186 59	144,968 43
Cash	21,489 46	38,838 92
	$3,099,132 87	$3,147,479 05
Capital stock	$1,830,000 00	$1,891,500 00
Bonds due in 1873	440,000 00	378,500 00
Scrip due in 1873		366,000 00
Bonds due in 1879	200,000 00	200,000 00
Divid'ds and coupons	3,109 55	2,417 40
Balances of accounts	2,187 50	2,187 50
Notes payable	70,000 00	70,000 00
Reserves	553,835 82	236,874 15
	$3,099,132 87	$3,147,479 05

President.—F. B. Crowninshield.

Directors.—F. B. Crowninshield, Geo. W. Lyman, J. G. Abbott, Wm. Minot, Jr., Hocum Hosford.

Treasurer.—J. Thomas Stevenson.

Superintendent.—John B. Winslow.

Blue Line.

The Blue Line commenced business January 1, 1867. The following abstract of the Report of the General Manager shows its operations for the year ending December 31, 1867:

	Tons.	Earnings.
Freight moved East	91,591	$1,609,939 16
Freight moved West	55,462	1,082,675 99
Total	147,053	$2,692,615 15
Number of tons moved one mile		137,558,819
Earnings per ton per mile, eastward		1.83
Earnings per ton per mile, westward		2.18
Average earnings per ton per mile, both ways		1.96
Per cent. of freight moved East		62.28
Per cent. of freight moved West		37.72

The freight paid to the several roads in the line has been to

Boston & Albany (late B. & W. & W.)	$240,117 85
Hudson River R. R	179,463 82
New York Central R. R.	873,674 81
Great Western Railway	658,056 47
Michigan Central R. R	647,597 35
Chicago, Burlington & Quincy R. R.	17,856 92
Chicago and Alton R. R	64,459 22
Illinois Central R. R	11,389 21
Total	$2,692,615 15

The central office operating expenses were 1.11 per cent. of the earnings. The total number of miles run by all cars, including empties, was 18,565,886.

Allowing each car to make an average of 30,000 miles for the year, the proportion of cars each company should have had in the line to have made their proper proportion of mileage would have been:

	Cars.	Now have in Cars.
Boston and Albany	54	49
Hudson River Railroad	35	37
New York Central Railroad	196	100
Great Western Railway	152	130
Michigan Central Railroad	153	154
Chicago, Burlington and Quincy	6	50
Chicago and Alton Railroad	19	25
Illinois Central Railroad	4	50
Average number required	619	593

The past year has been one of unusual variations in the traffic. At the beginning there was but little business, other than dressed hogs, or such other property as necessity compelled its movement eastward, while upon west bound merchandise there was comparatively nothing moving, so that nearly all the cars returned empty, or loaded locally from one terminal point to another. This state of traffic continued until the beginning of March, when a sudden reaction took place; east bound freight dropped off all at once, at the same time the west bound merchandise came in very largely, but with little movement of loaded cars east to meet the demand for cars to load west. Consequently the cars having been sent west empty had to be returned east again empty, to meet the demand, making three trips over the line for one earnings. The month of April brought a very much greater difference, showing the earnings on west bound to be $145,981 58, against $85,106 30 on east bound. The west bound, for the last four months of the half year, continued to exceed the east bound earnings.

It is confidently hoped that a very large traffic in lumber will be developed for the line which had to be refused the past year for want of cars.

The property carried for 1867 was: Flour, 27,733 tons; barley, 478 tons; corn in bulk, 9,706 tons; oats in bulk, 556 tons; wheat in bulk, 3,563 tons; cotton, 3,943 tons; dressed hogs, 9,474 tons; wool, 3,154 tons; provisions and merchandise, 88,442 tons; total, 147,053 tons.

Amount of earnings on freight passing over the Albany bridge during the year	$2,340,762 11
Tolls for the year	88,621 48

Per cent. of earnings, 1.43 cents.

Earnings of the different roads on freight passing over bridge during the year:

Boston and Albany Railroad	$239,696 78
Hudson River Railroad	180,240 97
New York Central Railroad	737,908 52
Great Western Railway	552,102 08
Michigan Central Railroad	644,809 88
Chicago, Burlington and Quincy R.R.	17,392 35
Chicago and Alton Railroad	58,666 19
Illinois Central Railroad	10,445 24
Total	$2,340,762 61

Grain in bulk has been carried successfully from the West to the seaboard, and to various towns and cities in the East. The building of an elevator at the terminus of the line in New York and Boston, where grain can be handled with despatch and stored, would add very much to this class of traffic. It is contemplated to build these elevators as soon as possible.

The Refrigerators are the same pattern of the "Blue Car," but painted white to reflect the rays of the sun, but built much stronger than the others, and are doubled walled, double roofed, and double floored, with iron braces running from the roof to the bottom of the car. At each end is located an ice box holding about one ton of ice. These cars to be used for carrying fresh meat, game, butter, lard, eggs, oysters, and other property liable to loss or damage during warm weather. This branch of the business is expected to increase rapidly as the public becomes more

acquainted with the advantages offered by the use of these cars.

The line enters upon the second year's business with very fair prospects of success. There are now 613 blue cars in the line, including twenty refrigerators. The business is very fair, and there is every prospect of its continuing.

Coal Trade of the United States.

The following statement, taken from the Pottsville *Miners' Journal*, will show the number of tons of coal sent to market from the different coal regions, in 1866 and 1867:

	1866. Tons.	1867. Tons.
Schuylkill Region:		
By Reading Railroad	3,425,413	*3,099,580
By Schuylkill Canal	1,297,047	1,030,235
By Mahanoy and Lehigh	323,693	439,608
From Pinegrove	21,100	†27,962
	5,067,253	4,597,385
Less Lehigh, Shamokin and Lackawanna	433,766	262,565
Totals	4,633,487	4,334,820
Lehigh Region:		
By Lehigh Valley Railr'd	1,730,475	1,948,385
By Lehigh Canal	1,066,303	1,006,604
	2,796,778	2,954,989
Less Wyoming Coal	344,218	452,935
Totals	2,452,560	2,502,054
Wyoming Region:		
Wyoming Canal, S	463,642	369,099
North Branch Canal, N	105,943	82,376
Pennsylvania Coal Co.	535,385	‡861,730
Scranton, North	433,570	515,657
" South	1,085,450	1,203,664
Delaware and Hudson Co.	1,302,894	§1,422,229
Lack. and Bloomsburg, S.	465,180	420,310
By Lehigh	344,218	452,985
Totals	4,736,282	5,328,000
Shamokin Region	557,161	485,697
Total Anthracite	12,379,490	12,650,571
Semi-Anthracite:		
Short Mountain Coal Co.	112,851	89,288
Lykens Valley Coal Co.	36,950	76,106
Summit Branch Coal Co.	70,112	127,642
Treverton	53,648	48,118
Broad Top	265,720	244,412
Totals	539,281	588,566
Bituminous:		
Cumberland Coal	343,173	384,322
Baltimore and Ohio R. R.	812,563	764,545
Imported	643,294	521,305
Totals	2,338,316	2,255,728
Add Anthracite	12,379,490	12,650,571
Total tons	14,717,806	14,906,309

The following is a recapitulation of the quantity of Anthracite coal furnished by the different regions in 1866 and 1867:

	1866.	1867.
Schuylkill Region	4,633,487	4,334,820
Lehigh Region	2,452,560	2,502,054
Wyoming Region	4,736,282	5,328,000
Shamokin Region	557,161	485,697
Totals as above	12,379,490	12,650,571
To which may be added consumption in Regions in 1867		2,000,000
Total quantity mined		14,650,571

The loss and gain in 1867 was as follows:

	Loss.	Gain.
Wyoming Region		591,718
Schuylkill	298,667	
Lehigh		49,494
Shamokin	71,464	
	370,131	641,212

—showing the total gain of Anthracite in 1867, to have been 271,081 tons; from which deduct loss in Semi-Bituminous and Bituminous, 82,578 tons—making the whole increase for the year, 188,508 tons.

The following statement will show the shipments from the Schuylkill, Lehigh and Wyoming Regions since 1860:

	Schuylkill.	Wyoming.	Lehigh.
1860	3,271,511	2,941,817	1,821,674
1861	2,697,489	3,055,140	1,738,377
1862	2,890,598	3,145,770	1,851,054
1863	3,433,265	3,759,610	1,894,713
1864	3,642,218	3,960,836	2,054,669
1865	3,735,802	3,256,658	2,040,913
1866	4,633,487	4,736,282	2,452,560
1867	4,334,820	5,328,000	2,502,054

The whole supply of coal for 1867 in the United States, is estimated as follows:

	Tons.
Supply of Anthracite sent to market (official)	12,650,571
Semi-Bituminous and Bituminous in table (official)	2,255,738
	14,906,309
Consumed in the different Anthracite Regions, (estimated)	2,000,000
	16,906,309
Bituminous mined and consumed in the United States not embraced in our tables (estimated)	8,893,691
Making the whole supply of coal mined in the United States in 1867	25,800,000

Of the supply of anthracite mined, amounting to 14,650,571 tons, there were upwards of 5,000,000 tons, more than one-third, that did not reach the sea-board, but was consumed in the Coal Regions, sent to the interior, and on the lines of the different carrying companies. The consumption in the valley of the Schuylkill, and on the line of the Lehigh leading from Mauch Chunk to Bristol, was upwards of 2,000,000 tons, as follows:

	Tons.
On the line of the Schuylkill	1,107,826
Between Mauch Chunk and Bristol	912,325
	2,020,159

Central Railroad of New Jersey.

The quantity of coal transported over the Central Railroad of New Jersey in 1867, was as follows:

	Tons.
Lehigh coal	513,383
Lackawanna	854,520
Total	1,367,903

Of the above quantity 113,692 tons Lehigh, and 10,852 Lackawanna, in all 124,544 tons, were consumed on the line; the balance reached Elizabethport and Port Johnson.

The quantity transported in each year since 1860, has been as follows:

	Lehigh. tons.	Lackawanna. tons.	Total. tons.
1860	263,885	590,862	854,647
1861	254,367	568 869	823,235
1862	311,296	502,375	816,671
1863	435,729	613,954	1,049,683
1864	474,221	675,743	1,149,964
1865	509,619	494,687	1,004,306
1866	511,076	779,173	1,290,249
1867	513,383	854,520	1,367,903

Morris Canal.

The following is a statement of the amount of coal which entered the Morris Canal in each year since 1860.

	—Lehigh coal from— Canal tons.	Railroad tons.	Total. tons.	Scranton Coal. tons.	Total. tons.
1860	276,947	.....	276,947	127,517	404,464
1861	272,616	1,401	274,017	140,922	414,939
1862	106,431	45,738	152,169	172,128	324,297
1863	208,397	48,234	256,631	145,815	402,446
1864	194,097	37,644	231,745	151,122	382,866
1865	217,814	74,171	291,984	124,204	416,189
1866	205,351	112,790	318,141	141,034	459,175
1867	171,266	107,206	278,472	146,359	424,831

The total amount which entered the canal since 1845 was 6,007, 958 tons, of which 4,826,662 was Lehigh, and 1,355,036 tons Scranton.

Delaware and Hudson Canal Co.

The quantity of coal mined and forwarded by this company in 1867, was 1,507,487; in 1866, 1,391,674—an increase of 115,813 tons. In 1865 the amount carried was 812,094; and in 1864, 886,841 tons.

Lehigh Coal and Navigation Co.

The total tonnage of the Lehigh Canal (Coal) in 1867 was as follows:

	Tons.
Consumed on line of Lehigh Canal	67,340
Passed into the Del. Div. Canal	767,998
" Morris Canal	171,266
	1,006,604

The Coal passed into the Del. Div. Canal was distributed as follows:

Consumed on line of Del. Div. Canal	43,764
Passed into Del. and Raritan Canal	472,751
Passed through to Bristol	251,483
Total, as above	767,998

Philadelphia and Reading Railroad.

Amount of coal received from various lateral railroads in Schuylkill coal region:

	1866.	1867.
Schuylkill Valley Railroad	129,679	115,094
Mill Creek	292,726	249,582
Mahanoy and Broad Top Mountain Railroad	1,110,080	1,228,991
Total at Port Carbon	1,532,495	1,593,667
Mt. Carbon R. at Mt. Carbon.	42,513	34,682
Mine Hill and Schuylkill Haven Railroad at Schuylkill Haven	1,168,786	863,624
Schuylkill and Susquehanna Railroad at Auburn	146,667	132,123
Little Schuylkill Railroad at Port Clinton	534,952	485,484
	3,425,413	3,099,580
Bituminous and anthracite from Harrisburg	289,271	847,246
Total tons of 2,240 lbs.	3,714,684	4,446,826

* The whole quantity of Coal transported over the Philadelphia and Reading Railroad in 1867 was 3,446,826 tons. Of this quantity 347,246 tons were principally Bituminous Coal, received at Harrisburg, and a small quantity of Anthracite, reported in the tables.

† The whole coal trade of Pinegrove was 157, 817 tons. The balance is reported in the Reading Railroad tonnage.

‡ Of this quantity 21,170 tons were sent *via* Delaware and Hudson Canal.

§ Of this quantity 88,435 tons was coal belonging to the Union Coal Co., and 21,170 for the Penn. Coal Co,

SCHUYLKILL NAVIGATION CO.

The number of tons of coal transported by this company in 1867 was 1,030,235; in 1866, 1,297,046. Of these amounts there were sent to Philadelphia and vicinity in 1867, 336,364; and in 1866, 362,279 tons; to New York and vicinity in 1867, 465,261; and in 1866, 701,120 tons.

LITTLE SCHUYLKILL RAILROAD.

The quantity of coal transported over this road for the different operators in 1867, was 549,097 tons; in 1866, 617,278 tons; and in 1865, 585,534 tons.

LEHIGH AND MAHANOY RAILROAD.

The quantity of coal sent from Schuylkill County on this road, in 1867, by the different operators was 443,916 tons; in 1866 the quantity sent was 328,693 tons.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

The quantity of coal transported over the Schuylkill and Susquehanna Railroad in 1867, is as follows:

	East.	West.	Total.
From Pinegrove	129,856	27,962	157,818
" Dauphin, West	.....	.....	92,379
" Auburn, West	.....	.....	7,472
Total, 1867			257,669
" 1866	146,733	21,100	200,437
" 1865	168,296	18,458	186,754
" 1864	191,391	24,584	240,057
" 1863	189,254	48,449	237,703
" 1862	146,095	53,842	199,937
" 1861	101,523	91,820	193,343
" 1860	94,975	14,718	109,693

This road is now owned and worked by the Reading Railroad Company.

MORRIS AND ESSEX RAILROAD.

This is a new competitor for carrying coal from the Lehigh and Wyoming Regions. It connects at Easton with the Lehigh Valley Railroad, and will also connect with the Lehigh Navigation Company's road at Easton as soon as completed. Its terminus is at Hoboken, opposite New York. The grades are not so favorable as those on the New Jersey Central road, but it traverses rich manufacturing districts. The trade only commenced in March, and was small during the first three months. The amount sent in 1867, was 229,970 tons.

SHAMOKIN COAL TRADE.

The quantity of coal sent to market by the different operators in 1867, was 485,697 tons—distributed as follows:

	Tons.
Eastward, by Mine Hill and Reading Railroads	212,763
Eastward, by M. H. and Schuylkill Canal	49,440
Eastward, by Lehigh and Mahanoy R. R.	4,309
Southward, by Northern Central Railway and Pennsylvania Railroad	100,861
Southward, by canal, Sunbury inclusive	66,751
Westward, by Philadelphia and Erie R. R.	51,573
Total	485,697

LEHIGH VALLEY RAILROAD.

The coal carried on this road in 1867, was received from the following points:

	Tons.
Beaver Meadow Region	473,202
Hazleton Region	775,053
Mahanoy "	426,965
Wyoming "	273,165
Total	1,948,388
Total in 1866	1,730,475
" 1865	1,402,277

LEHIGH COAL TRADE.

The quantity of coal sent to market from the Lehigh Region by the different operators in 1867 was: by railroad, 1,243,712; by canal, 782,561—total, 2,026,273 tons. The amount sent in 1866 was 2,159,441 tons.

BELVIDERE DELAWARE RAILROAD.

The quantity of coal transported over this road in 1860 was 146,308 tons; in 1861, 145,907; in 1862, 129,452; in 1863, 130,494; in

	Through.	Way.	Total.
1864	161,278	18,095	174,323
1865	202,781	11,585	214,345
1866	174,508	13,554	188,062
1867	269,738	18,583	288,321

The Camden and Amboy Company are erecting extensive shipping wharves at Perth Amboy, and the trade by this route we learn will be largely increased.

LOCUST MT. COAL AND IRON CO.

The quantity of coal sent from the several collieries on the lands of this company in 1867, was 457,652 tons; in 1866, 494,340 tons; in 1865, 366,997 tons.

NORTH PENNSYLVANIA RAILROAD.

The quantity transported over this road in the years named, has been:

	Tons.		Tons.
1860	91,327	1864	123,475
1861	98,389	1865	129,695
1862	103,947	1866	141,841
1863	113,680	1867	140,827

EAST PENNSYLVANIA RAILROAD.

The quantity transported over this road since 1860, has been as follows:

	Tons.		Tons.
1860	11,030	1864	9,341
1861	10,622	1865	8 845
1862	6,667	1866	10,050
1863	9,526	1867	6,441

SCHUYLKILL REGION.

The quantity of coal mined and sent to market from the Schuylkill Region in 1867, was 4,454,015 tons. The number of operators engaged in the business was 108, and the number of collieries, 103. The average production of each colliery was 32,511 tons. In 1866 there were 118 operators, and 152 collieries. The quantity of coal sent to market in that year was 4,476,607 tons.

Of the 4,424,086 tons mined and transported on the laterals roads in the Schuylkill Region in 1867, 42 firms with 64 collieries, produced 3,286,429 tons, an average of 51,350 tons to each colliery.

SCHUYLKILL COUNTY LATERAL ROADS.

The following is the tonnage of the Lateral Railroads in Schuylkill County for the years 1866 and 1867:

	1866.	1867.
Mine Hill and S. Haven	1,821,498	1,395,785
Mill Creek	404.782	340,459
Mahanoy and Broad Mt.	1,278,432	*1,400,000
Schuylkill Valley	285,047	228,884
Mount Carbon	86,939	66.873
Little Schuylkill	617,278	549,097
Lorberry Creek	120,153	121,743
Swatara	45,281	41,927
	4,659,411	4,144,769
Lehigh and Mahanoy	323,693	439,608
	4,983,004	4,584,377
Union Canal	165,434	163,670

* Not Official.

The coal that passed over the Union Canal Railroad was received from the Lorberry Creek and Swatara roads. All the coal from the Mahanoy and Broad Mountain Railroad passed over the Mill Creek Railroad also, making the tonnage of that road about 1,878,432 tons.

In addition to the coal tonnage of the Mill Creek Railroad, 5,103 tons of black band iron ore were transported over the road in 1867.

MAHANOY AND LOCUST MT. COAL.

The quantity of coal sent from the Mahanoy and Locust Mountain Coal Fields in 1867, was 2,750,161 tons; in 1866, 2,508,621 tons—increase, 241,540 tons.

BLOSSBURG AND BARCLAY COAL TRADE.

The number of tons of coal sent to market annually since 1861, has been as follows:

	Blossburg.	Barclay.
1861	112,713	40,835
1862	179,334	52,779
1863	226,183	54,116
1864	353,124	62,000
1865	394,631	68,463
1866	411,759	99,453
1867	481,318	74,739

The total shipments to close of 1867, have been: Blossburg, 3,015,214 tons; Barclay, 541,577.

COAL TRADE OF THE LINE.

The trade of the line between Pottsville and Philadelphia and on the Lebanon Valley Railroad, was as follows in the last 8 years:

	Railroad.	Canal.	Total.
1860	385,860	223,017	608,887
1861	278,647	156,673	435,320
1862	416,856	129.060	545,916
1863	548,755	122,834	671,589
1864	634,074	114,364	748,448
1865	659,379	87,250	746,629
1866	836,598	174,407	1,010,905
1867	935,694	172,132	1,107,826

Of the above tonnage 1,021,123 tons were delivered at the following points on the line where there are iron works:

	Railroad.	Canal.	Total.
Leesport	2,682	16,461	19,143
Hamburg	5,831	7,074	12,905
Reading	188,461	45,844	234.305
Birdsboro'	10,508	7,547	18,055
Douglassville	12,827	7,249	20,176
Pottstown	33,506	1,429	34,935
Phœnixville	88,639	862	89,501
Norristown	138,331	5,605	143,936
Conshohocken	14,965	19,794	34,759
Spring Mills	.....	15,846	15,846
Swede's Furnace	18,256	.....	18,256
Manayunk Falls, Nicetown, Germantown & Belmont	214,412	24,321	258,738
Robesonia	17,550	.....	17,550
Sinking Springs	57,825	.....	57,825
Lebanon	80,199	.....	70,198
			1,021,123
Supply to these points in 1866			897,939
Increase in 1867			123,184

QUANTITY SENT TO PHILADELPHIA.

The quantity of coal sent to Philadelphia by railroad and canal, from 1860 to 1867, has been as follows:

	Railroad.	Canal.	Total.
1860	305,819	495,084	800,903
1861	273,478	473,965	747,488
1862	316,631	290,583	607,214
1863	388,352	237,563	625,915
1864	373,070	307,430	680,500
1865	380,233	296,925	677,158
1866	475,189	421,525	896,714
1867	389,933	336,364	726,297

Showing a falling off of 170,417 tons in 1867.

The receipts of coal at Port Richmond were as follows, since 1860:

	Tons.
1860	1,186,477
1861	909,112
1862	1,825,400
1863	2,128,154
1864	2,058,423
1865	2,051,202
1866	2,402,897
1867	2,121,199

The loss and gain for 1866 and 1867, at the following points, we sum up as follows:

	1866.		1867.	
	Loss.	Gain.	Loss.	Gain.
On the line		238,134	.....	109,928
At Philadelphia		219,556	170,417	.....
At P. Richmond		351,695	282,698	.....
Eastern trade by canal		109,448	275,859	.....
		918,839	728,974	109,928
			109,928	
			619,046	

Loss at these points in 1867, 619,946 tons, against a gain of 918,839 in 1866. The only increase is on the line, where the consumption reached 1,107,826 tons in 1867.

BROAD TOP SEMI-BITUMINOUS COAL TRADE.

The amount of coal mined and sent to market in 1867 from the collieries of the Broad Top Semi Bituminous coal region was 244,412 tons; in 1866, 265,720—decrease, 21,308. In 1865 the amount sent was 315,996 tons.

CUMBERLAND COAL TRADE.

The quantity of coal sent to market from the Cumberland Region in 1866 and 1867, was as follows:

	1866.	1867.
By Baltimore and Ohio R. R.	812,565	764,545
By canal	343,176	384,822
	1,155,741	1,149,367
	1,149,367	
Decrease in 1867	6,374	

PENNSYLVANIA CANAL COAL TRADE.

The quantity of coal transported on the Pennsylvania Canal in 1867 was 431,821 tons.

This coal, except a portion of Bituminous, is all embraced in the other tables.

IMPORTS OF COAL INTO BOSTON.

The imports of foreign and domestic coal at the port of Boston for nine years have been as follows:

	Foreign. Tons.	Domestic. Tons.
Great Britain	13,991	.....
Provinces	103,419	.....
Philadelphia	.....	435,061
Alexandria	.....	747
Baltimore	.....	75,651
Other places	.....	168,762
Total, 1867	117,440	680,221
" 1866	159,380	676,375
" 1865	209,225	538,977
" 1864	188,786	516,666
" 1863	180,445	589,921
" 1862	157,285	477,580
" 1861	130,687	508,815
" 1860	138,895	584,408
" 1859	110,210	570,325

IMPORTATIONS AND EXPORTATIONS OF COAL.

The quantity of foreign coal imported into the United States for the fiscal year ending June 30, 1867, was 521,305 tons, valued at $1,455,044. It was derived as follows:

	Tons.	Value.
British Provinces on Atlantic (Bit.)	338,337	$855,007
British Provinces on Atlantic (other)	115	682
All other countries (Bit.)	182,774	599,263
" " (other)	39	142
	521,305	$1,455,044

Average price at shipping port, $2 77 per ton.

EXPORTATIONS OF COAL.

	Tons.	Value.
Anthracite	192,912	$1,333,457
Domestic Bituminous	92,189	512,742
Foreign Bituminous	1,657	15,329
	266,758	$1,861,528

Average price at shipping point $6 49 a ton.

The Producing Interests.

The signs of the times look somewhat propitious, as though a better day was dawning to dispel the gloom that is hanging over the depressed and overburdened industries of the nation. There is deficiency of production, and a still greater deficiency threatened, while non-producing capital, viciously employed, has been going on perfecting its arts and processes by which the productive industries of the country have been literally robbed.

The issue is being raised in a most distinctive form between producing and non-producing capital. Mr. Sherwood, who has announced himself as a candidate for the Presidency, is taking the lead. In connection with his great scheme for a National system of *Equal Rights, Equal Speed, Cheap Freight Railways*, he has taken the appeal to the producing interests. If we mistake not, his appeal will be regarded by the people with that friendly consideration which all public benefactors deserve.

Mr. Sherwood takes the ground that the producing interests have the right to control the policy of the Government, and that no others have the moral right to speak, except as they may speak in behalf of these interests. This is high ground, and if sustained by the popular power, our condition, industrially, financially and commercially, will be rapidly improved.

It is not the province of our JOURNAL to engage in Party Politics, but on the contrary, to do what we can in the encouragement and advocacy of every improvement that is calculated to promote the material prosperity of the whole country. It will ever be our pleasure to speak well of the efforts of any man, or class of men who aim at the accomplishment of the greatest public good.

ANNUNCIATION

TO THE PUBLIC:

I hereby announce myself as a candidate for President of the United States for the next term. In this annunciation, I wish it understood, that I offer myself as an earnest representative of the material interests of the Nation. Under the existing condition of public and private embarrassment, I deem it indispensable that the administration of the Government should be formed, and its policy be controlled by the producing interests.

My position, in general terms is simple. First, as the foundation of true Republican Government, the natural rights of every human being must be maintained inviolate; and further, the means to protect and maintain these rights should be accorded through the ballot. I regard this as the only peaceable means that can be devised in order to resist the aggressions to which the feebler classes of society have been exposed in all ages of the world. No thoroughly beneficent statesmanship has ever transpired, and never will take place, until the warfare of class upon class shall have been ended, and man shall have been made the equal of his fellowman in all that pertains to protected citizenship.

In connection with this first duty of maintaining the rights of the citizen, material statesmanship is more than ever before demanded. The country cannot afford to forego its claims and necessities for increased production to accommodate the managers of parties where the object is little else than the distribution of office. I desire to speak plain. A little time since military talents were required for a vigorous prosecution of the war. Our people and Government honored, promoted and sustained the brave men who went to the field, and submitted to such self imposed sacrifices as have scarcely a parallel. We have come to the time when the sacrifices and damages of war, and the embarrassments resulting from them must be remedied, if at all, by calling into the foreground the statesmen and public economists of the country. There is a fitness of things that should be observed. To give preference to military prestige, unless in connection with known skill and knowledge in what appertains to the promotion of our material interests, would be just as inappropriate as it would have been to have called an inexperienced civilian to the command of the Army of the Potomac.

The producing interests of the United States are entitled to designate the candidate. No others have the right to speak, except as they may speak in behalf of these interests. I call upon these interests to assert their rights, as well as to exercise their power. When the great producing interests of the country shall have concentrated on a candidate more able than myself, and equally devoted to their prosperity, my humble name will be withdrawn, and such candidate will receive from me a support as cordial as I deem it important on the part of others.

I take this method of earnestly inviting the people to bring their Governments, State and National, and every department thereof, to the side, and to the support of the producing interests of the country.

Respectfully submitted,

LORENZO SHERWOOD.

Washington, January 7, 1868.

Idaho, Oregon and Puget Sound Railroad.

The bill to incorporate this company proposes to vest in Sidney Dillon, T. C. Durant, Brigham Young and others, and their successors, the power to build a railroad from a point on the Union Pacific, between Green River and 118° 30′ West longitude, north to Snake River Valley; thence northwesterly to Columbia River Valley; thence to Portland, Oregon; and thence to Puget Sound. The company asks for every alternate section of public, non-mineral lands, to the amount of twenty alternate sections per mile on each side of the railroad line, to be granted whenever any twenty miles are built; and also for U. S. bonds, payable in legal tender, to the amount of $16,000 per mile through plains, and $32,000 through mountain routes, for which a second mortgage to the United States shall be given on the entire road. The same grants are to apply to a branch road, not to exceed 300 miles in length, connecting said road with Montana.

☞ The Wilmington (Del.) *Commercial* says the Delaware R. R. Co. are about to procure legislation in Maryland to allow them to extend a branch road from Townsend, on the Delaware road, in New Castle Co., to Massey's Cross roads, in Kent County, Md. From this point the Kent County road is to be built to Kennedyville, and thence to Chestertown, the county seat of Kent.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St. Louis..... 100	125,000	J. A. J & O	Oct. '67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '67 3½
Baltimore and Ohio..... 100	16,157,962	A. & O.	Oct. '67 4
Do. Washington Br. 100	2,380,000	A. & O.	Oct. '67 5
Baltimore City Passenger....	670,000	----------	Jan. '68 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug. '67 3
Belvidere Delaware..... 100	997,112	----------	----------
Berkshire*..... 100	600,000	J. A. J & O	Jan. '68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun. '67 2½
Boston, Concord & Mont..100	459,300	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov. '67 3
Boston and Lowell..... 500	1,830,000	J. & D.	Dec. '67 4
Boston and Maine..... 100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '68 5
Boston and Worcester 100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buff., New York & Erie*.100	860,000	M. & N.	N'v '67 5½
Buffalo and State Line 100	2,200,000	F. & A.	Feb. '68 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	O. '67 4½
Camden and Amboy..... 100	6,842,200	F. & A.	Feb. '68 5
Camden and Atlantic, pref. 50	600,000	----------	----------
Cape Cod Branch 50	721,926	J. & J.	Jan. 68 3½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	A. & O.	Oct. '67 3½
Cayuga & Susquehanna.* 50	589,110	----------	Jan '68 4½
Central of Georgia..... 100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey.... 100	13,000,000	J. A. J & O	Oct '67 2½
Central Ohio..... 100	400,000	J. & D.	Dec. '67 3
Do. pref.....	----------	J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	----------	Ap. '67 2½
Charlotte & S Carolina.... 100	1,201,000	----------	----------
Chemung*..... 100	380,000	----------	Dec '67 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton..... 100	3,886,643	M. & S.	Sep. '67 5
" " pref..100	2,425,576	M. & S.	Sep. '67 5
Chicago, Burl. & Quincy - 50	10,198,010	M. & S.	Sep' 67 25
Chicago and Gt. Eastern..100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan. '68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western.....100	13,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton..... 100	3,129,100	A. & O.	Oct. '67 5
Cincinnati City Passenger....	----------	J'n & J'ly	Jan. '68 $2
" Street " "	----------	J. & J.	Jan. '68 $2
Cincinnati and Zanesville. 50	1,600,350	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb. '68 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov. '67 4
Cleve., Painsv. & Ashta.... 100	6,000,000	J. & J.	J'n. '68 3½
Cleveland and Pittsburg... 50	5,403,911	----------	Sep. '67 5
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n. '68 3½
Col. & Indianapolis Cen...100	4,000,000	J. A. J & O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '67 5
Concord..... 50	1,500,000	M. & N.	Nov. '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. '68 5½
Coney Island & Brooklyn.100	800,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River..... 100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,900	----------	----------
Dayton and Michigan*....100	2,384,941	----------	----------
Delaware..... 50	466,132	J. & J.	Jul. '67 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '67 5
Des Moines Valley..... 100	1,550,050	----------	----------
Detroit & Milwaukee..... 100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec. '67 7
Eastern (Mass.)..... 100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.)..... 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400	----------	----------
East Tenn. and Georgia....100	----------	----------	----------
East Tenn. and Virginia....100	----------	----------	----------
Eighth Avenue (N. Y.) ... 100	1,000,000	J. A. J & O	Jul. '67 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Au. '67 3½
Elmira & Williamsport.... 50	500,000	M. & N.	N'v. '67 2½
Do. do. pref. 50	500,000	J. & J.	Jan. '68 3½
Erie Railway 100	18,570,100	F. & A.	Feb. '68 4
Do. pref..... 100	8,538,700	Annual.	Jan. '68 7
Erie & North East*..... 100	600,000	F. & A.	Feb. '68 5
Evansville & Crawfordav.100	1,142,834	----------	----------
Fitchburg..... 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester ...100	247,800	J. & J.	Jan. '68 3
Flint and Holly 100	----------	M. & N.	M'y '67 5
Forty-Sec. St. & G. St Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw. (Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr. '67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	J. & J.	Jan. '68 4
Great Western (Ca.).....	16,802,745	----------	----------
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J. A. J & O	Jan. '68 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do. pref.100	5,253,830	----------	----------
Hanover Branch 50	116,850	M. & N.	Nov. '67 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,060	F. & A.	Aug. '67 3
Huntingdon & B'd Top ... 50	494,330	----------	----------
" " pref. 50	190,750	J. & J.	Jul. '67 3½
Illinois Central..... 100	23,386,450	F. & A.	Feb. '68 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind.... 100	2,060,000	J. & J.	Jan. '68 -
Joliet and Chicago*..... 100	1,606,900	J. A. J & O	Oct. '67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1,325,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	3,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,784,100	J. A. J & O	J'n. 68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan. '68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov. '67 3
Little Miami..... 50	3,572,400	J. & D.	D'c. '67 4½
Little Schuylkill* 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F. M. A. N.	Aug. '67 2
Long Branch & Sea Shore ..	95,194	----------	----------
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul. '67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 5
Louisville and Nashville..100	5,500,000	F. & A.	Aug '67 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western..... 100	1,500,000	----------	Jan. '68 4
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central..... 100	1,600,880	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '67 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	5,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '62 4
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston)..... 100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 2½
" " guaranteed.100	787,700	F. & A.	Aug. '67 5
Middlesex (Boston)..... 100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug. '67 6
Milw. & Prairie du Chien,....	----------	----------	----------
" " " 1st pref 100	3,062,000	Annual.	Feb. '68 8
" " " 2d pref..100	1,014,000	Annual.	Feb. '68 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	----------
" " " pref..... 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N.	Nov. '67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck..... 100	1,100,000	F. & A.	Feb. '68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '68 4
New Haven & N. London..100	738,588	----------	----------
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey..... 100	5,000 000	F. & A.	Feb. '68 5
New London Northern.....100	895,000	M. & S.	Sep. '67 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central..... 100	26,530,000	F. & A.	Feb. '68 3
New York and Harlem..... 50	4,255,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N. Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue..... 100	797,400	----------	----------
North Carolina..... 100	4,000,000	----------	----------
Northern Central 50	4,518,900	F. M. A. N	Nov. '67 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh,.100	3,067,400	J. & D.	Dec. '67 4
Northern of N. Jersey 100	158,800	----------	----------
North Missouri 100	2,369,307	----------	----------
North Pennsylvania..... 50	3,159,150	----------	F'b. '68 5½
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug. '67 4
Pacific of Missouri..... 100	3,581,000	----------	----------
Panama..... 100	7,000,000	J. A. J & O.	Jan. '68 6
Paterson and Ramapo..... 100	248,600	J. & J.	Jan. '68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov. '67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,386,500	----------	----------
Philadelphia and Erie*..... 50	5,059,450	----------	Jul. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,700	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor't'n 50	1,507,886	A. & O.	Oct. '67 5
Phila. and Trenton*..... 100	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	160,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	2,794,623	----------	----------
Pittsb., Ft. W. & Chicago.100	9,940,987	J. A. J & O	Jan. 68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	1,000,000	----------	Aug. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec. '67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '68 4
Reading and Columbia 50	665,019	----------	----------
Rensselaer and Saratoga ..100	500,000	A. & O.	Apr. '67 2
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,500	----------	----------
Rockport 100	58,400	----------	Nov. '67 2
Rome, Watert. and Og'nb..100	2,335,508	J. & J.	Jan. '68 5
Rutland and Burlington...100	2,233,376	----------	----------
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati..100	2,089,000	----------	----------
" " pref.100	398,078	M. & N.	Nov. '67 3
Sand., Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R....100	1 020 000	----------	----------
Saratoga and Whitehall*..100	500,000	A. & O.	Apr. '67 2
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St. (Ph.) 50	293,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jul. '67 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au. '67 2½
Sixth Avenue (N. Y.) 100	750,000	----------	Nov. '67 5
South Carolina 100	2,819,275	----------	----------
South Shore 100	250,685	----------	----------
South Western, Georgia....100	3,203,400	F. & A.	Aug. '67 4
Southern Mississippi..... 100	1,000,000	----------	----------
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 180	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '68 5
Third Avenue (N. Y.)....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston..... 100	607,111	----------	----------
Troy and Greenbush*..... 100	274,400	J. & D.	Jun '67 3½
Troy, Salem and Rut'l'd*..100	800,000	A. & O.	Apr. '67 2
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific..... 100	----------	----------	----------
Union Pacific (E. D.)..... 100	----------	----------	----------
Union Pacific (Cent. Br.)..100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River..... 100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*..... 100	2,250,000	J. & D.	Dec. '67 4
Vermont Central..... 100	3,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n. '68 1½
Vermont Valley..... 100	516,164	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee....100	3,452,815	----------	----------
Western (Mass.)..... 100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	----------	----------
West Jersey 100	731,950	----------	Feb. '68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester..... 100	1,130,470	----------	----------
Wilm. and Weldon..... 100	1,340,278	----------	----------
Worcester and Nashua ... 75	1,141,900	J. & J.	J'n. '68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec. '67 3
Chesapeake and Ohio 25	8,228,596	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug. '67 4
Delaware and Hudson..... 100	10 000,000	F. & A.	Feb. '68 3
Delaware and Raritan..... 100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,900	----------	----------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 100	1,025,000	F. & A.	Feb. '67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb. '68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67 6
" " (pref.) 50	2,888,805	F. & A.	Feb. '67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50		----------	----------
W. Branch and Susq..... 50	1,160,000	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,600,000	MJS&D.	Dec '67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec. '67 3
Union Navigation..... 100	4,800,000	MJS&D.	Dec. '66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec. '66 4
Butler Coal..... 25	500,000	J. & D.	Dec. '67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J. A. J. O.	Oct. '67 2½
Pennsylvania Coal 50	3,200,000	F M A & N	Aug. '67 5
Roaring Brook Coal.....	200,000	J. A. J. O.	Oct. '67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	----------	Dec '67 2½
Adams Express..... 100	10,000,000	F M A & N	Nov. '66 2
American Express 100	9,000,000	F M A & N	Nov. '66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec. '66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single t'k.	Length. In progress, or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	—	87
30 Nov.'66	5.13	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,840	44,203	7	—	54½
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	—	93½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	—	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,539	200,000	50,000	50,032	164,742	5,258	—	—	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	—	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.62	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	752,414	113,472	—	—	60
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	167,176	11,437	—	—	45
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	—	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	—	—	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	—	—
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	—	30½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	87,300	83,000	—	—	9,628	1,991	6	—	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	—	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	—	85½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	—	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,900	—	—	3,720	3,255	4	—	—
30 Nov.'66	11.00	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,350	40,000	—	46,365	1,841	—	—	—
30 Sep. '66	26.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	—
30 Sep. '66	10.76	—	—	—	38	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,266	23,408	8	100	—
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	—
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	158,414	99,850	80,000	72,872	27,901	7,567	—	100	—
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	—
30 Sep. '66	67.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	—	1,051494	356,656	12	10	—
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,666	—	100	—
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	—
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	—	8,667	4,562	—	—	—
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,008,489	970,000	550,000	21,303	535,008	127,893	2½	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	143,000	36,545	123,014	loss.	—	100	—
30 Sep. '66	23.28	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	—
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	—	—	—	—	—	—	—
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	—	726,724	61,207	9	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	280,000	2,698	227,662	68,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	—
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	—	—	(Completed	Sept.,	1867.)	—	—	—	—
30 Sep. '66	12.20	—	—	50	—	Ninth Avenue	445,296	797,320	112,000	—	73,276	loss.	—	100	—
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	—
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	—	100	—	South Brooklyn & Berg. St.	—	—	—	—	—	—	—	—	—
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,230000	70,000	1,000063	260,333	12	100	—
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	—	—	(Leased.)	—	—	—	—
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	—	—	(no report.)	—	—	—	—	—	—
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,440	14,355	—	—	—
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	60,000	12,000	—	15,850	390	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	8	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	8	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	148,111	61,063	20	50	—
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	—
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	40
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	26,294	294,683	121,721	20	—	27
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	27
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,958	150,000	100,000	—	166,792	51,984	16½	50	80
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct. '66	19.00	—	390	66	11	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	11
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	1½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & M. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,388	100,000	17,000	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,256	255,000	140,000	31,255	191,825	61,822	—	50	—
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	28,058	16	50	—
31 Oct. '66	2.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	—
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)	—	—	50	—
31 Oct. '66	19.35	—	485	72	4	Second & Third st. (Phila.)	486,823	389,007	114,200	41,229	407,923	131,588	50	50	72
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	13
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'n F.)	250,253	250,157	—	—	101,996	28,491	8	50	26
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	66
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	—	994,950	—	—	128,955	45,196	2	50	18½
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	37
31 Oct. '66	8.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	60
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	—
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,000	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,068	—	—	20
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec '62	3.62	—	—	—	—	Pendleton & 3d st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway 1st Mortgage	25,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	496,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg: 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	100,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1860	107
Frankford and Philadelphia: 1st Mortgage	80,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville, Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage (road)	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose: 1st Mortgage (unamed)	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. (Winter St. Br.)	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	5,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1870	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	38,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,800	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	100
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1868.					
Loan of Jan. 28, 1847 registered	14,690,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	138
Texas Indemnity, of Sep. 9, 1850 coupon	162,811	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	108
" " " coupon		5	" "	1874	109½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	117
" " " coupon		5	" "	1871	121
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	110½
" " " coupon		6	" "	1881	110½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	204,246,800	6	Jan & July.	1881	111½
" " " coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) registered	1,373,804,750	6	May & Nov.	1882	108½
" " " (5-20s) coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	105
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	105½
" " " (5-20s) coupon		6	" "	1885	109½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	105½
" " " (5-20s) coupon		6	" "	1886	107½
" " 3d series (5-20s) registered		6	" "	1887	106
" " " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	177,907,800	5	Mar. & Sept.	1904	104
" " " (10-40s) coupon		5	" "	1904	104
Pacific R. R. Bonds (currency)	20,713,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	238,268,450	7.3	June & Dec.	1868	107½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107½
Matured Debt not presented	15,708,829	---	presentation.	----	----
Gold Certificates of Deposit	20,104,580	---	presentation.	----	----
Coupon Interest Notes 1864 '65	46,244,780	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,159,127	---	----	----	----
Three per cent. certificates	23,265,000	---	----	----	----
Fractional currency	31,597,584	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	163,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July	1876	----
" — " " (") "	698,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1881	----
" —*" " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	128
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99½
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	72-'74	79
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July	1886	----
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	67
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99
" — " " " registered	1,229,647	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,258	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1868	----
" — " " "	3,829,936	5	" "	1866	99½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	150,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	640,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	2,000,000	6	various.	1886	----
" — " " (New) "	892,500	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,432,500	6	June & Dec.	1880	99½
Maryland—State Bonds (Balt. & Susq. R. R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt. and Ohio R. R.)	24,000	5	" "	1856	----
" — " " (C. and O. Can.) sterl.	1,105,107	5		1889	----
" — " " (R. R. various) "	120,000	5		1889	----
" — " " (") currency.	159,974	5		'89-'90	----
" — " " (B. & O. R. R.) sterl.	2,277,339	5		1890	----
" — " " (C. and O. Can.) "	3,259,816	5		1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	----
" — " " (Balt. & Susq. R. R.)	1,000,000	6		1870	101
" — " " (Bounty)	601,000	6		1870	100
" — " " (Ches. & Ohio Can.)	30,000	6		1874	100½
" — " " (Balt. & Susq. R. R.)	429,088	6		1885	----
Massachusetts—Funding Loan	15,000	6		1890	----
" — " "	21,000	5	June & Dec.	1868	----
—General Statutes Loan	150,000	5	" "	1870	----
—Funding Loan	17,000	5	Jan. & July.	1870	----
—S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
—Back Bay Land Loan	220,000	5	May & Nov.	1882	----
—Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
—Funding Loan	75,000	6	June & Dec.	1868	----
— " " "	172,000	6	" "	'70-'72	120½
—Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
—Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
—Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
—Coast Defense Loan	848,000	5	" "	1883	105
—Bounty Fund Loan	200,000	5	" "	1893	102½
— " " "	4,379,500	5	May & Nov.	1894	105½
— " " " sterling	3,996,000	5	" "	1894	----
—Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
— " " "	2,150,000	6	" "	'74-'76	116
—War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	104
—Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
—Eastern R.R. Loan	275,000	5	Jan. & July.	69-'71	----
—Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
—Troy and Greenf'd R.R.	986,500	5	" "	'91-'93	----
— " " (stg.)	554,186	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93½
—Renewal Bonds	216,000	6	" "	1878	----
—Two Million Loan Bonds	1,750,000	6	" "	'78-'83	----
— " " "	250,000	7	" "	1868	----
—War Loan Bonds	1,111,500	7	" "	1886	100
—Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
—*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
— " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	101½
—Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	85½
—*Pacific R.R.	7,000,000	6	" "	'81-'87	100
—*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
—*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
—*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
—*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
—*Platte County R.R.	700,000	6	" "	1867	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	98½
— " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
— " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	99½
— " " July 1, 1868	500,000	8	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	100½
— " " 1863 (")	1,902,900	6	" "	'86-'96	----
— " " 1864	793,400	6	" "	'97-'07	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
—Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	106
— " " " registered	27,726,500	7	" "	1877	106½
—General Fund Bonds	1,189,780	6	" "	pleas.	----
— " " "	500,000	6	" "	1868	----
— " " "	800,000	6	" "	1878	----
—Canal Fund Bonds	3,950,000	6	J. A. J. & O.	1871	100½
— " " "	6,000,000	6	" "	1873	----
— " " "	2,250,000	6	" "	1874	101½
— " " "	1,460,000	6	" "	'75-'77	100½
—General Fund Bonds	969 607	5	Jan. & July.	pleas.	191
— " " "	442,960	5	May & Nov.	1868	----
— " " "	900,000	5	Jan. & July.	1875	91
— " " "	800,000	5	" "	1878	----
—Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
— " " "	167,000	5	" "	1871	----
— " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	386,000	6	Various.	'69-'78	65
— " " "	3,334,000	6	Jan. & July.	'81-'90	----
— " " "	650,000	6	April & Oct.	'90-'91	----
— " " (new)	3,500,000	6	Jan. & July.	1900	51½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
— " " "	2,183,532	6	" "	1870	99
— " " "	1,600,000	6	" "	1875	102
— " " "	4,095,309	6	" "	1881	103
— " " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	99
— " " registered	5,943,052	5	"	'62-'70	98
—Inclined Plane Bonds	400,000	6	April & Oct	1879	----
—State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
— " " 2d series	99,480	5	" "	1882	----
— " " 3d series	720,983	5	" "	1892	----
— " " 1st series	4,907,150	6	" "	1877	105
— " " 2d series	7,909,520	6	" "	1882	106½
— " " 3d series	9,270,017	6	" "	1892	107
—Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	105
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
— " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
— " " " 1863	283,000	6	April & Oct.	1883	98½
— " " " 1864	776,000	6	Jan. & July.	1893	----
South Carolina—Free Loan Bonds	917,000	6	Feb. & Aug.	1894	----
—State Bonds (various)	798,898	5	J. A. J. & O.	'88-'70	----
— " " (new)	3,275,000	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,210,803	6	" "	1887	----
— " " "	1,949,430	5	April & Oct.	1868	60½
— " " "	239,187	5½	" "	Var.	----
— " " "	1,706,000	6	" "	1868	----
—Railroad, &c., Loan Bonds	14,606,000	6	Jan. & July	30 yrs.	60
— " endorsement	2,207,000	6	" "	Var.	----
—New Bonds	6,000,000	6	" "	1882	60½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	98½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
— " " (sterling new)	466,250	5	" "	long.	----
— " " registered	108,000	5	" "	long.	----
— " " "	21,00 398	6	" "	long.	36½
— " " coupon	10,900,000	6	" "	long.	----
— " " (new) registered	1,379,500	6	"	1876	36½
— " " (") coupon	489,300	6	"	1886	40½
— " " (")	39,600	6	"	1890	36½
Wisconsin—State Bond	405 100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,433	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,923	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,564	641,481	675,446	634,243	576,365	5,525,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533 150	599,670	474,056	388,573	5,496 119
1867	377,852	380,190	489,655	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	350,837	5,157,667
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	164,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,749	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	238,362	283,921	338,691	343,471	356,142	421,484	422,164	430,108	364,196	302,408	3,884,122
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	245,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,692	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	566,403	658,200	415,400	351,600	4,153,312
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,109	473,186	561,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	699,605	729,759	716 378	568,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,508	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	803,524	797.475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,279	895,712	894,357	800,325	1,038,824	1,151,284	1,508,883	1,210,387	918,068	11,532,348
Chicago and Great Eastern:													
1863	33,829	33,804	35,485	40,641	37,588	38,058	30,206	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56.565	67,822	61,912	59,182	68,178	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,987	91,075	97,145	106,389	118,610	116,293	91,544	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,606	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	73,113	81,676	80,867	61,955	735,606
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,266,506	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division	906,795	917,630	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,407	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641,569	643,487	518,088	7,181,208
1866	603,053	505.266	505,465	411,605	509,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	679,160	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,893	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90.972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,768	78,607	76,248	107.525	104,608	115,184	125.252	116,495	116,146	105,767	1,224,065
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113.504	112,952	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,926	96,535	106,594	114.716	121,217	142,823	132,387	123,383	1,256,971
Milwaukee and Prairie du Chien:													
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,833	217,160	170,555	228,020	310.595	226,940	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,.24	150,889	245,701	244,864	98,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557.227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,642
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384.401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	423,341	370,757	4,613,744
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.440	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413.501	476.6.1	490,694	447,670	328,870	4,520,580
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,956	359,646	429,141	493,640	414,694	309,669	4,280,115
1867	304,095	283,661	376,210	362.783	333,952	284,977	313,021	398,993	464,778	506,293	412,934	330,373	4,371,073
Milwaukee and St. Paul:													
1864	51,965	46.474	64,993	83,202	131,648	128,970	99.662	86.482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395.579	346,717	171,125	2,535,901
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	148,800	130,000	134,900	192,548	230,497	221,690	193,938	295,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752.841	892,744	1,018,375	968,228	1,002.768	9,603.244
1863	920,272	790,167	867,590	911,397	839,126	841,185	818,512	840,450	1,079,551	1,041,922	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029.736	1,055,793	1,273,117	1,430.076	1,227,113	1,187,505	1,118,829	13.357.709
1865	957 869	613,381	965,659	1,346,734	1.265.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,539	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,778	1,227,286	1,093,781	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	268,443	224,957	223,242	268,176	332,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,226	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	355,901	379,367	338,065	272,053	3,440,542
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,496	714,302	815,902	748,955	528,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711.457	1,170,241	1,125,835	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	418,341	566,979	957,194	1,121,205	1,351,579	1,519,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,356	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	298,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,596	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,514	486,300	497,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,.47	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	654,523	712,496	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,735	556,242	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	685,068	765,568	691,005	572,772	7,237,188
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,786	207,301	162,094	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,143
1867	149,658	149,342	174,162	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,095	171,499	2,207,931
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	240,209	265,154	2,050,327
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,994,975
1867	237,674	200,793	270,620	317,052	329,076	304,810	309,591	364,724	382,996	406,766	361,759	307,943	3,783,816
Western Union:													
1865	43,716	37,265	32,378	33,972	63,562	82,147	68,189	59,862	75,677	92,715	61,770	37,830	669,388
1866	45.102	35,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,962	73,525	126,496	120 268	79,431	64,719	774,987

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,706	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. " "	2,324,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1892	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1833	----
Mortgage Coupon " 1853.	1,852,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850.	628,500	6	Jan. & July.	"	1880	96½
" " " 1855.	1,024,750	6	Jan. & July.	"	1875	99½
" " " 1834.	915,280	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	—	----	----	1870	—
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	106½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	----
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage coupon	330,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $300,000	338,040	6	"	"	1870	95½
" " $375,000	675,000	6	"	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	92½
" " $2,500,000	867,000	6	May & Nov.	"	1889	87½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	----
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'57-'60	----
Central Pacific of California:						
1st Mortgage	1,286,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,100,000	7	" "	"	1883	99½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	109
" " " inconvertible	3,123,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	6½	July.	Frankfort & M.	1890	----
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort & M.	----	—
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	103
Income Bonds	1,700,000	7	April & Oct.		1883	91
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	87
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	75
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	47,000	8	May & Nov.	" "	var.	----
1st Mort (C., R. I. & Pa.)	6,099,000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	98
General 1st Mortgage	3,600,000	7	" "	" "	1885	89
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1853	85½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	86
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	----	" "	1877	----
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	97
3d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,600	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	98
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	—
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	128,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,022,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.	----	----
2d mortgage	1,000,000	7	May & Nov.	" "	----	----
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	----
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	98½
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	98
1st Mortgage (E. Extension)	1,322,500	7	April & Oct.	" "	1878	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	87
Construction bonds, 2d Div'n	660,000	----	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	----
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	" "	66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	---	----	----	----	----
Mortgage (ordinary)	780,490	---	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,909,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	---	----	----	----	----
1st Mortgage (after State)	74,000	---	----	----	----	----
2d Mortgage bonds	14,000	---	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Five per cent bonds	870,000	5	April & Oct.	"	----	60
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	----
Florida:—						82½
Internal Improvement (State)	1,855,000	7	----	----	1891	
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101¼
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	97¾
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1868	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	72
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	85
Land Security	3,344,60	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100¼
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,800	7	April & Oct	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	364,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	98½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	85
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	55
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,596,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,294,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1886	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	"	"	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	110½
1st Mortgage (S. F.) convertible	4,231,500	8	"	"	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	"	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1886	90
2d General Mortgage	2,893,000	7	"	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,583 000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	78
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	94
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,000	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,060	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,860	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	"	" "	1876	
Income Bonds	297,500	10	"	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	"	"	London.		
" "		8	"	"	Mobile		
Income Bonds of 1841	146,200	8	"	"	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	"	"	Mobile.	'62-'65	
" ten years	75,342	8	"	"			
Montgomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000.000	7	May & Nov.	New York.	1915	93½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		87
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
***New Albany and Salem:**						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1866	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,800	8			1888	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	98½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	102
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	488,000	7	Feb. & Aug	" "	1876	130½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	"	" "	1883	
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	100
5th Mortgage	926,500	7	June & Dec.	" "	1888	96
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	89½
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1876	97
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb.	Aug.	New York	

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$839,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	156,000	8	May & Nov.	"	1878	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort.($2,500,000)	724,580	6	April & Oct	"	1900	84
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	78
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'76	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	360,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage ('62–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	93
2d Mortgage	3,000,000	7	" "	"	1885	75
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1842, "	2,695,600	6	April & Oct.	"	1870	97⅞
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	96
1860, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	88
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	160,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.'	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mortgage	937,500	7	" "	"	1863	48
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	116
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	137,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1870	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	70½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	82
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,920,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	74
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	98
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	998,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£890,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	88½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	72
1st Mortgage guaranteed	200,000	6	" "	"	1890	92½
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	163,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet.—Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,906	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	715,190	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,804	—	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,855	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	272,500	150 848	2,787,594	124.0	192,988	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,588	766,000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2,379,606	*	2,379,606	1,224,100	650,000	—	1,874,100	30.0	60,067	79,856	loss	—	.....
30 Nov. '66	100.0	—	—	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,846	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	188
30 Nov. '66	59.4	7.0	9.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	260,523	10	92
								DELAWARE.													
31 Oct. '60	84.8	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	196,000	75,894	619,112	32.0	.....	7,817	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '67	88.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,949,923	4,666,800	786,000	183 940	6,688,956	229.0	.....	1,734,749	359,214	—	.....
31 Mar. '67	171.0	71.0	.....	—	48	26	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,170,281	242.0	.....	1,136,142	246 356	6½	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,678	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,203,900	437,000	146,067	3,855,721	228.8	306,338	1,006,563	332,551	9	.....
30 Sep. '59	138.0	—	.....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	892,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,116	3,695,158	1,484,616	5½	153
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,966,327	2,753,986	10,399,010	5,458,250	365,542	18,967,024	400 0	2,421,596	6,146,862	2,793,433	20	143½
31 May, '67	491.0	661 4	80.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,987	—	90½
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,300	3,574,934	1,413,999	10	99½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,828	23,415,780	12,144,000	.....	41,478,280	708.3	3,603,982	6,546,741	2,175,447	10	134½
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,883	111.0	288,523	561,663	171,567	—	52
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,598	—	52
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,200,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,14	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,089	274,081	26,041	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	60
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,533	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	271,40	—	36½
30 Nov. '66	73.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73 0	448,884	1,049,720	297,126	12	164½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri Rive*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,32	466,745	181,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,966	5,429,203	156 5	319,89	805,271	237 881	—	50
1 Jun. '58	35.5	—	.....	101.3	4	1	64	Keok.. Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo s	458,821	21,366	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,030,000	237,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,955	52,300	36 711	514,646	63,000	1,796	690,976	29.0	248,321	510,319	163,217	7	.....
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	—	1,109,694	294,519	7,430	1,586,923	65.1				6	.....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,705	5,492,638	2,985,000	444,172	12,841,095	334 0	929,483	2,158,874	810,468	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,969	414,741	200,220	—	.....
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	.....	1,523,042	356,295	—	.....
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	168.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.6	.....	.....	340,896	—	.....
31 May '67	284.8	—	28.4	—	97	83	1,728	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,288,989	234,438	16,017,543	329.8	1,902,068	4,325,490	1,498,713	10	112
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,901,200	9,136,840	736,951	20,473,991	523.8	2,286,195	4,573,153	1,609,387	—	82½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	238.0	.....	584,342	228,092	—	.....
31 Oct. '59	71.4	—	27.8	7	4	—	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,666	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	60.4	—	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,026	—	61
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	287,804	—	.....
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,574	432,089	3,609,115	9,200,000	1,358,135	16,598,448	309.0	1,199,66	2,675,875	719 230	—	.....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,306,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	.....
28 Feb. '67	86.5	3.6	6 2	.....	18	13	219	*St. Louisand Iron Mountain*	6,437,063	380,929	—	1,971,322	3,501,080	40 558	6,552,109	90.1	231,189	380,291	229	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,351	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,580	1,985,870	7,952,230	149.0	878,873	1,116,118	177,878	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	110,537	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	102
								MARYLAND.													
30 Sep. '66	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,639,908	16,151,962	9,420,530	1,022,969	30,633,113	286.8	3,493,376	8,577,692	5,307,183	10	127
30 Sep. '66	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	29.0	.....	864,481	268,162	10	127
31 Dec. '67	139.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,739,704	4,042,125	1,167,973	8	44½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,377,000	3,201,350	47,950	20,126,330	94.9	113,400	84,579	—	—	16½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	122½
30 Nov. '66	74.3	3.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,780	164.3	775,454	1,575,826	498,499	10	132½
30 Nov. '66	47.0	7.0	43.0	—	30	52	340	Boston and Providence	3,152,600	207,400	557,051	3 360,000	15,000	—	3,917,051	61.8	441,186	1,190,784	384,644	10	135
30 Nov. '66	44.8	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,301	10	.....
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8½	71
30 Nov. '66	50.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	112
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,000	467,611	3,578,390	1,848,400	271,220	5,426,709	94.5	805,800	1,422,167	477,714	8	114½
30 Nov. '66	61.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,906,729	28.5	477,106	1,107,444	347,247	7	126½
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	254,774	49,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.8	—	2	4	29	Lowell and Lawrence	332,883	30,275	7,027	300,000	75,000	3,558	370,188	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	95,684	114,623	600,000	—	25,600	773,226	41.6	215,731	441,304	90,956	8	128
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6 666,571	334,503	—	4,848,300	2,141,000	358,000	7,347,800	141.0	669,552	1,332,307	509,790	7	90
30 Nov. '66	18.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	293,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er. by B.	& L. Co.)	17,500	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	219,273	39,727	55,695	250,000	—	—	285,696	11.7	50,279	243,676	62,826	8	112½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,306	—	(Surrend	ered	to the C	ommon	wealth.)	—	—
30 Nov. '66	69.3	3.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,342	117,892	2,880,000	551,650	—	3,584,321	77.3	158,121	436,965	140,643	8½	55
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,680,062	3,932,017	1,406,791	10	—
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,231 345	93.5	.....	467,714	147,122	—	60
30 Nov. '66	53.6	—	3.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	678,200	—	2,936,188	76.6	422,417	661,617	148,897	2½	—
31 Mar. '67	34.5	—	.....	—	28	28	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	8	70
31 Mar. '67	28.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Oper	r. by Co	ncord)	97,926	8	122½
31 Mar. '67	19.3	—	1.0	—	2	4	80	Manchester and Northweare	600,000	—	—	200,000	—	—	660,000	(Oper	r. by C.)	50,267	48,317	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,540	681,301	242,998	8	112½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	126½
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	167,482	2,244,201	60.2	.....	393,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,288	10	116½
31 Dec. '66	53.8	—	.....	45.5	21	43	274	Morris and Essex	6,973,931	2,181 121	208,899	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000 000	855.000	—	6,512,449	33.8	688,632	1,770,862	789,018	10	130
31 Dec. '66	21.8	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	.....	—	65
31 Dec '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	154 045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	781,050	1,010,500	—	1,741,550	51.0	.....	263,420	89,712	29	.....
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	10 643	4,628,601	98.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	508.876	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	75½
30 Sep. '66	144.0	—	128.3	—	83	161	927	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	146½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,435	590,225	352,650	6	41
30 Sep. '67	297.8	296.0	452.5	—	289	296	5,620	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,009,820	683,879	48,023,535	693.2	6,401,420	13,979,514	3,109,801	6	131½
30 Sep. '66	139.8	2.1	45 5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,755,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,700	534,804	8	180
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,331	122.0	451,196	851,788	284,606	—	63
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,875	1,067,737	36.3	90,260	252,178	89,372	8	—
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	101
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	—
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Water't'n & Ogdensb'g.	3,439,989	563,316	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	Incl	uded in	Central.	—	—	—
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	Incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	936,207	—	—	500,000	400,000	—	930,207	"		"	"	7	.....
30 Sep. '66	13.6	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53.132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	83,548	141 888	78,832	7½	.....
30 Sept. '66	10.3	—	.....	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,891	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	28	15	223	North Carolina	4,960,755	*	399,679	4,000,000	339,000	354,832	5,290,436	223.0	371,012	698,199	loss.	—	.....
— —	'59	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	16.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 866	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	482,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,776	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,128,458	6,810,432	141.0	653,028	857,701	350,271	—	31½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,428	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	111½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,237	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952 041	10	104½
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9 066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	97½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,652	8,673,764	188.6	1,225,623	2,492,216	1,107,377	14	113½
30 Nov. '60	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	418	Dayton and Michigan	5,651,304	494 543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,799	5,225,433	153.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,774	*	1,578,999	12,667,656	3,688,385	315,434	17,429,777	250.8	739,960	1,224,068	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	33½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	596 400	391,992	3,382,168	1,218,972	109,313	4,372,749	205.9	346,671	694,520	184,081	—	89½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,868,435	*	106,628	900,286	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,880	—	.....
31 Dec. '66	412.0	45.2	.....	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,345,000	795,301	22,113,900	260.6	.....	3,717,286	906,200	—	46½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	203,573	1,948,400	614,000	318,542	2,870 342	44.0	134.201	366,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	160	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,406	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	277,024	564,408	262,281	8	83½
31 Oct. '66	113.0	—	70.0	—	57	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,715	2,738,496	714,825	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	119,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	295,143	617,531	loss.	5	31
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	108,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct., '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,555	500,000	100,000	2,409,555	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	454,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,406,200	1,477,000	—	12,994,222	128.5	1,018,411	3,718,686	2,260,027	20	51½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper. by Reading			R. R.)	2	29
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	"	8	56½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,236	67.5	345,588	902,213	382,500	—	31
31 Dec. '66	354.8	33.8	466.8	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,338,686	20,000,000	13,038 256	—	44,251,644	365.0	7,080,026	16,583,883	5,067,520	9	56½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	409,956	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	66½
31 Dec., '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083,700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,890,368	22,742,867	6,719,562	—	32,577,548	474 8	4,381,336	10,902,819	6,016,531	10	48½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	*	272,223	1,099,120	200,000	—	1,641,507	26.6	195,478	849,446	316,754	15	120½
31 Oct., '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	860,336	2,470,958	1,057,687	10	87
31 Oct., '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,741	*	2,673,792	9,940,988	12,568,500	1,062,343	23,927,540	468.5	4,945,413	7,467,217	2,319,531	10	104
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	44	46
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	25.4	144,402	267,590	145,850	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	626,367	247,245	22,301	549,400	316,000	26,292	1,096,913	34.6	120,064	264,123	122,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,323	12	86
								SOUTH CAROLINA.													
31 Dec. '58	54.0	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	142.2	21.8	....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	841,190	125,871	—	—
28 Feb. '67	102.0	—	....	—	11	8	105	North Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	217,775	66,687	—	—
31 Dec. '66	136.0	106.0	....	—	47	34	343	South Carolina	8,511,967	*	549,110	5,819,275	3,534,796	447,491	9,827,475	242.0	.....	1,312,788	387,532	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	80.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,196,331	5,312,725	3,126 530	921,957	9,431,547	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	....	—	12	7	92	Mississippi and Tennessee	3,016,107	*	—	825,399	1,069,600	902,059	3,01 ,107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	64,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	150.0	.....	734.118	237,284	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	.....	45.8	67,960	127,953	87,242	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,245	*	—	455,000	975,000	869,000	.....	70.0	102,200	182,846	108,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,880	521,102	3,171,811	110.3	171,490	495,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper. by Vt. Central			180,000	8	100
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	616,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	oper. by Troy		& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,402,194	42,000	—	1,403,018	36,188	83,131	1,434,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	113,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	64,121	16,332	—	—
30 Sep '66	103.5	—	....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	488,605	5,719,229	.....	.....	103.5	.....	686,703	127,035	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	15½
30 Sep. '66	123.3	10.1	....	—	13	7	107	Petersburg and Lynchburg	3,388,272	*	—	1,366,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep ' 66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,963	190.5	239,951	672,714	284,789	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,584	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	201,577	230,426	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,670	1,919,550	37 ,297	6,879,046	221.8	800,405	554,511	135,648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,339,500	520,822	7,362,250	214.9	278,839	656,022	93,852	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	....	—	58	32	1,158	*Milwaukee and St. Paul*	10,002,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275 0	996,727	2,538,800	634,103	—	48½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	—	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '68	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,038,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '32	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,939	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,796	117,842	—	68
30 Jun. '68	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	71,10,345	*	—	15,123,430	54,750,510	7,836,405	77,210,345	1,096	.....	4,368,510	1,164,884	—	—
31 July '63	229.0	115.5	66.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,866	1,649,510	14	—
31Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,999,980	768,959	5,678,980	96.1	402,670	467,286	191,122	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	—
July,'61	90.0	—	....	—	—	—	—	New Brunswick and Canada	1,402,748	02,5 8	—	1,380,000	13,100	136,000	1,309,232	80 0	.....	139 [illegible]	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5 &	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	168,416	139,107	87,191	—	—
								NEW GRANADA.													
					11	22	120	Panama	9,000,000	*		1,111			10,761,721	48.		187,481	1,138,93		200

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	5,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	25
Catawissa (preferred)	1,150,000	7	---	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	66½
Chicago & Alton (preferred)	2,425,400	7	7	138
Chicago & Northwestern (pref.)	14,789,125	7	7	74½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,373,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	81
Hannibal & St. Joseph (preferred)	5,253,856	7	---	72½
Harrisburg & Lancaster (guar.)	1,182,400	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	26½
" " (2d pref.)	4,051,744	7	3	6½
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	103
" " (2d pref.)	841,400	7	7	98
Milwaukee & St. Paul (preferred)	7,370,900	7	---	65½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	130
Ningara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608.176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	77½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	66½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,800,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guaranatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	87
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	93
2d Mortgage	302,750	6	----	----	89
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	71
Improvement	1,601,670	6	M. & N.	1876	68½
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	66
Preferred Interest b'ds.	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley.					
----	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	35
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	52
Delaware and Hudson	100	10,000,000	10	148½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	29½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	90
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	12
" " (preferred)	50	2,888,988	---	22½
Susquehanna and Tide Water	50	2,048,260	---	12½
Union	----	----	---	1½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	37

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON.—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	37 —	@ 41 —
Pig, American, No. 1		35 —	@ 36 —
Pig, American, No. 2		33 —	@ 34 —
Bar, Refined, English and American		80 —	@ 85 —
Bar, Swedes, assorted sizes	(gold).	87 50	@ 92 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		95 —	@100 —
Bar, English and American, Common		85 —	@ 90 —
Scroll		125 —	@170 —
Ovals and Half-round		120 —	@150 —
Sand		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ⅜ @ 3-16 inch		100 —	@160 —
Hoop		133 —	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No's		— 15	@ — 16
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	— —	@ 53 —
Rails, American (at works)		82 50	@ 83 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring (2d and 1st qlty.)		— 10	@ — 12½
English Blister (2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 11½	@ — 17
American, Cast, Tool, do.		— 21	@ — 22
American, Spring, do.		— 12	@ — 14
American Machinery, do.		— —	@ — 14
American German do.		— 10	@ — 12

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

		All Cash.	
Sheathing, New	per lb.	— —	@ — 33
Bolts		— 35	@ — —
Braziers'		— 35	@ — —
Sheathing, &c., Old		— 16	@ — 18
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— 27	@ — —
American Ingot		— 22½	@ — 23

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 46	@ 6 50
German Refined	(gold)	6 45	@ 6 75
English	(gold)	6 45	@ 6 87½
Bar	(net)	10 50	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26	@ — —
Straits	(gold).	— 24	@ — —
English	(gold).	— —	@ — 23½

	—Gold.—		—Currency.—	
Plates, I.C. Charcoal, p. box.	8 —	@ 8 50	11 50	@ 12 25
Plates, I. C. Coke	6 75	@ 7 25	9 50	@ 10 50
Plates, Coke Terne	6 25	@ — —	9 25	@ 9 50
Plates, Charcoal Terne	7 75	@ 8 12½	11 25	@ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 10½	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 16	@ — 16½
Refined, free, S. W.		— 41½	@ — 42
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 23
Refined, in bond, Standard White		— 24	@ — 24½
Refined, in bond, prime White		— —	@ — 25½
Naptha, Refined, (60 @ 63 gravity)		— 29½	@ — 30
Residuum	per bbl.	— —	@ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	Th 23	F. 24	Sat. 25.	M 27.	Tu. 28.	W. 29
Atlantic M. S. S. Co.	99	97½	98	99½	98	97
Boston, Hartford & Erie	15½	15½	15½	16½	17½	17½
California 7s	----	----	----	----	----	----
Canton Co.	57½	59	59½	60½	57½	59
Chicago & Alton	133½	134	131	130½	131	----
" " pref.	136	----	----	----	----	----
" " 1 M.	100	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	143	----	----	143	143½	----
" " " 8 p.c.	109	----	----	----	----	----
Chic. & Northwest'n	60½	60½	61	61½	60½	60½
" " pref.	78½	73½	74½	76	74½	74½
" " 1st M.	----	----	88	----	89	88½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	98	----	----	----
" " Consol.	85½	86	----	86	----	----
Chicago & Rock Isl.	97½	98	98½	99	98½	98½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	----	93½	93½	93½	93½
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	98½	97	96½	97½	98½	97½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	75	----	----
Clev. and Toledo	109½	111	112½	114½	112½	112½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	35	33½	35	37	37½	38½
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	----	----	112	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" '2M. 8 p.c. '81	----	----	----	----	98	----
Erie	75½	75½	77½	77½	77	75½
" pref.	----	77	77½	80	79	----
" 1 M. 7 p.c. '67	----	103	103½	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '88	----	----	----	100	100	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	145	145½	146	147	146	146½
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	132½	----	133	134½	124½	134½
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	19	----	19	20½	27½	25½
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	----	----	8½	----	8½	----
" " pref.	14	14	14	14	14	14½
" " 1st mort.	----	----	----	----	----	28
Michigan Central	111½	----	112	111½	111½	112
" S F. 8 p.c. '82	----	----	----	----	109	110½
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	89½	89½	89½	89½	89	88½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	98½	98½	----	----	----	----
" " 2 M.	92½	----	93	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	98	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	52	51½	51	51½	50½	50
" " pref.	66½	66	65½	66½	65½	65
" " 1st mort.	----	----	----	----	90	90
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	100	100½	100½	101½	101½	102
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort	98	98	98½	98½	----	----
" " 2d mort	----	----	87	----	----	----
New York Central	130½	132½	131½	132½	131½	131½
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	130½	----	----	----	----	----
" " 6s, S. F. '83	92½	93	----	----	----	----
" " 6s, S. F. '87	92½	----	----	----	93	----
N. York & Harlem	130	----	----	----	----	----
" "pref."	----	----	130	----	----	----
" " 1M. 7 p.c. '78	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	140	140	140	----	138	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	52	52	51½	52	52	51½
" new	----	----	51½	----	52	----
Ohio & Miss.	32½	32½	33½	33½	33½	33
" " pref.	72	72	72½	----	74½	74½
Pacific Mail S.S. Co.	110½	112	111½	111½	112½	113½
Panama	----	----	310	310	----	----
Phila. and Reading	95	95½	96½	97½	96½	96½
Pitts. Ft. W. & Chicago	103½	104½	104½	104½	104½	103½
" " 1M.	----	----	----	----	----	102
" " 2M.	97½	97½	----	----	----	----
" " 3M.	----	----	----	----	87	87½
Quicksilver Mining Co.	27½	27½	26½	26½	----	26
St. L., Alton & T. H.	51	52½	53	54½	53½	53
" " pref.	----	----	74	75	74½	74½
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	86	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	----	----	----	63½	63	63
" new	60½	60½	60½	60½	61	60½
Tol. Wab. & Western	45½	46	46½	47	47	46½
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	77½	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	----	----	----	----	44	----
" new	40	----	----	----	40½	----

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	Th 23.	F.24	Sat.25	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	108	....	109¼	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s., coup.	103¼	103¼	103¼	104¼	104	....
U. S. 5s, 10-40s, reg.	103¼	....	....	....	104	104
U. S. 6s, 1881, reg.	....	....	....	111¼	111¼	111¼
U. S. 6s, 1881, cou.	110¼	111¼	112	112	111¼	111¼
U. S. 6s, '81, O.W.L'y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1868, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	107¼	....	108¼	108¼	108¼	....
U. S. 6s, 5-20s, c. '62	110¼	111	111¼	111¼	111¼	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '64	108¼	108¼	109¼	109¼	111¼	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '65	109¼	109¼	109¼	109¼	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	106¼	107¼	108¼	108	....	....
U. S. 6s, 5-20s, gr. n. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '67.	106¼	106¼	107¼	108¼	108¼	107¼
7.30 Notes, 2d series.	106¼	107¼	107¼	107¼	107¼	107¼
" " 3d series.	106¼	....	107¼	108¼	107¼	107¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 28.

	W.22	Th.23.	F.24.	Sat.25.	M.27.	Tu 23
Catawissa	....	....	....	....	....	....
" preferred	25¼	26	27¼	27½	27¼	27½
Camden & Amboy	....	....	125	....	125	125½
" " 6s, '70	....	....	....	....	95¼	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	....	93	....	....	92¼
" " 6s, '89	83	87¼	....	....	....	....
" mort. 6s, '89	95	....	....	....	....	97½
Del. Div. Canal	....	....	....	51¼	52	....
Elmira & W'msport	....	....	....	31	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	28¼	28½	29¼	29½	30¼	30½
" " 6s, '84	84½	85	....	86½	86	....
Lehigh Valley R. R.	50¼	50½	50¼	50¼	51¼	51½
" " 6s	....	....	....	98¼	....	....
Little Schuylkill R. R.	29¼	29	....	29	....	....
" " 7s	....	....	....	....	57	....
Minehill	56¼	56½	56¼	57	....	57
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 6s '76	93	....	....	....	....	....
North Pennsylvania	31	....	....	....	....	....
" " 6s. 88	....	....	....	....	....	84
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	44½	....
Pennsylvania R. R.	53¼	53¼	53½	53¾	55	....
" 1st m.	99¼	....	100	....	....	100
" 2d m.	....	96	....	....	....	97
Penn. State. 6s 1st series	....	....	....	105¼	105	....
" " 6s, 2d series	....	....	....	....	....	....
" " 6s, 3d series	106¼	....	....	105	107	....
" " 6s. W. L.	....	....	....	....	....	105
Philadelphia City, 6s	97¼	....	....	....	....	....
" " new	101¼	101¼	101¼	101¼	101¼	101¼
" " muno	....	....	....	....	....	....
Philad., Germ. & Nor.	66¼	....	....	....	....	....
Phila. & Reading	46¼	46¼	47¼	48¼	48¼	48¼
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	97¼	....	....
Philadelphia & Erie	27¼	27¼	28	28	28¼	28
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref.	....	22	....	22½	....	....
" " 6s '82	71	71	....	71	71½	71½
" " 6s '76	....	....	....	....	68½	....
" " 6s '72	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" " 6s '78	....	56¼	56½	....	....	59
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	72	....	....	....	....	....
Hestonville, (Horse)	....	....	....	11	....	11
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
2d and 3d streets, "	72¼	....	71¼	....	....	72
Spruce & Pine, "	....	25½	....	26	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 28.

	W.22	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	....	98¼	98¼	99	99¼	....
" " 1886	97	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	....	98¼	99	99	99¼	....
" " 1893	....	....	....	....	....	....
Balt. and Ohio	....	127	....	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '75	96¼	....	....	....	....	....
" " " '80	....	96¼	....	....	....	....
" " " '85	....	....	98¼	98¼	....	....
Northern Central	....	....	44¼	44¼	....	....
" " b'ds, 1885	86	84¼	....	85¼	....	86
" " " 1900	....	....	....	....	....	....
City Passenger R. R.	....	....	19	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	Th.23.	F 24.	Sat 25.	M.27.	Tu.28.	W.29
Boston and Albany	139¼	141¼	145¼	....	145	146
Boston and Lowell	121¼	....	....	....	....	122¼
Boston and Maine	....	....	132¾	132¾	133	132¾
Boston and Providence	132¼	....	....	....	135	135
Boston, Hartford & Erie	15¾	15¾	....	16¼	17¼	16¾
Cheshire, pref.	65	....	65¼	....	....	66¼
Concord	....	70¼	....	....	....	70
Connecticut River	....	....	....	....	....	....
Eastern, Mass.	115	....	114¾	114¼	114	114¾
Fitchburg	125¼	....	....	....	....	....
Manchester & Lawr'ce.	....	....	....	....	....	....
Michigan Central	....	....	112	....	112	....
Northern, N. H.	....	....	....	....	....	112¼
Ogdens. & Lake Champ.	....	....	63¼	63	....	....
Old Colony & Newport.	86¼	87	88	....	....	90
Ph., Wil. & Baltimore	55	55	55¼	....	....	57
Portl'd, Saco & Ports.	101¼	....	101¼	....	....	102
Vermont & Canada	98¾	....	....	....	....	100¼
Vermont & Mass.	54	....	55	55¼	55	55
Broadway (Horse)	....	....	....	....	....	54¼
Cambridge "	....	....	....	....	....	....
Metropolitan "	58¼	59¼	60	60	60	60
Middlesex "	....	....	....	....	45	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	20¼	20¾	22	22¾	23	22¾
Franklin "	10¾	....	12¼	15	14¼	14
Huron "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Minnesota "	....	....	....	....	....	....
Pewabic "	5	6	6¼	7	7¼	....
Pittsburg "	....	....	19	19	20	....
Quincy "	....	....	....	....	23	25
Rockland "	3	....	3¼	3¼	....	....

London Stock Exchange.

The following were the closing prices for American Securities Jan. 3d and 10th:

	Closing Prices. Dec. 10.	Jan. 3.
United States, 5-20s, 6 per cent 1882.	71½@ 71¾	72½@ 72¾
Do. do. 6 do. 1884.	69 @ 71	70 @ 72
Do. do. 6 do. 1885.	70½@ 70¾	71½@ 71¾
Do. do. 6 do. 1868.	87 @ 90	87 @ 90
Do. Bonds 5 p. ct. 1874.	71 @ 73	71 @ 73
United States 10-40s, 5 per ct. 1904.	67¾@ 68¼	68 @ 68¼
Massachusetts State 5 per cent	86 @ 88	86 @ 88
Virginia State, 5 per cent	50 @ 52	50 @ 52
Do. 6 per cent	29 @ 31	31 @ 33
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort, 1877	45 @ 50	45 @ 50
Do. do, 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	19 @ 20	18 @ 19
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	57 @ 60
Do. 2d mort. 8 per cent.	59 @ 63	58 @ 62
Erie shares, $100 (all paid)	49 @ 49¼	48 @ 49
Do., Preference ditto	71 @ 73	71 @ 73
Do., convertible bonds, 6 p. c.	70 @ 72	70 @ 72
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do. Redemption Bonds 6 per ct.	90 @ 95	90 @ 95
Do., $100 shares (all paid)	77 @ 79	77 @ 79
Do., 7 p. c., 1875	88 @ 89¼	88¼@ 89
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	81 @ 83	81 @ 83
Do. with option to be paid in Phil.	81 @ 83	81 @ 83

American Railroad Journal.

Saturday, February 1, 1868.

Stock Exchange and Money Market.

The Money Market has been unusually easy for all borrowers in good standing, all through the past week. There has been a further marked increase in the offerings of capital, particularly in the call loan form. This is reflected very distinctly by the bank and U. S. Sub-Treasury statement of the week, which show a decided augmentation of the available cash balances. The Sub-Treasury reports a gain of full five millions; in addition to accessions to the bank deposits, and specie and currency reserves, noted in the last weekly exhibit. The gain of the banks, in lawful money, since the opening of the new year, has been over seven millions. Lenders have been unusually eager to place their balances advantageously, even at the modified rates of 4@5 per cent. on call, and 5½@7 per cent. per annum, which are the close figures. The demand for aid from the large dealers in the public funds, as also the Stock and Gold brokers, has been more active, in view of the buoyant speculation in progress in Government securities, railway share property, and in the precious metal, during most of the week. The inquiry from mercantile sources has been comparatively moderate. The banks have been discounting very promptly all prime to good business paper offered at their counters, within our qnoted range. The supply of such paper has been remarkably limited, and indicative, in some measure, of the prostration in general business. A further increase of strength has been shown, this week, by the city banks, which report a gain of $4,204,941 in the deposits, $1,914,933 in specie, and $998,920 in legal tender notes. The loan averages have been augmented $2,358,173; and the circulation has been increased $11,756. Since the first Saturday in January the lawful Money in the New York Banks has increased from $74,835,500 to $92,261,000, and the excess over the 25 per cent. of demand liabilities from $19,534,550 to $31,217,250. The specie reserve of the city banks is now $25,106,800, against $16,014,007 same time last year. The city bank deposits are now $210,093,084, against $197,952,076 week ending Jan. 26, 1867. The legal tender reserve amounts to $67,154,161, against $63,422,559 same time last year. The circulation now stands at $34,082,762, against $32,957,198 same time last year. The loans are now $258,392,101, against $251,674,803 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $88,067,204 a day, against a daily average of $103,299,561 the preceding week, and $88,980,754 the week ending with Jan. 11, 1868. The current week's exchanges average about $119,496,193 a day. The city banks, last week, gained $998,920 of legal tender, $4,204,941 in deposits, and $1,914,923 of specie. They increased their loans, $2,358,173; and reduced their circulation, $11,756.

The Philadelphia Bank movement the past week shows a decrease in loans, of $687,597; a decrease of $41,580 in specie; an increase in legal tenders of $9,509; a decrease of $144,549 in deposits; and an increase of $3,474 in circulation. The Bank Clearings show an increase of $803,840, and the balances, a decrease of $159,745.

National Bank notes to the amount of $127,501 were issued last week, making the total issue to 1,673 banks thus far, $305,912,711, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $6,322,956, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date, of $299,589,496. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,175,500; and for the public deposits, $37,827,950—making a total of $379,003,450. The Treasury Department last week redeemed and destroyed $523,245 of worn and mutilated fractional currency, and issued $613,000 of new.

The relative increased strength of the whole National Bank movement of the country in January to the October statement has been thus stated;

	October.	January.
Deposits in gross.....	$537,329,538	$531,500,102
Less clearing items...	134,392,500	109,359,336
Net deposits	$402,937,038	$422,140,766
Net bank balances...	9,025,805	12,331,671
Due treasury	27,715,781	27,383,673
Circulation	293,461,196	293,998,869
Demand liabilities..	$733,139,820	$755,854,979
Gold and greenbacks.	167,568,809	182,394,995
Pro rata	23 per cent.	24¼ per cent.

The U. S. Sub-Treasury receipts, week ending with Jan. 25, were $13,473,105, including $1,571,058 from customs duties; payments, $11,106,123, including $1,903,000 of coin interest; balance at the close of the week, $107,534,436, against $105,167,454, at the close of the preceding week, showing an increase of $2,366,982. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,705,221 including $204,949 from customs; and payments, $2,326,595; on Tuesday, receipts, $1,645,987 including $321,000 from customs, and payments, $916,907. The balance at the close of business on Tuesday stood at $110,643,141, against $105,640,197 a week previous; and $98,917,216 on Jan. 14, 1868.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740.

Government revenues were on a limited scale, last week, in both custom and excise forms. The customs must soon begin to increase as the spring trade revives. The excises, last week, yielded less than two millions against $2,178,000, the preceding week; customs at the port of New York $1,571,058, and at the outports, about $520,000 (in coin) more, making the grand total income for the week equal less than six millions in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $115,000,000.

Government received $7,594,894 from customs, through the port of San Francisco, from Jan. 1, to Dec. 20, 1867.

There has been a more confident movement in Gold, since our last, chiefly of course, on speculative account, and the price has a rule a point or two higher; the extremes of the week having been 139⅜@141⅞. The speculation was greatly aided by the various reports and rumors from the National capital, relative to the debt, taxation, currency, gold reserve, and the political situation. The dealings on Wednesday were on a restricted scale, and were indicative of less spirit in the speculative interest. The latest transactions on that day were on the basis of 140⅞@141. There has been scarcely any call for specie for export, thus far, in the current week. There were no shipments reported on Tuesday and Wednesday, by the outgoing steamers of those days. The customs drain has been quite light. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $244,299, against $123,388 same time last year. The customs demand for Gold last week, averaged $261,843 a day; thus far, this week, it has been equal to $266,000 a day, or equal to a weekly aggregate of $1,596,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $40,160, and from California, none. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was $116,958,654, against $130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $62,042,133, against $70,421,505 same time in the preceeding fiscal year. The total receipts of California gold at this port in 1867, was $27,677,556, against $42,740,913 in 1866, showing a decrease in 1867, of $15,063,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $17,413,018 against $26,559,348 same time in the preceeding fiscal year, showing a decrease of $9,146,330 in 1867-'68. The exports of specie from this port, last week, were $1,069,300, against $670,169 same week last year. The exports of specie, hence, since July 1, 1867, have been $34,367,517, against $19,313,481 same time in 1866-'7. The total outflow of specie from the port, in 1867, was $51,841,678, against $62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,903,000, and since July 1, 1867, $46,433,019, against $32,854,463 same time in 1866-'7. The total coin interest disbursements through the Government office, in 1867, was $61,871,348, against $48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 20, 1867, reached $40,656,910, against $43,669,753 same time in 1866, showing a decrease, in 1867, of $3,012,843.

Foreign exchange has been less freely offered for some days past, and has been quoted a fraction higher in price, but the demand has been very moderate from all sources, and the market has been without buoyancy. Bankers' 60 day bills on London closed on Wednesday at 109⅛@109¾, and on Paris to 5.20@5.15; sight bills on London to 109¾@110¼, and on Paris to 5.15@5.12½. The offering of produce bills have been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,269,328, against $3,210,976 same week last year; total, since July 1, 1867, $104,503,089, against $108,500,186 same time in 1866-'67. The total value of exports of produce and merchandise in 1867, was $189,688,044, against $192,329,554 in 1866.

Government securities were in unusually brisk investment and speculative demand during most of the week at a sharp advance in prices, all through the list. The inquiry was very comprehensive, but was most active for the later issues of the Five-twenties, the coupons and registered Ten-forties, and the second and third series of the Seven-thirties, all of which were in much reduced supply. The banks and private bankers were heavy purchasers, with a view to the employment of their idle balances. The export business was not extensive, though some of the foreign houses made a number of lucky "turns" in the buoyant movement, which culminated on Monday. The dealings of Tuesday and Wednesday were on a reduced scale, and at a partial reaction of ⅜@⅝ per cent. from the highest figures of the week. The market closed steady, though without much animation.

U. S. sixes of 1881 closed here on Wednesday at 111½@111¾; U. S. Five-twenties of 1862, 110⅞@111; U. S. Five-twenties of 1864 at 108⅞@109⅛; U. S. Five-twenties of 1865 at 109⅝@109⅞; U. S. Five-twenties of 1865, consolidated, 107½@107⅝; U. S. Five-twenties of 1867, 107½@107⅝; U. S. Ten-forties at 104@104⅛, and U. S. Seven-thirties at 107½@107⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	117⅜	September, 1865..	116
August, 1865....	116⅜	October, 1865	115¾
U. S. three per cent. certificates			100¼

The railway and miscellaneous share dealings were very heavy in the forepart of the week at higher and buoyant prices, the speculative activity extending nearly all through the list. On Tuesday and Wednesday there was a sharp reaction in the market, under a severe pressure to realize, especially on Erie, which declined over three per cent. on a less active and feverish market. The latest operations on Wednesday showed a partial revival of firmness in values, on a somewhat livelier call, in part from fresh buyers.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 15.	Jan. 22.	Jan. 29.
Consols	92⅛	92⅞	93¼
U. S. 5-20's of 1862....	71¼	71⅞	72
Erie	48	48¾	48¾
Ill. Central	*84¾	85½	86½

* Ex-dividend.

General business has been quiet, as a rule, the exceptions having been in the line of cotton, breadstuffs, provisions and naval stores, which have attracted more attention at firmer prices. Cotton has been moderately active, at much firmer prices, closing quite buoyantly at 18¼@18⅛ cents, chiefly 18½ for middling uplands, per lb. The stock of cotton now here is estimated at about 54,000 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 1,112,200 bales, against 966,200 bales same time last year; exports, same time, 640,000 bales, against 442,250 bales same time last year; stock on hand at latest dates, 340,000 bales, against 504,400 bales same date last year. At the Live Stock markets this week Beeves have been in less request at easier prices, the range having been from 11@18c. per lb.; week's receipts, 5,907. Veal Calves have been in moderate demand at from 9@13c. per lb.; receipts, 654. Sheep and lambs active and firm at from 4½@7½, and 5½@7½c., respectively, per lb.; receipts, 19,977. Swine have been less freely sought after, and have recede to 7@7½c. per lb., all live weight; receipts, 15,465. At the auction sales of Scranton coal, on Wednesday, 40,000 tons were sold, as

follows: 40,000 tons lump coal, $3.45@$3.60, 6,000 tons steamer coal, $3.40@$3.60, 7,000 tons grate coal, $3.67½@$3.87¼, 4,000 tons egg coal, $4@$4.15, 13,000 tons stove coal, $4.92½@5.05, 6,000 tons chestnut coal, $3.60@$3.85, per 2,240 lbs., delivered at Elizabethport. Foreign merchandise has been quiet and somewhat irregular in price. The dry goods trade has shown symptoms of approaching activity. The total imports of foreign dry goods, last week, were $1,281,490, and the total amount marketed $1,329,824. The value of foreign merchandise imported last week, was $1,232,945—making the grand total specie value of last week's imports of dry goods and merchandise, $2,514,435, against $3,663,970, same week last year; total since July 1, 1867, $126,975,380, against $153,964,878 same time in 1866–'67. The aggregate for the year 1867, was $242,478,575 against $277,043,050 in 1866. The ocean freight market has been fairly active; rates have been quoted firmer. For Liverpool we quote flour at 3s. 3d.@3s. 6d. per bbl.; grain at 10d. per bushel; cotton at 7/16@½d. per lb.; and heavy goods at 32s. 6d.@40s. per ton, all by sailing vessel. Total number of vessels in port on Wednesday 498.

The New York exports, exclusive of specie, for the week ending Jan. 28, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,210,976	$3,269,323
Prev. reported.....	10,697,573	10,091,381
Since January 1.....	$13,908,549	$13,360,704

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$2,520,071	$1,281,490
Gen. merchandise.....	1,143,900	1,232,945
Total for the week.....	$3,663,970	$2,514,435
Previously reported....	11,291,547	7,043,554
Since January 1.....	$14,955,517	$9,557,989

The balance in the Sub-Treasury on Wednesday was $111,083,387 31.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, Park Loan, 94½; Georgia 6s, 67; do., 7s, 79; Great Western 2d mort., 72; Chicago and Great Eastern 1st mort., 75; Galena and Chicago 1st mort., 101½; Ohio and Mississippi 1st mort., 90; New York and New Haven 6s, 97; Joliet and Chicago 8s, 1st mort., 101; Hannibal and St. Joseph R. R., 61; do., pref., 72½; New Jersey Central, 116¾; Rensselaer and Saratoga R. R., 80¾; Dubuque and Sioux City R. R., 50; Cleveland, Painesville and Ashtabula R. R., 111½; Long Island R. R., 41; New Jersey R. R., 130; Adams' Express Co., 76¾; Wells-Fargo Express, 46; Am. Exp., 73½; Merchants' Union Exp., 37; U. S. Express, 76½; Boston Water Power Co., 21½; American Coal, 50; Western Union Telegraph, 87½; N. Y. Guano, 8; Citizens Gas, 135; Nassau Bank, 106½; Central National Bank, 104; Ninth National Bank, 103½; Bank of Commerce, 115⅛; Continental Bank, 102¾; Fourth National Bank, 103½; Gallatin National Bank, 109; Merchants' Bank, 115; Ocean Bank, 101½; Metropolitan Bank, 128½; Park Bank, 143; Shoe and Leather Bank, 111; Phœnix Bank, 104; Alameda Silver, 0.96; Black Hawk Gold, 5.50; Corydon, 0.43; Consol. Gregory Gold, 5.40; Davidson Copper, 0.45; Edgehill Mining, 8.75; Hope Gold, 0.15; Liberty Gold, 0.03; La Crosse Gold, 0.48; Montana Gold, 0.35; Midas Silver, 0.80; Manhattan, 160.00; New York Gold, 1.00; Nye Gold, 0.03; Quartz Hill Gold, 1.15; Rocky Mt., 0.20; Rockland Copper, 3.25; Smith and Parmalee, 2.90; Wallkill Lead, 0.43; Pit Hole Creek, petroleum, 1.25; United States, 2.75; Buchanan Farm, 0.33; Bennehoff Run, 2.00.

Philadelphia.—Pennsylvania State coupon 5s, 1870, 98; Allegheny Coupon 5s, 73; West Jersey 6s, 88½; Phila., Wil. and Balt. R. R. 6s, 1876, 95; Tioga R. R. 7s, 93; Phila. and Erie 2d mort. 7s, 75; Delaware Division Canal bonds, 82; Chesapeake and Delaware Canal 6s, 93; Lehigh Coal and Navigation 6s, gold loan, 92½; Fifth and Sixth streets R. R., 40; Union Passenger R. R., 37; Philadelphia and Trenton R. R., 120½; Shamokin Coal, 4½; New York and Middle Coal Fields, 3¼; Big Mt. Coal, 4⅛; Fulton Coal, 5; St. Nicholas Coal, ¾; Clinton Coal, ½; Green Mt., 3½; Ocean Oil, 3⅜; Caldwell Oil, ¼; Keystone Zinc, ½; Penn. National Bank, 56; Bank of North America, 242½; Mechanics' Bank, 30⅞; Philadelphia Bank, 160; City Bank, 70½; Farmers' and Mechanics' Bank, 135. The latest quotations are: City 6s, 97¾@97¼; do., free of tax, 102@102⅛; State 5s, reg., 98@98⅛; do., coupon, 98@100; do., 6s, W. L., 105@105¼; Reading, 43¼@48⅛; do., 6s, 1870, 97½@98; do., bonds, 91@—; Camden and Amboy, 126@126¼; do., mort. 6s, 1889, 97@98; do., 1883, 92½@93; Penn. R. R., 55¾@57; do., 1st mort., 99¼@100; do., 2d mort., 96½@97; Little Schuylkill R. R., 28@30; Morris Canal, 33@40; do., pref., 85@95; do., bonds, 92@94; Wyoming Valley Canal, 32½@44; do., 6s, 72@80; Susquehanna Canal, 13⅛@13½; do., 6s, 58@60; Sch. Nav., 13@14; do., pref., 23@23½; do., 6s, 1882, 71½@72½; Union Canal bonds, 15⅝@17; Delaware Div. Canal, 52@52½; do., bonds, 82½@85; Elmira and Williamsport, 30½@31½; do., pref., 40@45; do., 7s, 1873, 91@93; do., 5s, 59@62; Lehigh Coal and Navigation, 29⅝@29⅞; do., bonds, 1884, 86@87¼; North Pennsylvania, 32@35; do., 6s, 89@90; Philadelphia and Erie, 27⅞@28; do., 6s, 94@94; Minehill, 56¾@57; Catawissa, 8@13; do., pref., 26¾@27; Lehigh Valley, 51⅞@52; do., bonds, 94@97; Fifth and Sixth streets, (horse,) 40@41; Second and Third, 71@72; West Philadelphia, 64½@65½; Spruce and Pine, 25@26; Green and Coates, 28½@29½; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 17¾@18¼; Girard College, 26@27¼; Tenth and Eleventh, 64½@64½; Union, 37@37¼; Hestonville, 11@11½.

Boston.—Vermont Central 1st mort., consolidated, 74; Rutland 1st mort., 140¼; do., 2d mort., 48; Boston, Hartford and Erie 7s, 63; do., new bonds, 49; Vermont and Massachusetts 6s, 1883, 93; Vermont Central and Vermont and Canada 8s, 1877, 102; Ogdensburg 1st mort., 99: New York and Boston Air Line 6s, 52¼; Conn. and Pass. Rivers 6s, 1876, 94¼; Old Colony and Newport 6s, 1876, 94¾; Rutland R. R., 30; do., pref., 80; Granite Railway, 50; Cape Cod R. R., 71; Sandusky and Cincinnati pref., 34¼; Troy and Greenbush R. R., 46½; Ogdensburg and Lake Champlain pref., 102; Summit Branch R. R., 11¼; Boston Water Power Co., 21¾; Cary Imp., Co., 7¼; Boston and Roxbury Mill Co., 39; Ophir (N. S.) gold, 1.55; Connecticut 6s, 1881, 99⅜; New Hampshire 6s, 1884, 100½; Rhode Island 6s, 1871, 100¾; Massachusetts 5s, 1894, gold, 105⅜; do., 6s, 1883, gold, 105; Maine 6s, 1889, 99¼; Cook Co., Ills. 7s, 96; Boston 6s, 1877, currency, 103; Portland 6s, municipal, 1888, 94½; Augusta 6s, 1870, 97; Bath 6s, 1891, 94; Bangor 6s, 1874, 92⅞; St. Louis 6s, 1885, municipal, 82⅞; do., 1887, gold, W. B., 95; do., Harbor Imp., 84; Albany 6s, 1896, 96; Chicago 7s, 1888, sewerage, 97¼; do., 1882, W. L., 97; do., River Imp., 96; do., 1898, Tunnel loan, 96; East Boston Gas, 28¾; North National Bank, 119½; Merchants' National Bank, 120; Traders' National Band, 100; State National Bank, 105; Suffolk National Bank, 115½; National Bank of Commerce, 118¾; Maverick National Bank, 111¼; Everett National Bank, 105½; Allouez Mining Co., 8; Dana, 70c.; Hancock, 5¼; Humboldt, 75c.; Petherick, 75c.; Superior, 1; St. Clair, 1¾.

Baltimore.—Virginia 6s, old, reg., 87; Western Maryland 1st mort., 92½; do., 2d mort., 71; Marietta and Cincinnati 1st mort., 89; do., 2d mort., 55; N. W. Va. 1st mort., 91; Central Ohio 1st mort., 86½; George's Creek, 62½; Atlantic Coal, 0.75; Mineral Hill, 0.21; Balt. and Cuba S. & M. Co., 44; Commercial and Farmers' Bank, 42; Franklin Bank, 13½; Bank of Baltimore, 110; Union Bank, 60; Mechanics' Bank, 10½; National Exchange Bank, 96¾; Bank of Commerce, 26½. The latest quotations are: Balt. and Ohio, 127@140; do., 6s, 1875, 96@96⅛; do., 1880, 96¼@96½; do., 1885, 98⅛@98¼; Northern Central, 43@45; do., bonds, 1885, 86@86¼; do., 1900, 83@85; N. W. Va., 17½@18; do., 1st mort., 92@93; do., 2d mort., 91@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 89¾@90; do., 2d mort., 54¼@55; Central Ohio, 32@32; do., 1st mort., 86½@86¾; Western Md. 6s, 1890, 71@75; do., guar., 92@92; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99@99¼; do., 1886, 97@98; do., 1890, 99½@100; do., coupon, 100@—; do., Park, 98½@98¾; do., 1893, 93½@94; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19@19½; Canton Co., 58¾@—; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 61½@63; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.74@0.89; Mineral Hill, 0.25@0.27; Baltimore Coal, 290@—.

Cleveland, Columbus and Cincinnati R. R.

The annual meeting the stockholders of this company will be held in Cleveland on the 19th inst., for the election of directors; and to take action in the matter of leasing and purchasing by the company the road of the Bellefontaine Railway Company; and also in the matter of leasing to the Cleveland, Painesville and Ashtabula Railroad Company the right to run its trains over the road of this company between Cleveland and Berea, and certain other privileges upon the depot grounds of this company.

☞ The Portland and Rochester Railroad is graded to Quaker Pond, within two miles of Alfred, and all but three miles are gravelled. The track will be laid in the Spring.

Railroad Earnings.—Weekly.

The earnings of the Atlantic and Great Western Railway for the third week in Jan., 1868, were $102,897 00
Corresponding week previous year... 90,235 00

Increase $12,662 00

The earnings of the Chicago and Rock Island Railroad for the third week in January, 1868, were $71,100 00
Corresponding week of previous year.. 67,211 00

Increase $3,889 00

The earnings of the Chicago and Northwestern Railroad for 3d week in Jan., 1868... $168,273 22
Corresponding week previous year .. 149,212 83

Increase..... $19,060 39

The earnings of the Detroit and Milwaukee Railroad for the week ending January 23, 1868, were $18,432 00
Corresponding week of 1867 ..... 19,260 00

Decrease $828 00

The earnings of the Western Union Railroad for the 3d week in Jan., 1868..... $11,527 47
Corresponding week previous year.... 8,819 12

Increase $2,708 35

The earnings of the Michigan Central Railroad for the 3d week in Jan., 1868, were .. $65,639 16
Corresponding week of previous year.. 64,586 32

Increase $1,052 84

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Jan., 1868, were $83,381 00
Corresponding week of 1867..... 66,831 00

Increase $16,550 00

The earnings of the Toledo, Wabash and Western Railroad for the 3d week of Jan., 1868, were $64,030 16
Same week in 1867..... 48,161 10

Increase $15,869 06

Wallkill Valley Railroad.

As we stated in our last the contract for building the Wallkill Valley Railway 13½ miles north from Montgomery, was awarded last week, by the directors, to a Mr. Randall, of New York, for $30,000 per mile, to be paid in town bonds, and the balance in first mortgage bonds upon the road. The road is to be constructed by December 1, 1868. The route of the road will be *via* Walden, Shawangunk, Libertyville, to Ireland Corners, in Ulster County. When completed, 24 miles of the Wallkill Valley Railway will be in operation between Goshen and Kingston. About 15 miles of railway will complete the connection, which latter will also be shortly under contract. —*Goshen (N. Y.) Republican.*

Pacific Railroad.

Late advices from Arizona state that General Palmer, of the Pacific Railroad survey, expresses the opinion that the road will be built on the thirty-fifth parallel.

It is reported that parties are surveying with the hope of getting a route which may possibly change the road to the thirty-second parallel, but their success is considered doubtful.

General Palmer has placed a corps of surveyors on the line from Techaopapee to San Francisco, and sent back a party of engineers from Colorado to make a correct survey of the thirty-fifth parallel to the Rio Grande.

It is the intention of General Palmer to proceed directly to Washington, by the way of San Francisco, to make his report in time to secure some Congressional assistance for the southern railroad companies.

Journal of Railroad Law.

CONDUCTOR JUSTIFIED IN EXPELLING PASSENGER FROM THE CARS, FOR NON-PAYMENT OF LEGAL FARE.

The facts in the late indictment of State *vs.* Goold, (53 Maine 279) were that the defendant, who was a conductor on the Grand Trunk Railway, and at this time was acting in that capacity, forcibly expelled a passenger from the the train, and for this assault the action was brought.

The evidence on the part of the defendant showed, that the company had established certain passenger rates, being the sums which were required to be paid, when payment of fares was made to the conductors in the cars; *that these rates were the regular rates;* were published in tariff tables, conspicuously posted in the stations of the company, and that the conductors were required, by the regulations of the company, to collect these rates of all persons, who paid their fares in the trains; but that by the same regulations, a discount of ten cents was made from these rates as the rate for persons who purchased tickets at the ticket offices, before entering the trains, and that large painted sign-boards were placed conspicuously in the stations, on which were painted in large letters a notice that such discount would be made.

The passenger, who was assaulted, entered the train, at a station where he knew there was a ticket office, and where a tariff table and sign-board were posted, without having bought a ticket. Before he reached the first or second station after starting, the defendant as conductor required him to pay his fare, according to the rates established by the company, to be paid in the cars. This he refused to do—but offered the defendant the sum required at the ticket office. The defendant refused to receive it, and upon the continued refusal of the passenger to pay the sum demanded, forcibly removed the passenger from the cars, at at a regular station, where the cars were then stopping.

KENT, J.—Railroad corporations have an undoubted right to fix and determine the rates of fare on their roads within the limits specified in their charters or by existing laws. They have also an undoubted right to make reasonable regulations as to the time, place and mode of collecting the same from passengers. They may reasonably require payment before the arrival of the train at the station where the passenger is to leave the cars. We see no reason to question their right to require payment in advance, to be made (at a convenient office and at convenient times; certainly where there is no positive interdict to entering the cars without a ticket, as in this case. There is neither hardship nor unfairness toward the passenger, who, ordinarily, can pay his fare and procure his ticket without trouble or delay at the office. But to the company it is something more important than mere convenience, that such regulations should be enforced. It is important in simplifying accounts. It is important to promote and secure safety, by allowing time to the conductor to attend to his proper duties on the train, and which would be often seriously interfered with, if his time was taken up in collecting fares and exchanging money and answering questions. It is highly important as a check against mistakes or fraud on the part of the conductors, and is a guard against imposition by those seeking a passage from one station to another, without payment.

In the case at bar, no absolute rule of exclusion was established. It appears from the statement of facts in evidence, that certain rates of fare were established by the company—that these rates were the rates published in the tariff tables, posted in the stations of the company. It was the rate thus established, that the passenger in the case was requested to pay. But he says he was not bound to pay the sum thus fixed, because by the same rules and tariff, a discount of ten cents was made from the rates to those persons who purchased tickets at the office before entering the train; and that this, in fact, constituted distinct and different rates for the same passage.

If this were so, we are not prepared to decide that it would be an unreasonable or illegal exercise of the power given to the corporation. Assuming that it is reasonable to require prepayment and the production of the ticket, it would seem to be simply a relaxation of the rule, in favor of the passenger to allow him to pass upon the payment of another rate, slightly advanced. If he neglected to avail himself of the opportunity offered to him to procure a ticket at the lower rate, he can hardly complain that he is allowed to proceed in the train, on payment of the rate established for such cases, instead of being, at once, removed from the car.

In fact, however, in this case, but one rate was established and that was the sum required in the cars. This was the "established fare," specified in our R. S., C. 51 § 47. A discount of ten cents was made on these rates, if a ticket was purchased before entering the train. What right had this passenger to claim this *discount* on the established rate? If he knew of the regulation, it was his carelessness or folly, that led him to neglect this opportunity. If he did not know of it, it was his misfortune. The company had done all that could reasonably be required of them, by posting the regulation conspicuously in the stations of the company. It would be an utterly impracticable rule to require that every passenger should be personally notified of its existence before entering the cars. Although it is not important in the view we take, yet one cannot help asking how this particular passenger persistently insisted on paying only "the sum required at the ticket office," if he did not know of the rule, allowing the discount at the office? But if the regulation was reasonable, and reasonable notice had been given of its existence, it is not necessary to prove actual knowledge of its existence on the part of the passenger, before entering the cars. It was not a special and exceptional, but a general rule. If a passenger enters the car, without knowing anything of the rates of fare, or of the rules in relation thereto, and without making any inquiries, he must be held to pay, as on an implied contract, according to the reasonable rates and rules of the company. He might as well claim exemption from the payment of *anything* for his passage, because he did not personally know that any rates or what rates were established, as to claim exemption from the rule which makes a distinction in rates, because he did not ascertain the fact before entering the train. The question is to be determined on the ground of reasonable-

ness and power, and not on the ground of individual knowledge.

The conductor of a train is justified in compelling a passenger, who utterly refuses to pay his legal fare, to leave the car at a regular station, R. S. c. 51 § 47.

The principles before stated have been recognized and sanctioned in Vermont in the case of Stephen *vs.* Smith (29 Verm. 160), and by the Court in New Hampshire, in the case of Hilliard *vs.* Goold, (34 N. H. 260), see also Redfield on Railways §26; Commonwealth *vs.* Powers 1 Met. 596.

The decision of the questions involved in this case rests upon two general principles, well established, viz.: that it is the duty of the corporation to adopt such regulations as are required to secure the comfort and safety of passengers; and it is equally their *right* to adopt all reasonable rules for their own security and the orderly management of their business. The corporation is no more bound by the one, than the passenger is by the other.

The Rulings of the Judge were incorrect. Exceptions sustained. New trial granted.)

European and American Locomotives.

A writer in the London *Herald*, comparing different kinds of railway apparatus, gives the following account of some of the peculiarities of European and American locomotives:

In England we see the locomotive engineers, as a general rule, aiming at high speed, as little complication as possible in the parts of the engine, utmost simplicity in all things, perfection of adjustment and workmanship and high boiler pressure. Upon this last point we may note that a few years since fifty pounds to the inch was considered high, now one hundred and twenty pounds and one hundred and thirty pounds are ordinary pressures, and on the North London line engines are being run at one hundred and eighty pounds.

France has slow speed and very heavy trains; her engineers aim at large tractive force, do not spare complication, use large quantities of material, and couple numbers of driving wheels together, making, for example, twelve-wheeled coupled engines, things utterly unknown in England, but at the same time they put light weight on those wheels, not more in fact than ten or eleven tons on an axle. The French deserve credit for having developed their engines into a form suitable for their shareholders' ideas of traffic, that is a heavy engine at slow speed pulling a long load. One expensive necessity has already been evolved in our own country by the quick running of small trains, namely, the necessity for laying down third and fourth lines of rails to accommodate the traffic, at an enormous expense to the proprietary, and which could have been avoided if the trains had been worked as on the Great Northern of France. The fuel for a heavy train is much the same as for a light one, or very little increased; but in running double sets of trains over double lines of rails the wages are doubled, the first cost —that is, line accommodation—is doubled, the number of engines is doubled, whilst the wear of engines and road is quadrupled.

The American idea is cheap engines. Their locomotives have their parts very accessible, and they run them at fair but not high speeds. The American engines have special arrangements for clearing and lighting the road, and for burning wood in their furnaces. Notwithstanding the superiority of English-made engines, not one of them can run over American lines with anything like the speed, safety or endurance of their own. Strange as this may at first sight appear, it is easily accounted for, and the explanation bears on the points we shall presently bring forward. This explanation is that the leading ends of the American engines are supported on four-wheeled trucks or bogies, which, while giving a long wheel-base, and consequently steadiness, allows the engine to travel on exceedingly bad roads, and to traverse sharp curves with ease and security.

The German engines go even slower than the French. The quickest French lines are those from Lyons to Paris, and from Paris to Calais. The proportions of parts of all the foreign engines—particularly the German—were very bad. For instance, the cranks in many cases had double the quantity of material necessary for the strength required, and this extra portion so disposed as to be a perpetual tumbling weight in their revolutions. Of the Italian lines we know of nothing special to be said.

The Belgians run their engines at speeds intermediate between the German and French; they follow a medium of English and French make in their construction, and their lines contrast favorably in their working with many others on the continent. This may be attributed to their being under the general superintendence of an Englishman, Mr. Cabrey.

The Russians are much the same as the Germans. The engines are mostly of English type; in some cases a cross between the English and the American.

Hudson River Railroad—Who may be Directors.

Recent circumstances have directed attention to the provisions in the charters of some of our railroads. The Legislature, either by the general acts permitting the construction of railroads, or in special charters granted, have, from time to time, been careful to guard these franchises with provisions that should promote the convenience and assure the rights of citizens. Among these provisions, the matter of the character of Directors has been looked upon as one that deserved especial care. By the general act of 1848, it was provided that a certain proportion of Directors shall be residents of the section which the road traverses, and that all shall be citizens and residents of the State.

The spirit which dictated that provision existed at the time of the incorporation of the Hudson River road in 1846, and was embodied in the act. It was therein enacted that "A majority of the Directors of the railroad company hereby incorporated shall reside in the counties in which the railroad shall be constructed, *and the same person shall not be a Director in any other railroad company in this State.*" Is it a fact that this provision has been abrogated by subsequent legislation? It would seem singular if, in view of all the successful efforts that have been made to get rid of the wholesome policy of former years, and of the every day practice in contravention of the wise provision, this section has not been modified or repealed. Still we have not been able, after a somewhat careful search, to find any law changing the section in question. It is possible there may be. But the subject merits inquiry, as well because of the apparent legal position of the matter, as the great public interest now being felt upon the subject of the consolidation of railroad power in the hands of a few men.—*Albany Journal.*

Pacific and Atlantic Telegraph Co.

The Pacific and Atlantic Telegraph Company of the United States, have declared the tenth quarterly dividend of 2½ per cent., payable on demand at the office of the company, 68 Fourth St., Pittsburg, Pa. The company has just completed a new two wire line over the route of the Pennsylvania Railroad, from Pittsburgh to Philadelphia. They have also constructed a new two wire line from Pittsburgh west to the town of Washington, where the wires strike one trunk line of the company on the National Road north to Cincinnati and the West. By the construction of this new trunk line of nearly eight hundred miles of wire, the company are placed in possession of a third line to the East, running through a different section of country from its other lines; thus affording increased protection to its business from damage to its lines from storms. The company by this new trunk line have one of the most direct and shortest lines between the east and the west. A couple of hundred miles makes of course no great difference in the transmission of messages when the weather is good, but in stormy weather there is a decided advantage in knowing the shortest line, to say nothing of the advantage to the Treasury in lessened cost for repairs and maintenance of way.

The company, we learn have a fourth route to the East partially completed. We learn in addition that the company are only waiting for the breaking up of the winter to begin building to Chicago and St. Louis, having already commenced their arrangements to that end.

Telegraph Enterprises.

The success attending the working of the two submarine cables which connect the New and Old Worlds, and the one between Florida and Cuba, is attracting the attention of capitalists everywhere, and we hear of at least six other projects for similar enterprises. Last week a company of New York business men organized under the name of the "Central American Cable Company," proposing at an early day to lay a cable between the island of Jamaica and the Isthmus of Panama. This company expect to obtain a grant from the Spanish Government to land the northern end of their line in Cuba, but if they fail in this, they propose to connect the new line with the existing Cuban cable at Key West, Fla. In addition to this, the Company intend to construct cable and land lines from Jamaica to St. Thomas *via* St. Domingo and Porto Rico. For this purpose negotiations are pending for the purchase of the Russian-American Company's Cable, and it is thought that the chief part of the work will have been completed by next Fall. Lines are also in process of construction between Rio Janeiro down the Atlantic coast of South America to Montevideo, to connect with the cable laid last year across the Rio de la Plata to Buenos Ayres. A company will construct a line next Fall across the Argentine Republic, on the Pacific side, from Buenos Ayres to Valparaiso, connecting the South Atlantic coast with the Pacific. The Spanish and American Company has also organized, under a grant and heavy subsidy from the Governments of Peru and Chili, to lay a cable within three years between Valparaiso and Callao. This Company are also taking the preliminary steps to extend their cable to Panama, thus bringing Calcutta, India, through the chain of cables and land lines into communication with Rio Janeiro. The total number of miles of telegraph wire now laid or projected to bring about the result we have indicated, will reach seven thousand four hundred and eighty. The benefits which will enure to American commerce by the diversion of the trade of the West Indies and South America from the channels in which it now runs, can scarcely be over-estimated should these telegraph plans be consummated.—*N. Y. Times.*

Baltimore City Passenger Railway.

This company commenced operations on the 28th day of July, 1859, under an ordinance of the Mayor and City Council of Baltimore, and was incorporated by the General Assembly of the State in 1862. The company now have thirty miles of track running through the streets of the city, and have paid into the treasury the amount of $473,290 56. They have in their service four hundred and forty horses and eighty cars.

Tonnage of Milwaukee.

The following is the tonnage of vessels owned and registered in the district of Milwaukee January 1st, 1868:

		Tonnage.
Side-wheel steamers	6	1,538.43
Propellers	9	3,951.11
Tugs	11	360.32
Scows	18	1,633.28
Brigs	3	579.01
Barks	14	5,758.38
Sloops	4	42.18
Canal boats	1	96.06
Schooners	126	18,068.96
Total	192	31,967.68
	Vessels.	Tonnage.
Of this amount Milwaukee owns	96	16,145.71
Racine has	38	7,788.56
Green Bay	28	3,429.98
Sheyboygan	20	3,292.40
Manitowoc	19	1,998.66
Kenosha	9	1,109.04
Port Washington	1	201.06

Queen Anne's and Kent Railroad.

The directors of this road met at Centreville, Md., on the 14th ult., at which time a contract was made with Messrs. Stearns & Quigley, of Wilmington, Delaware, for the construction of the road from Massey's Cross roads to Centreville. These gentlemen contract to build the road for $300,000—$225,000 in cash, and the remainder in bonds. The first earth is to be broken on the 6th inst., and the road is to be completed by May 1, 1869. The route agreed upon is this described in the Centreville *Citizen:* Commencing at Massey's Cross roads, in Kent County, and running thence to Millington, thence to Sudlersville, thence to the Cross roads at Cox's Saw Mill, thence to the Church Hill and Roesville road, between the lands of John H. Evans and the Hewett heirs, thence to Carville's Corner, at the northern terminus of the road between the lands of James B. Palmer and the Carville heirs. The route of the road thence to Centreville has not yet been determined on.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE.
ALBANY, Jan. 21, 1868.

TWENTY-NINTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of Three Per Cent. on the capital stock thereof, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer books will be closed at the close of business on Friday, the 31st day of January inst., and be re-opened on the morning of Monday, the 24th day of February next.

E. D. WORCESTER, Treasurer.

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TO BRIDGE CONTRACTORS,

LOUISVILLE, CINCINNATI, AND LEXINGTON RAILROAD,

CHIEF ENGINEER'S OFFICE,
LOUISVILLE, KY., January 13, 1868.

SEALED PROPOSALS will be received at this office until February 15, 1868, for about twenty-six hundred lineal feet of Bridge superstructure (in iron and timber) for the Kentucky river and other streams crossing the Louisville and Cincinnati Railroad. Thirteen hundred feet will be in spans of 200, 150, 125, and 100 feet, and the residue in 75 feet spans and under; all upon plans and specifications exhibited on and after the 20th inst.; but proposals upon other plans will be considered. Each bid will cover materials, labor of all kinds, transportation, and erection. For a portion of the Bridge work completion will be required July 1st, 1868, and for all by September 1st ensuing. Payments cash, with the usual reservation on partial payments to secure fulfillment of contract. Right reserved to reject any or all bids.

Proposals will also be received for the temporary trestling on the line.

I. M. ST. JOHN,
414 Chief Engineer.

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WILL BE COMPLETED IN 1870,

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Having thirty years to run, and bearing six per cent. currency interest, at the rate of $16,000 per mile for 517 miles on the Plains: then at rate of $48,000 per mile for 150 miles through the Rocky Mountains; then at the rate of $32,000 per mile for the remaining distance, for which the United States takes a *second lien* as security. The interest on these Bonds is paid by the United States government, which also pays the Company one-half the amount of its bills in money for transporting its freight, troops, mails, &c. The remaining half of these bills is placed to the Company's credit, and forms a sinking fund which may finally discharge the whole amount of this lien.

2.—FIRST MORTGAGE BONDS.

By its charter the Company is permitted to issue its own First Mortgage Bonds to the same amount as the bonds issued by the government, and *no more, and only as the road progresses.* The Trustees for the Bondholders, are the Hon. E. D. Morgan, U. S. Senator from New York, and the Hon. Oakes Ames, Member of the U. S. House of Representatives, who are responsible for the delivery of these Bonds to the Company in accordance with the terms of the law.

3.—THE LAND GRANT.

The Union Pacific Railroad Company has a land grant or absolute *donation* from the government of 12,800 acres to the mile on the line of the road, which will not be worth less than $1.50 per acre, at the lowest valuation.

4.—THE CAPITAL STOCK.

The authorized capital of the Union Pacific Railroad Company is $100,000,000, of which $8,500,000 have been paid on the work already done.

The Means Sufficient to Build the Road.

Contracts for the entire work of building 914 miles of first-class railroad west from Omaha, comprising much of the most difficult mountain work, and embracing every expense except surveying, have been made with responsible parties, (who have already finished over 540 miles), at the average rate of sixty-eight thousand and fifty-eight dollars ($68,058) per mile. This price includes all necessary shops for construction and repairs of cars, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage, and freight cars, and other requisite rolling stock, to an amount that shall not be less than $5,000 per mile. Allowing the cost of the remaining one hundred and eighty-six of the eleven hundred miles assumed to be built by the Union Pacific Company to be $90,000 per mile,

The Total Cost of Eleven Hundred Miles will be as follows:

914 miles, at $68,058	$62,205,012
186 miles, at $90,000	16,740,000
Add discounts on bonds, surveys, &c.	4,500,000
Amount	$83,445,012

As the U. S. Bonds are equal to money, and the Company's own First Mortgage Bonds have a ready market, we have as the

Available Cash Resources for Building Eleven Hundred Miles:

U. S. Bonds	$29,328,000
First Mortgage Bonds	29,328,000
Capital Stock paid in on the work now done	8,500,000
Land Grant, 14,080,000 acres, at $1.50 per acre	21,120,000
Total	$88,276,000

The Company have ample facilities for supplying any deficiency that may arise in means for construction. This may be done wholly or in part by additional subscriptions to capital stock.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

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and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.
January 8th, 1868.

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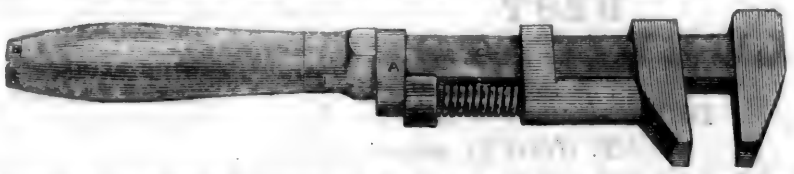
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7.	" 14	"	1½ to 1	20.	" 30 "	"	1 to 1
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9	" 16	"	1 to 1	22.	" 30 "	"	1½ to 1
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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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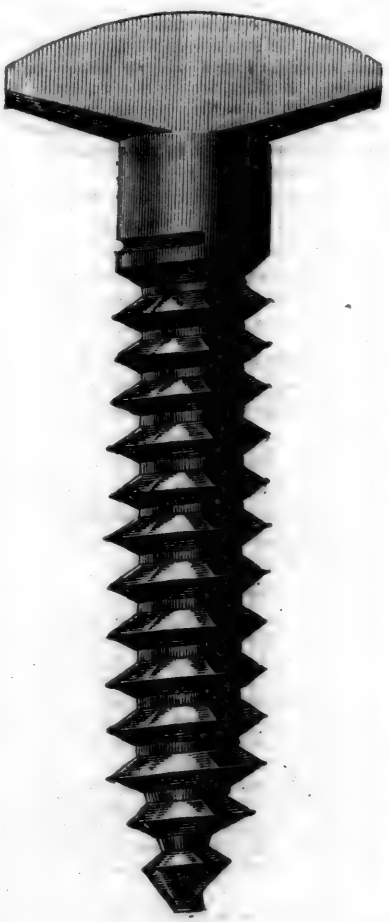
New York, Saturday, February 8, 1868.

The United States Railroad Screw Spike Company.

A company with a large capital has recently been formed in this city, having for its President Mr. Henry Young, and for its Secretary Mr. G. B. Hubbell (known favorably for so many years to the hardware trade of the country both as a merchant and manufacturer) and comprising among its members such well known and prominent citizens as Enos Richardson, Charles A. Townsend, H. F. Lumbard, E. C. Litchfield, E. C. Becker and others, for the manufacture of a new description of Screw-Spike for railroads, intended to supersede the common driving spike.

This company has just erected a capacious factory in the town of Ossining, Westchester Co., N. Y., for the manufacture of this article. The invention is interesting not only to railroad companies, to whom, in an economic point of view, it will doubtless be of much importance, but to the entire traveling community, whose personal safety it is intended and calculated to secure.

That our readers may understand the matter more clearly, we insert a cut representing the full size of the Screw-Spike, from which it will be seen that it is simply a wood screw with a double hooked head. It is designed to hold the rail more firmly to the tie, and to avoid working loose as the present description of spike does, and in this way to prevent the starting of the rails, which, as our readers know, is the cause of so



many accidents. In this respect the invention is one of great importance to the public, its promoting greater safety in railroad traveling, and as soon as its value in this regard is understood and appreciated we apprehend its universal use will be demanded by the public.

That a screw is a more secure fastening than a nail, it is of course unnecessary to argue—the extent to which the one has displaced the other where strain or traction is involved is the evidence of this, and it only seems strange that a principle so simple and so obvious should have been overlooked in fastening down iron rails on wooden ties or sleepers—that it is so, the experience of the past four years in the use of Montignani's Patent Screw Spike has, we understand, abundantly evidenced, and testimonials have been laid before us from the trackmasters of many railroads confirming this. Of these we shall only copy three or four which seem directly to the point.

Mr. Featherly, track master of the New York Central Railroad, has written to the company as follows:

"I put down your screw-spikes sixteen months ago on a section of our road where the heaviest work is done, viz., on a steep grade on the main track three miles from Albany, one quarter mile above West Albany, and they are there to-day as firm and secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time. I know they are safer than the common spike and a great saving of both life and property."

Mr. James R. Hilliard, trackmaster of the Erie Railway, makes a similar report in a letter to the company. He says:

"They will hold a rail more firmly to the tie, and will not work loose as the spikes now in use do," adding: "Driving the spike is liable to split or check the timber, which of course causes it to decay. The screw spikes, I think, overcome that difficulty. It is now fifteen months since I put the screw spikes on the track of the Erie Railroad, near Jersey City, on a reverse curve where all our long heavy freight trains pass each way, and, so far as my opinion goes, I must say I have never had a piece of track that keeps its guage equal to that when the screws are in use."

Mr. Marble, trackmaster of the Albany and Saratoga Railroad, we see, writes as follows:

"On examining the screw spikes put down by me December 16, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down, while great numbers of the common spike

are loose and out of place, and I find on examination the threads of the screws are bright and clean."

To the same effect Mr. E. H. De La Vergne, trackmaster of the Shore Railroad, writes:

"Having examined and tested your screw-spikes on our road I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our railroads would be perfectly safe, so far as the track is concerned."

Mr. A. F. Snyder, trackmaster, Albany, has written in these words:

"This is to certify that the screw spikes put down on the bridge over the Hudson River at Albany, N. Y., by the United States Railroad Screw Spike Company, February, 1866, have done their work perfectly, holding the rails securely and firmly to the ties, not having started in the least, while the ordinary spikes which were put down on the bridge at the same time have many of them started up and are quite loose and useless."

Testimonials to this effect from the men practically acquainted with the use of this article might be multiplied, but we have adduced enough to prove that they conduce in a very essential manner to safety of railroad traveling, by preventing the loosening or starting of the rails, which, as we have already said, is the cause of so many accidents, and such frequent loss of life. And as soon as this fact is generally known, their use will be a matter simply of necessity with the railroads, for the people will demand it.

This is, of course, the aspect of the subject which is of the first importance, and which most directly interests the public—the tendency to lessen the risk of railroad traveling, which unquestionably the use of this screw spike will have—and we hope the claims of the invention will receive attention, and the evidence in support of these claims will be investigated by the press and by thoughtful men throughout the country; and to this end we suggest that parties interested in the subject should write to the secretary, G. B. Hubbell, Esq., at the office of the company, 45 Cliff street, who will, we are sure, be happy to send in reply the fullest information. And surely every man who travels, or who has a wife or child, or friend who travels upon a railroad, is interested in this matter.

We desire to call public attention to this subject first and chiefly, we confess, that such a pressure of public demand may be brought to bear upon the railroad interest as will compel their attention to the subject. It is a trite proverb that "corporations have no souls;" and assuredly the fearful record of railroad accidents in this country presenting such an aggregate destruction of human life as is without parallel in railroad management in the world, and exhibiting a fearful laxity in our administration of them shows that our railway corporations form no exceptions to the general rule; and if they are brought to adopt any reforms or improvements in their system, it must be either from the pressure of public opinion or the hope of increasing dividends. Fortunately, we believe that both these considerations will combine in the present case; for we cannot doubt, on the one hand, that the traveling public will imperatively demand the use of this article, if it be the means of greater safety, as it doubtless will; and, on the other, we find from an examination of the facts that so far from the screw spike costing more money than the common spike it will in reality be much cheaper.

It is true that the first cost of the screw spike is conderably more per pound than—perhaps double—that of the common article. But it would be a great mistake to suppose its cost is, therefore, twice as great, or greater at all; on the contrary, it seems plain that it will be considerably less. On this subject of the greater economy of the article, the advertisement of the company tersely and clearly states the facts. It says:

"In order to remove the rail it will only be necessary to reverse the screw one quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized. Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used the rails are held so firmly in their place that this injury is prevented. The saving to railway companies in ties alone, it is estimated, will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

"It is also calculated that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving."

And this is abundantly corroborated by the testimony of practical railroad men, all, we understand, without exception, who have investigated the subject, avowing the conviction that a large saving would be effected in cost by the universal adoption of the screw spike.

Mr. Hilliard, to whose letter we have already referred, adds further on this point of cost, that the new spike will prove cheaper, not only from the greater cheapness in relaying iron, but from the much longer endurance of the ties where screws are used. He gives, in addition to the reasons already cited for advocating the use of the screw spike in preference to all others that he has seen in use for twenty-four years on railroad tracks, the following:

"In relaying iron it will be done *much quicker*. You simply give the screw one-fourth turn back, lift the old rail, replace it with a new one, then turn the screw back as before; while the old-fashioned spikes must be drawn from the ties, and new holes made every time a rail is replaced—and every spike driven in a tie is, as we trackmen term it, "death to the tie."

"I think the ties *will last at least four years longer* where the screws are in use, as they keep the ties up firm to the base of the rail, thereby preventing pounding; whereas the common spikes draw out as the ties settle, allowing the rail to bend and cut in the tie."

And Mr. Featherly (already referred to) also says on this subject:

"I know they are safer than the common spikes, and a great saving of both life and property—*at least fifty per cent. in ties, and quite as much in spikes*—saying nothing of economy in labor, and of the firmness of the rail, obviating the immense jarring which cuts the ties—caused by loose spikes and rails—and yet giving to the track that easy and connected spring so long desired."

Another source of economy in the use of these screws is that they can be drawn and re-used frequently, while spikes are necessarily crooked in drawing them from the wooden ties, and are commonly cast aside as scrap.

But a further and a higher consideration of economy remains still to be noticed. It is the saving certain to be effected by railroad companies in avoiding the losses caused by railroad accidents. If it be true, as we suppose is unquestionably the fact, that accidents involving great loss of property, and heavy damages for injury and death to individuals, have been caused by the defective fastening of rails, then an invention which avoids such danger may well be paid for as a premium on a policy of insurance against such losses, and, therefore, on the very lowest ground of pecuniary interest, the use of these spikes will be wise and economical.

We have no doubt that these considerations of economy will be regarded by prudent railroad managers, who will the more willingly and promptly bow to the demands of public opinion, when they understand that at the same time they are promoting directly their own pecuniary interests.

We have only to add that the company, composed, as we have said, of influential and sagacious men, and represented by intelligent and effective officers, has a large capital, and has gone into this enterprise with confidence in the final success of their patent, and a far-seeing apprehension of the magnitude of the business to be done. Having devoted nearly two years to careful study of the subject, and necessary preliminary experiments, they have erected a large factory, in which they have put a quantity of costly and powerful patent machinery, which enables them even now to turn out five or six tons daily of their screw spikes, and with facilities at once to increase the production to many times that amount. The peculiarity of the screw is that it is not cut, but hammered, thus securing by the process of hammering the greater toughness and higher refinement of the iron. The machinery employed in heading the screw (invented by Mr. Benjamin Walker,) is exceedingly ingenious, and does its work most perfectly. In a single heat the whole process of making the screw is completed. The rod, when heated, is first put into the heading machine, and the head forged, and then it is transferred to the screw machine, and the thread, which is perfect and sharply cut, hammered out.

The company are at present engaged in preparing tools for putting in the screws with ease and rapidity, which it is expected will reduce the cost to below that of driving the ordinary spike.

We have thought this matter of so much importance, not only to the public, but to the railroad interest itself, that we have devoted so much of our space to it this week, and we suggest to the press at large that this is a subject to which it may be well to call the attention of the people. With Bessemer steel rails, and with screw spikes to fasten them, we may hope to avoid many of the

accidents which arise from the starting and displacement of rails, and although they may cost railroad companies more money at the start, they will both be found in the end great sources of saving.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1867:

RECEIPTS.

From passengers	$1,281,454 04
From freight	353,072 65
From U. S. mail, rents, express, freight and other sources	230,776 67
	$1,865,303 36

EXPENSES.

Maintaining railroad, bridges and buildings	$259,967 28	
Repairs of locomotives, cars and machinery	160,417 98	
Fuel—cost and labor in preparing	150,007 47	
Operating the road and transporting passengers and freight	428,214 92	
Office expenses, salaries and contingencies	20,546 06	
		1,019,153 71
		$846,149 65
Interest on bonds		$59,673 54
Transit duty on passengers & freight		33,799 29
State tax on capital stock		28,437 50
Government tax		65,000 32
Sinking fund		20,000 00
Dividends in cash, Aug. and Feb.		568,482 00
Profit and loss, to surplus earnings		67,757 00
		$846,149 65

The number of passengers transported over the road during the year, was as follows:

Over the whole line of the road	613,545
Between Jersey City and Newark	1,738,061½
" " Elizabeth	160,049
" " Rahway	163,066½
" " Uniontown	18,387
" " N. Brunswick	136,697
" all intermediate places	827,172½
Total, not including commuters and free passengers	3,656,978½

The number of tons of goods, wares and merchandise transported over the road during the year, was as follows:

Over the whole line of the road	55,888
Between Jersey City and Newark	42,738
" " Elizabeth	19,547
" " Rahway	14,068
" " New Brunswick	29,082
" all intermediate places	117,084
Total	278,407

Number of miles run by passenger, freight and other trains, 677,201.

GENERAL STATEMENT.

Capital stock		$6,000,000 00
Funded debt		850,000 00
Bonds and mortgages		512,614 00
Due other railroads		194,009 73
Profit and loss, being surplus earnings represented by permanent improvements, and the property and cash stated below	$109,867 73	
Dividend, 1st January, payable 3d February, 1868	293,750 00	
		403,617 73
		$7,960,241 46

Cost of road and equipments:

For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land and land damages	$4,077,493 00	
Locomotives, tenders & snow plows	469,000 00	
Cars—passenger, freight and baggage	389,814 00	
Property, viz:		
Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jersey Associates)	$2,393,297 44	
Due from other roads	66,497 55	
Cash in bank, cash items, and balances due	564,639 47	
		3,024,434 46
		$7,960,241 46

President.—ALFRED L. DENNIS.
Secretary.—F. W. RANKIN.
Treasurer.—H. J. SOUTHMAYD.
Gen'l Superintendent—F. WOLCOTT JACKSON.

Des Moines Valley Railroad.

The capital stock of this company, as authorized by the articles of incorporation, is $8,000,000. The amount of stock subscribed and paid is $1,820,200. The indebtedness of the company is $3,687,003 91, viz:

Eight per cent. first mortgage bonds, issued at the rate of $15,000 per mile on the first 154 miles of road, and secured by a mortgage on the road, its franchises and full equipment	$2,310,000 00
Seven per cent. income bonds, issued at the rate of $3,000 per mile on the first 154 miles of road, and secured by an indenture of trust on the nett earnings of the road	462,000 00
Eight per cent. short bonds	120,000 00
All other indebtedness, including amount due contractors	795,003 91

The road extends from Keokuk to Des Moines, the Capital of the State, 162 miles, and is completed and in operation the entire distance.

The lands granted to this road are the residuum of the Des Moines River Land Grant, but none have ever been certified to the company.

The gross receipts of this road for the year, 1867, were $735,586 71 which was disbursed as follows:

Operating expenses	$412,125 05
United States revenue tax	5,704 41
Iowa State tax	7,355 87
Interest on first mortgage bonds	184,800 00
Interest on income bonds	32,340 00
Interest on short bonds	9,600 00
Paid incorporat'n expenses, to Lessees for rolling stock, &c., and on floating debt	83,661 38
Total disbursement	$735,586 71

No profits have been earned, out of which to declare dividends, and no dividends to stockholders can be paid until the floating debt is liquidated, amounting at present, as shown above, to be $795,003 91, and probably not until the short bonds ($120,000) are also paid.

The cost of building the road from Keokuk to Des Moines, including right of way, depot grounds and buildings, machine shops, rolling stock and and all equipments, is $5,507,208 91, or $33,995 08 per mile.

Insurance Agents.

An important case has recently been decided by the First District Court of this city, involving the question of the responsibility of Insurance Companies for the acts of irresponsible Agents. The case was that of Simeon Mack *et al.*, *vs.* The American Exchange Insurance Company. It was a test case, and was taken up from an inferior court to decide the point whether the actions of an irresponsible broker bound an insurance company or not. It appeared that certain insurance brokers had procured the insurance of policies to certain parties, but had never accounted to the company for the premiums. The Court held that in such cases the insurance company was not bound by the action of the brokers, and could at any time cancel the policy for non-payment to them or their agent, of the premium.

This decision is one of importance to every merchant and property owner, and shows the absolute necessity of the utmost care in the choice of a broker to pay premiums to. It is a warning to insure only with such brokers as are well known to be honest men and of good standing. The better way in this, as in all other transactions of a like nature, is to do business directly with the principals at the offices of the companies. The plaintiffs claimed that the brokers acted as agents of the company, which the defendant denied, though they admitted that they had at different times taken risks which were brought to them by these brokers, allowing a rebate of ten per cent. Justice Kevlen gave judgment for the defendants.

Indiana and Illinois Central Railroad.

We learn that a controlling interest in the stock of this company has been purchased by parties residing on the line of the road; and that at a meeting of the stockholders in Indianapolis on the 30th ult., new officers were chosen, viz: President, John K. Warren, of Decatur, Ill.; Vice President, N. T. Thornton, of Putnam County, Ind.; Treasurer, Burrows, of Decatur, Secretary, W. A. Morrison, of Indianapolis. It was determined to remove the office of the company to Decatur, Ill., as soon as possible. The new officers and directors have taken hold with a determination to have the road built at an early day. The company now has assets to the amount of $1,000,000, which they are ready and anxious to turn over to any company of capitalists who will build the road.

Westham Iron Works.

The Richmond *Whig*, referring to the revival of these Works, under the auspices of a new company, says: "The company consists of General Joseph R. Anderson, of this city Frederick H. Wolcott and David Hoadley, of New York, General Charles P. Stone, of Dover, Va., and Leslie Chase, of New York. The charter was recently granted by Judge Christian of the Circuit Court of Henrico. The capital stock is $100,000, with the right to increase it to $500,000, to be divided into shares of $100 each. The company will hold the following amount of real estate: 2,000 acres in the County of Augusta, 5,000 in Rockbridge, 500 in Henrico, 500 in Appomattox, 2,000 in Amherst, and 2,000 in Nelson."

The Union Pacific Railroad.

The Government Commissioners for the Union Pacific Railroad have reported to the Secretary of the Interior that they find the sixteenth section of thirty miles of said road, commencing at the 510th mile-post and terminating at the 540th mile-post west from the Omaha, well constructed and ready for immediate service, and therefore recommended the acceptance of the section. The President of the United States has accepted the section, and ordered the patents and bonds accruing by law to be issued to the company. The 540th mile-post, where this section ends, is 7,525 feet above tide-water.

Baltimore and Ohio Railroad.

We have received a copy of the report of this company for the fiscal year ending September 30, 1865, which was presented at the annual meeting of the stockholders in Baltimore on the 18th of November last. The reports of this company have been delayed for several years past by reason of difficulty in settling accounts which had accumulated during the war and since. In view of the destruction of much valuable property, and many costly structures, during the war, which represented in part the capital of the company, it has been deemed proper to place all the expenditures for the maintenance and increase of machinery, and the construction of buildings, tracks, etc., for the year 1865 as expenses. The following is a comparative statement of the earnings and expenses of the Main Stem for the years 1864 and 1865:

MAIN STEM.

Earnings:	1864.	1865.
Passengers	$3,250,307 42	$3,997,642 28
Tonnage	5,327,384 83	6.099,063 91
Total	$8,577,692 25	$10,096,706 19
Working expenses:		
Transportation exp.	$801,061 21	$1,113,208 33
General expenses	52,013 87	35,416 14
Losses by accidents	32,007 59	20,726 87
Repairs of railway	809,362 48	1,483,422 16
" locomotives	494,039 27	1,082,986 70
" burden cars	461,527 55	476,479 70
" pass. cars	98,960 03	287,250 86
" dump cars	2,925 95	5,727 87
" stationary machinery	71,849 26	147,765 19
" depots	135,332 13	332,725 63
" water stati's	20,798 90	30,074 09
" bridges	82,221 07	194,005 89
" telegraphs	6,238 45	42,317 83
Fuel and preparing	107,145 93	238,943 58
Cleaning engines and cars	39,780 65	63,153 16
Pumping water	9,309 12	11,674 86
Watching cuts tunnels and bridges	42,326 40	59,173 35
Contingent expenses of machinery department	3,609 38	4,676 11
Total	$3,270,509 05	$5,658,722 82
Net earnings	$5,307,183 20	$4,437,983 87

It is shown that the earnings, in comparison with the fiscal year 1864, increased $1,519,013 94, while the working expenses increased $2,388,213 27—making thus a comparative decrease of net profits of the Main Stem of $869,199 33. Compared with the fiscal year 1863, the increase of earnings being $3,586,761 13, and the increase of working expenses $3,692,874 91, the decrease of net profits amounted to $106,113 78.

During the fiscal year, the sinking fund for the redemption of the city loan increased to $956,724 64—showing a gain of $56,860 40.

Dividends of 4 per cent. each upon the capital stock were paid on the 1st of November, 1864, and 22d of May, 1865. The U. S. tax thereon was also paid by the company.

The liabilities of the company, compared with the statement of September 30, 1864, show reductions by payments on account of the loans stated as follows:

On loan redeemable in 1867	$99,019 37
" " 1875	130,500 00
" " 1880	26,500 00
" " 1885	107,500 00
	$358,519 37

The balance of cash in the Treasury, Sept. 30, 1865, was, $1,302,898 38, after deducting $135,903 92 for payment of interest on the city loan, and on the bonds of the company which matured Oct. 1, 1865.

Statement of Profit and Loss for the years ending September 30:

	1864.	1865.
Balance from previous year	$9,648,991 85	$13,087,651 31
Net earnings	5,307,183 20	4,437,983 87
Divid'd upon 10,168 shares of Washington Br. stock owned by the Co.	101,680 00	101,680 00
Increment of five million loan S. F.	35,121 18	44,848 48
House rents	4,571 86	3,777 79
	$15,097,548 09	$17,675,941 45
	1864.	1865.
Dividends on stock	$1,311,954 00	$1,050,000 00
Interest and taxes	672,583 00	515,211 62
Ground rents	25,359 78	25,800 86
Balance	13,087,651 31	16,084,928 97
	$15,097,548 09	$17,675,941 45

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1864 and 1865:

Liabilities:	1864.	1865.
Stock	$13,123,000 00	$13,132,100 00
Stock scrip not funded	4,402 00	4,302 00
Certificates of indebtedness not conv. into stock.	22,890 00	14,130 00
Scrip issued for fractional certif.	1,670 00	1,430 00
Preferred stock	3,000,000 00	3,000,000 00
Loan redeemable in 1867	915,280 50	821,261 13
Loan of 1875	1,024,750 00	894,250 00
" 1880	628,500 00	602,000 00
" 1885	1,852,000 00	1,744,500 00
City loan	5,000,000 00	5,000,000 00
* N. W. Va. R.R. 2d mort. bonds		493,000 00
* N. W. Va. R.R. 3d mort. bonds		201,000 00
Open accounts	422,136 14	343,507 78
Unclaimed dues	33,355 29	38,700 38
Wash. Br. road	567,477 85	708,018 00
Profit and loss	13,087,651 31	16,084,928 97
Total	$39,683,112 59	$43,083,123 76

* Bonds of N. W. Va. R. R. guaranteed and endorsed by the B. & O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. & O. R. R. Co., under contract of July 18, 1864.

Assets:	1864.	1865.
Cost of road	$18,515,666 08	$18,515,666 08
" second track	1,551,238 06	1,551,238 06
" rolling power	3,621,755 03	1,621,755 03
" real estate	1,304,547 05	1,383,747 24
Property	$24,993,206 22	$25,072,406 41
Bonds of Central Ohio R. R. Co.	1,776,895 15	1,964,350 83
Stock and bonds of Pittsburgh and Connellsville R. R. Co.	80,808 74	200,005 92
Northwestern Va. R. R. Co.	4,054,515 25	
Pref. stock Parkersburg Br.		5,680,684 94
Stock of Washington Br. R.R. Co.	1,016,800 00	1,016,800 00
Stocks and bonds including municipal and R. R. corporations	1,473,599 45	1,917,161 60
S.F. $5,000,000 loan	899,864 24	956,724 64
S.F. N.W.Va. bonds	646,000 00	
S. F. ground rents on Camden stat'n	101,191 66	101,191 66
Bills receivable, etc.	975,899 64	1,016,199 64
Outstanding acc'ts and uncollected revenue	2,934,147 16	3,020,804 27
Materials on hand	462,161 76	533,895 47
Balance after paying interest on bonds due Oct. 1.	268,023 30	1,302,898 38
Total	$39,683,112 59	$43,083,123 76

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1864.	1865.
Passengers	$688,643 02	$747,582 06
Tonnage	175,836 87	168,704 61
Total	$864,480 79	$916,286 67
Expenses:		
Repairs of roadway and improvements	$628,962 80	$319,594 02
Repairs of depots	8,064 32	12,796 48
" water stations	8,027 28	5,852 87
" bridges	58,978 07	23,603 37
Pumping water	1,985 93	3,447 45
Total	$606,018 40	$365,294 19
Net earnings	$258,462 39	$550,992 48

The earnings show an increase, as compared with the previous year, of $51,805 88; the expenditures charged are $240,724 21 less—making an increased gain of $292,530 09. The expenses of the Road Department alone are charged to the Branch; all other expenses are paid by the Main Stem.

A dividend of five per cent. was paid Oct. 17, 1864, and a similar dividend on the 15th of May, 1865.

Statement of profit and loss for the years ending September 30:

	1864.	1865.
Balance from prev. yr.	$704,841 66	$542,477 35
Net earnings	258,462 39	550,992 48
Total	$963,305 05	$1,093,469 83
Dividends on stock	$165,000 00	$165,000 00
State tax on passeng'rs	254,056 70	244,186 83
Ground rent	20 00	20 00
On account of annuity	1,750 00	1,250 00
Balance carried to next year	542,477 35	683,013 00
Total	$963,304 05	$1,093,469 83

Statement of the liabilities and assets of the Washington Branch, Sept. 30, 1864 and 1865:

Liabilities:	1864.	1865.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal)	25,000 00	25,000 00
Profit and loss	542,477 35	683,013 00
	$2,217,477 35	$2,358,013 00
Assets:		
Road & equipment	$1,650,000 00	$1,650,000 00
Amount due by B. & O. R. R. Co.	567,477 35	708,013 00
	$2,217,477 35	$2,358,013 00

North Western Virginia Railroad.

Of the North Western Virginia Railroad—which became the Parkersburg Branch Railroad Company—the earnings for the three months ending December 30, 1864, were $174,424 37; and of the Parkersburg Branch Railroad, for the nine months ending Sept. 30, 1865, were $584,458 49—making the total earnings for the year $758,882 86. The expenses of the former company for the three months stated were $223,436 03; and of the latter company for the subsequent nine months, $492,569 01—making the total expenses for the year $716,005 04; which shows the aggregate net result to be $42,877 82. The earnings were $62,179 87 more than for the preceding year, while the expenses increased $146,387 21—showing a comparative net decrease of $84,157 34.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1864.	1865.
Passengers	$286,814 99	$322,314 81
Tonnage	459,888 00	436,568 05
Total	$696,702 99	$758,882 86
Expenses:		
Transportation	$82,229 82	$108,348 47
Repairs of road	238,567 81	290,875 83
" water stations	876 73	2,997 87
" telegraph	2,215 40	6,030 09
" stationary machinery	3,441 31	5,918 28
" locomotives	111,289 39	133,697 12
" burden cars	63,772 31	70,595 43
" passenger cars	9,445 26	12,663 68
" dump cars	727 11	424 75
" bridges	13,615 02	15,710 32
" depots	5,928 42	16,741 84
Pumping water	2,201 90	2,892 75
Losses by accidents, etc.	592 28	4,871 85
Fuel and preparation	17,327 90	24,781 67
General expenses	12,902 50	15,377 11
Cleaning engines & cars	4,274 78	3,812 38
Contingent expenses	359 89	265 60
Total	$569,667 83	$716,005 04
Net earnings	$127,035 16	$42,877 82

The aggregate earnings of the Main Stem, Washington Branch, N. W. Virginia and Parkersburg Branch, for the years ending September 30, 1864 and 1865, were as follows:

	1864.	1865.
Main Stem	$8,577,692 25	$10,096,706 19
N. W. Virginia R.R.	696,702 99	174,424 37
Parkersburg Branch	.....	584,458 49
Washington Branch	864,480 79	916,286 67
Totals	$10,138,876 03	$11,771,875 72

The expenses of operating and repairs were as follows:

	1864.	1865.
Main Stem	$3,270,509 05	$5,658,722 32
N. W. Virginia R.R.	569,667 83	228,436 03
Parkersburg Branch	.....	492,569 01
Washington Branch	606,018 40	365,294 19
Totals	$4,446,195 28	$6,740,021 55

And the revenue, after deducting the cost of operating and repairs, as follows:

	1864.	1865.
Main Stem	$5,307,188 20	$4,437,983 87
N. W. Virginia R.R.	127,035 16	*49,011 66
Parkersburg Branch	.....	91,889 48
Washington Branch	258,462 39	550,992 48
Totals	$5,692,680 75	$5,031,854 17

* Deficit.

Showing an aggregate net decrease, compared with the preceding year, of $660,826 58.

The following table gives the receipts of the last five years, those for 1861, 1862, 1863, and 1864, being inserted as a measure for comparison:

	Passengers.	Tonnage.	Total.
Main Stem—			
1861	$889,159 05	$2,424,266 65	$3,211,425 70
1862	1,769,497 13	2,712,361 85	4,481,858 98
1863	2,332,806 37	4,177,138 69	6,509,945 06
1864	3,250,307 42	5,327,384 83	8,577,692 25
1865	3,997,642 28	6,099,063 91	10,096,706 19
Washington Branch—			
1861	$327,897 03	$110,260 66	$438,139 69
1862	444,262 30	334,154 37	778,416 67
1863	500,117 08	203,006 51	703,123 59
1864	688,643 92	175,836 87	864,480 79
1865	747,582 06	168,704 61	916,286 67
N. W. Va. R. R.—			
1861	$134,386 14	$216,145 59	$350,531 73
1862	125,780 09	238,242 10	364,022 19
1863	147,874 97	298,345 89	446,220 86
1864	236,814 99	459,888 00	696,702 99
1865	322,314 81	436,568 05	758,882 86
Aggregate—			
1861	$1,349,424 22	$2,650,672 90	$4,000,097 12
1862	2,339,539 52	3,284,758 82	5,624,297 84
1863	1,980,798 42	4,678,491 09	7,659,289 51
1864	4,175,766 33	5,963,109 70	10,138,876 03
1865	5,067,539 15	6,704,336 57	11,771,875 72

The road operated by this company comprises three distinct parts: the Main Stem, the Washington Branch and the Parkersburg Branch. The length of these several lines is as follows:

Baltimore and Ohio Railroad	379.6 miles.
Washington Branch	30.0 "
Parkersburg Branch	103.5 "
Total	513.1 miles.

The stock of engines on hand at the close of the fiscal year 1865, numbered 243; of which 200 were first class, 34 second class, and 9 third class.

The number of cars owned by the company is as follows: 130 passenger, 22 smokers, baggage, mail, express, etc., 1 pay, 1 post office, 2 baggage, 8 officers, and 3,549 tonnage, stock and coal cars.

The mileage of engines in 1864 and 1865 on the lines severally, was as follows:

	1864.	1865.
Main Stem	3,493,376	3,798,323
Washington Branch	435,144	584,848
N. W. Virginia R. R.	416,837	436,729
Totals	4,345,357	4,819,900

No returns are given of the number of passengers carried. The through tonnage, which amounted in 1864 to 166,118, was in 1865, 164,476—showing a decrease of 1,642 tons.

The aggregate quantity of coal transported on the Main Stem in 1864, was 359,561 tons; and in 1865, 408,170 tons—showing an increase of 48,609 tons.

The tonnage of live stock in 1864, was 25,433; in 1865, it was 26,304.

The quantity of lumber brought to Baltimore in 1864, was 9,868 tons; in 1865, 12,096 tons.

The quantity of flour brought to Baltimore in 1864, was 616,917 barrels; in 1865, 631,688 barrels—an increase of 14,771.

In the last Annual Report full statements and explanations were made of the agreements with the city of Baltimore, and the Northwestern Virginia Railroad Company, under which a re-organization of that company, and a reduction and consolidation of its debts were to be affected. Under the arrangements connected with these agreements, the payment of the entire sum of the bonds of the Northwestern Virginia Company, endorsed by the Baltimore and Ohio Railroad Company, viz: $1,000,000 of second, and $500,000 of the third mortgage bonds was assumed, principal and interest, by this company.

The endorsed bonds of the Northwestern Virginia Railroad Company, which were embraced in the last annual statement as a sinking fund for the extinction of those liabilities, viz: $444,000 of the second, and $202,000 of the third mortgage bonds, as well as $63,000 of the former, and $97,000 of the latter, subsequently purchased for the same object, have been retired. The remainder of the second mortgage, viz: $493,000, and of the third mortgage guaranteed bonds, viz: $201,000, now appear in the accompanying statement, among the direct liabilities of the Baltimore and Ohio Railroad Company. The payment to the City of Baltimore of $1,200,000, for its interest in the Northwestern Virginia Railroad Company, and the assumption of the guaranteed debts, as stated, with other advances made to that company, swelled the aggregate of the liabilities of the Parkersburg Branch Railroad to this company, on September 30th, 1865, to $5,680,684 94. Under the agreements, this indebtedness was adjusted in the preferred stock of the reorganized company.

By unanimous action, the Board in July, 1865, purchased from the Government of the United States, four first class steamships, for the purpose of inaugurating permanent intercourse by steam between Baltimore and Liverpool.

This enterprise was commenced with the cordial sanction of all the interests connected with the company, and has produced results of the greatest magnitude and importance in advancing and assuring vast interests, embracing those of the city of Baltimore and all the extensive regions for which, through the Baltimore and Ohio road and its branches, Baltimore furnishes the most economical and advantageous port for foreign commerce.

Western Central Railway.

The *Columbus Journal* says that the Western Central Railway Company, of Ohio, has filed its certificate for incorporation with the Secretary of State. It is the intention of the company to build a railroad from West Salem, Wayne County, to a point on the western boundary of Ohio, in the township of Washington, Mercer County. The road is to run through the counties of Wayne, Ashland, Richland, Crawford, Wyandot, Hardin, Auglaize and Mercer. The capital stock of said company is $1,500,000. A meeting of the incorporators of the company was held at Bucyrus on the 16th ult. Delegations were present at the meeting from all points on the line from West Salem to Logansport.

Cazenovia and Canastota Railroad.

The subscribers to the stock of this road are promptly paying in to the Treasurer the required ten per cent. on their stock. At a meeting of the directors on the 16th ult., the following officers of the company for the ensuing year were elected; Lewison Fairchild, President; Charles Stroud, Vice President; H. F. Jervis, Secretary and Treasurer. Messrs. Stroud, Jervis & Sage were appointed as executive committee.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley ---------- 50	1,498,400	----------	----------
Alton and St Louis---------100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.---------100	16,152,962	A. & O.	Oct. '67 4
Do. Washington Br.----100	2,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger----	670,000	----------	Jan. '68 3
Boston and Chelsea ---------100	110,000	A. & O	Oct. '67 4
Bellefontaine Line ---------100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware---------100	997,112	----------	----------
Berkshire*---------100	600,000	J.A J&O	Jan.'68 1½
Blossburg & Corning.*---- 50	250,000	J. & D.	Dec.'67 2½
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.---------500	1,830,000	J. & D.	Dec. '67 4
Boston and Maine---------100	4 676,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester ---100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) ---------100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City ---------- 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ---100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	707,800	A. & O.	O. '67 4½
Camden and Amboy.---------100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,800	----------	----------
Cape Cod Branch ---------- 50	721,926	J. & J.	Jan. 68 3½
Catawissa. ---------- 50	1,150,000	----------	----------
Catawissa, pref.---------- 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110	----------	Jan '68 4½
Central of Georgia---------100	4,666,900	J & J.	Jul. '67 5
Central of New Jersey---100	13,000,000	J.A.J&O	Jan.'68 2½
Central Ohio---------100	400,000	J. & D.	Dec.'67 3
Do. pref.----------	----------	J & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S Carolina---100	1,201,000	----------	----------
Chemung*.---------- 100	380,000	----------	Dec.'67 3
Cheshire, preferred ---------100	2,017,825	Annual.	Jan' 68 3
Chicago and Alton.---------100	3,884,643	M & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy - 50	10,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western.---100	13,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R. I. & Pacific---100	9,100,000	A. & O.	Oct.'67 5
Cin., Ham. & Dayton---------100	3,129,100	A. & O.	Oct.'67 5
Cincinnati City Passenger---	----------	J'n &J'ly	Jan.'68$2
" Street ----------	----------	J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*--- 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg--- 50	5,403,911	----------	Sep. '67 5
Cleveland and Toledo* --- 50	4,841,600	J & J.	J'n.'68 1½
Col. & Indianapolis Can...100	4,000,000	J. A.J&O	O. '67 2½
Columbus and Xenia*.---- 50	1,786,200	J. & J.	Jan. '68 5
Concord ---------- 10	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ---100	350,000	J. & J.	Jan.'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River---------100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley. ---------- 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ---100	306,900	----------	----------
Dayton and Michigan*.---100	2,384,941	----------	----------
Delaware.---------- 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley---------100	1,550,050	----------	----------
Detroit & Milwaukee.---100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, R. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.)---------100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) ---------100	492,500	J. & J.	Jan. '68 4
East Pennsylvania---------- 50	604,400	----------	----------
East Tenn. and Georgia.---100	----------	----------	----------
East Tenn. and Virginia.---100	----------	----------	----------
Eighth Avenue (N. Y.) ---100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.---100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport.--- 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan. '68 3½
Erie Railway ---------100	19,570,100	F. & A.	Feb.'66 4
Do. pref.---------100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.---100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	----------	----------
Fitchburg ---------100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester---100	247,800	J. & J.	Jan.'68 3
Flint and Holly ----------	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---------100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)---- 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) -- 50	160,000	J. & J.	Jul. '67 2
Granite.---------100	----------	J. & J.	J an.'68 4
Great Western (Ca.)----------	16,802,748	----------	---------1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan.'68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Jan. '68 3
Hannibal and St. Joseph.100	1,900,000	----------	----------
Do. do pref.100	5,258,830	----------	----------
Hanover Branch---------- 50	116,550	M. & N.	Nov.'67 5
Housatonic---------100	820,000	----------	----------
" pref ---------100	1,180,000	J. & J.	Jan.'68 4
Hudson River ---------100	13,937,100	A. & O.	Oct. '67 4
Hazleton---------- 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central ---------100	23,886,450	F. & A.	Feb.'68 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.---100	2,000,000	J. & J.	Jan. '68 ..
Joliet and Chicago*.---100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Lehigh and Mahanoy.---- 50	2,158,585	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley ---------- 50	10,734,100	J.A.J&O	J'n. 68 2½
Lehigh Luzerne---------- 50	344,950	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami---------- 50	3,572,400	J. & D.	D'c.'67 4
Little Schuylkill* ---------- 50	2,846,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island---------- 50	3,000,000	F.M.AN.	Aug.'67 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence ----100	200 000	A. & O.	Oct. '67 3
Macon and Western---------100	1,500,000	----------	Jan.'68 4
Mahanoy & B'd Mount'n* 50	921,615	----------	----------
Maine Central---------100	1,600,860	----------	----------
Manchester & Lawrence.100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati---- 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66
Memphis and Charleston..100	6,312,725	M. & S.	Mar.'62 4
Memphis and Ohio ---------100	570,000	----------	----------
Metropolitan (Boston).----100	1,250,000	J. & J.	Jan. '68 5
Michigan Central ---------100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ---100	9,811,300	F. & A.	F. 65 1½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).---------100	400,000	----------	----------
Millville and Glassboro' ---100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,---	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014.000	Annual.	Feb.'68 7
Milw. & St. Paul.---------100	3,627,000	J. & J.	----------
" " " pref.---------100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,800	J. & J.	Jan. '68 4
Mobile and Ohio ---------100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex ---------- 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell---------100	600,000	M. & N.	Nov. '67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck---------100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J & J.	Jan.'68 2
New Jersey---------100	5,000 000	F. & A.	Feb.'68 5
New London Northern.---100	895,000	M. & S.	Sep. '67 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central---------100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem---- 50	5,285,050	J. & J.	Jan. '68 4
" " " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N. Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue---------100	797,400	----------	----------
North Carolina---------100	4,000,000	----------	----------
Northern Central ---------- 50	4,518,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	156,000	----------	May '67 4
Northern of N. Hampsh,.100	3,06 ,400	J. & D.	Dec.'67 4
Northern of N. Jersey ---100	158,800	----------	----------
North Missouri ---------100	2,369,307	----------	----------
North Pennsylvania---------- 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester ---100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi---100	20,222,647	----------	----------
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4 848,300	J. & J.	Jan. '68 3
Orange and Newark ------100	281,550	----------	----------
Oswego and Syracuse---------- 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri---------100	3,581,000	----------	----------
Panama---------100	7,000,000	J.AJ&O.	Jan. '68 6
Paterson and Ramapo---100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania ---------- 50	20,000,000	M. & N.	Nov. '67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,500	----------	----------
Philadelphia and Erie*.--- 50	5,069,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan. '68 5
Phila., Germ'n't'n & Nor't'n 50	1,507,350	A. & O.	Oct. '67 5
Phila. and Trenton*.---- 1 0	699,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt.---- 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City---------- 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	2,794,628	----------	----------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jan.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia ... 50	605,019	----------	----------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Peterab g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041.805	----------	----------
Rockport ---------- 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland and Burlington...100	2,233,376	----------	----------
St. L., Alt. and T. Haute..100	2,800,000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,800	----------	----------
Saratoga and Hudson R...100	1,020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	293,757	J. @ J.	Jan. '68 5
Schuylkill Valley* ------ 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke---100	868,200	----------	----------
Second Avenue (N. Y.)---100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) ----100	750,000	----------	Nov.'67 5
South Carolina ---------100	2,819,275	----------	----------
South Shore ---------100	259,685	----------	----------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.---100	1,000,000	----------	----------
Staten Island---------100	880,000	J. & J.	Jul. '67 4
Second Avenue (N. Y.)---100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) ----100	750,000	----------	Nov.'67 5
South Carolina ---------100	2,819,275	----------	----------
South Shore ---------100	259,685	----------	----------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.---100	1,000,000	----------	----------
Staten Island---------100	880,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 180	----------	----------
Taunton Branch ---------100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '68 5
Third Avenue (N. Y.)---100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan.'68 1
Tol., Peoria and Warsaw..160	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West.--- 50	5,460,000	----------	----------
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston---------100	607,111	----------	----------
Troy and Greenbush*.---100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*.---100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.).100	200,000	----------	----------
Union Pacific---------100	----------	----------	----------
Union Pacific (E. D.).----100	----------	----------	----------
Union Pacific (Cent. Br.).100	----------	----------	----------
Union (Phila.) ---------- 50	291,475	J. @ J.	Jan.'68 2
Utica and Black River----100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.----100	2,250,000	J. & D.	Dec.'67 4
Vermont Central---------100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley---------100	516,164	----------	----------
Virginia Central ---------100	3,353,679	----------	----------
Virginia and Tennessee...100	3,452,815	----------	----------
Western (Mass.)---------100	6,710,800	J. & J.	Jan. '68 5
Western Union ---------100	2,687,237	----------	----------
West Jersey ---------100	731,950	----------	Feb.'68 4
West Philadelphia---------- 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester---100	1,130,470	----------	----------
Wilm. and Weldon---------100	1,340,213	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,968	J. & D.	Dec.'67 3
Chesapeake and Ohio ---- 25	8,228,595	----------	----------
Delaware Division---------- 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.---100	10 000,000	F. & A.	Feb. '68 3
Delaware and Raritan.----100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania---------- 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated).---- 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).---------- 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,858,505	F. & A.	Feb.'67 6
Susq. and Tide Water---- 50	2,052,083	----------	----------
Union---------- 50	2,907,850	----------	----------
" preferred ---------- 50	----------	----------	----------
W. Branch and Susq.---- 50	1,160,000	J. & J.	Jan. '65 5
Wyoming Valley---------- 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation---------100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal---------- 25	1,500,000	M. & S.	M. '67 3½
Ashburton ---------- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.---------- 25	500 000	J. & D.	Dec '67 2
Central Coal ---------100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.----------	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal ------ 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.----------	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal.---- 50	1,250,000	J. & J.	Jan.'67 6
Spruce Hill Coal.---------- 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.---------100	3,400,000	A. & O.	----------
Wyoming Valley Coal ---100	1,250,000	F. & A.	Aug. '66
Rut and Marble---------- 25	1,000,000	----------	Dec'67 2½
Adams Express---------100	10,000,000	FMA&N	Nov.'66 3
American Express ---------100	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express ---100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed and equipped in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No	No		$	$	$	$	$	$	p c.	$	
						MASSACHUSETTS.									
30 Nov.'66	3.36	——	——	——	—	Boston and Chelsea	110,000	110,000	——	——	8,800	7,525	6½	——	37
30 Nov.'66	5.73	——	218	32	--	Broadway, Boston	348,279	325,000	——	20,461	168,846	44,203	7	——	54½
30 Nov.'66	27.43	——	——	——	--	Cambridge	734,671	727,800	150,000	94	——	65,502	9	——	94½
30 Nov.'66	2.57	——	35	6	--	Lowell (Horse)	46,536	46,000	——	——	20,399	3,261	——	——	——
30 Nov.'66	11.75	—	211	31	--	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	——	10	——
30 Nov.'66	3.41	——	——	——	——	Malden and Melrose	60,246	200,000	58,727	——	27,144	——	——	——	25½
30 Nov.'66	3.07	——	——	——	——	Medford and Charlestown	36,600	21,000	9,500	——	19,627	2,240	——	50	25
30 Nov.'66	38.82	——	837	157	--	Metropolitan (Boston)	1,501,478	1,250,000	——	139,096	752,414	113,472	——	——	60½
30 Nov.'66	6.28	——	254	36	--	Middlesex (Boston)	494,702	400,000	38,000	76,444	167,176	11,437	——	——	47
30 Nov.'66	3.22	——	——	——	——	Northampton & Will amsb.	300,000	300,000	——	4,627	2,686	211	——	——	——
30 Nov.'66	5.09	——	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,585	——	——	——
30 Nov.'66	7.78	——	48	18	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	——	——
30 Nov.'66	3 61	——	——	——	——	Somerville	75,000	75,000	——	——	4,379	2,251	3	——	30½
30 Nov.'66	2.50	——	12	3	—	Stoneham street (Boston)	87,300	33,000	——	——	9,628	1,991	6	——	——
30 Nov.'66	6.74	——	——	——	——	Suburban	95,000	5,000	——	——	——	——	——	——	——
30 Nov.'65	—	——	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	——	85½
30 Nov.'66	1.58	——	——	——	——	West Cambridge	18,600	18,600	——	——	——	516	4½	——	47
30 Nov.'66	2.25	——	——	——	——	Winnisimmet	62,152	59,800	——	——	3,720	3,255	4	——	—
30 Nov.'66	11.00	——	——	——	——	Worcester	91,174	75,000	52,000	——	——	——	——	——	——
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	——	——	——	——	8	——	——
31 Dec.'62	8.5	——	11	3	—	Hartford and Wethersfield	300,000	300,000	——	——	——	——	——	——	——
						NEW YORK.									
30 Sep.'66	9.65	——	87	6	6	Albany	158,622	89,950	40,000	——	46,365	1,841	——	——	——
30 Sep.'66	25.00	——	——	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	——	100	——
30 Sep.'66	10.76	——	——	——	33	Broadway (Brooklyn	286,759	200,000	27,500	5,910	98,263	23,408	8	100	——
30 Sep.'66	14.00	——	——	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	——	677,195	268,445	4	100	——
30 Sep.'66	8.00	——	——	16	—	Brooklyn, Bath & Coney Isl'd	168,414	99,850	80,000	72,872	27,901	7,567	——	100	——
30 Sep.'66	24.00	——	——	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	——	100	——
30 Sep.'66	57.68	1.90	——	196	—	Brooklyn City	1,388,369	1,000,000	170,000	——	1,051424	356,656	12	10	——
30 Sep.'66	11.75	4.00	——	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	——	100	——
30 Sep.'65	0.09	9.41	——	——	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	——	——	——	100	——
30 Sep.'66	4.50	——	——	14	—	Brooklyn City & Rock. Bch	124,586	102,150	35,000	——	8,667	4,562	——	——	——
30 Sep.'66	24.00	——	——	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,006	127,893	2½	100	——
30 Sep.'65	——	2.00	——	——	—	Clinton Avenue (Albany)	——	2,800	——	——	——	——	——	——	——
30 Sep.'65	——	2.00	——	——	—	Cohoes & Waterford	——	500	——	——	——	——	——	——	——
30 Sep.'66	19.75	——	——	——	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	loss.	——	100	——
30 Sep.'66	23.23	——	——	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	——	——	100	——
30 Sep.'65	——	6.00	——	——	—	East & North River (W.Co.)	650	650	——	——	——	——	——	——	——
30 Sep.'66	18.00	——	——	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	——	725,724	61,207	9	100	——
30 Sep.'65	12.00	——	——	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	——
30 Sep.'65	4.52	——	——	——	—	Grand st. & Newtown (W'g)	——	——	——	——	——	——	——	——	——
30 Sep.'66	10.00	——	——	17	2	Harlem Br., Morris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	——	100	——
30 Sep.'66	3.00	——	——	——	—	Hudson Av. and Prosp. P'k	——	(Completed Sept., 1867.)						——	——
30 Sep.'66	12.20	——	——	30	—	Ninth Avenue	445,295	797,320	112,000	——	73,276	loss.	——	100	——
30 Sep.'65	11.00	——	——	——	—	Port Morris & Westchester	1,200	1,200	——	——	——	——	——	——	——
30 Sep.'66	11.00	——	——	38	—	Rochester City & Brighton	278,473	133,400	100 000	7,000	53.296	9,042	——	100	——
30 Sep.'66	16.00	——	——	——	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420.564	31,026	——	100	55
30 Sep.'66	8.37	——	——	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	——	522,705	loss.	5	100	120
30 Sep.'66	3.00	——	——	——	8	South Brooklyn & Berg. St.	——	——	——	——	——	——	——	——	——
30 Sep.'66	17.50	——	——	170	—	Third Avenue (N Y.)	2,406,509	1,170,000	1,200000	70.000	1,098063	260,333	12	100	——
30 Sep.'65	——	5.00	——	——	—	Third Avenue & Fordam	975	975	——	——	——	——	——	——	——
30 Sep.'66	4.46	——	——	——	—	Troy and Cohoes	50,000	50,000	——	——	(Leased.)		——	——	——
30 Sep.'66	——	——	——	——	—	Troy and Lansingburg	——	——	(no report.)				——	——	——
30 Sep.'66	0.50	——	——	——	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	——	——	——
30 Sep.'66	1.75	——	——	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	——	15,850	390	——	——	——
30 Sep.'65	——	——	——	——	—	Westchester	5,949	7,370	——	——	——	——	——	——	——
30 Sep.'65	——	4.00	——	——	—	West Shore	1,457	2,200	——	——	——	——	——	——	——
						NEW JERSEY.									
31 Dec.'62	5.32	——	——	7	--	Hoboken and Hudson City	32,000	30,000	——	2,000	——	——	——	——	——
31 Dec.'62	5.05	2.50	——	8	—	Hoboken and Weehawken	134,400	70,000	60,000	——	17,228	9,986	3	——	——
31 Dec.'62	10.47	——	——	——	——	Jersey City & Bergen Point	——	——	——	——	——	——	——	——	——
31 Dec.'66	17.00	——	150	22	--	Orange and Newark	618,296	287,550	300,000	30,759	124,679	30,566	——	50	——
31 Dec.'62	5.80	——	——	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	——	——	——	——	——	——
						PENNSYLVANIA.									
31 Oct.'66	9.23	——	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	——
31 Oct.'66	6.74	——	——	——	——	Frankfort and Philadelphia	184,935	71,475	50,000	21,750	6,184	loss.	——	——	——
31 Oct.'66	16.43	——	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	——	261,223	65,440	6	50	36
31 Oct.'66	34.41	——	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,688	121,721	20	——	27
31 Oct.'66	5.47	——	120	25	—	Girard College (Phila.)	81,612	160,000	——	——	104,934	17,340	15½	50	26½
31 Oct.'66	4.53	——	191	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000	——	166,792	51,984	18½	50	29
31 Oct.'66	2.12	——	25	5	1	Harrisburg City	65,874	41,114	9,500	4,824	11,463	507	——	25	——
31 Oct.'66	19.00	——	390	56	1	Hestonv., Mantua & Fairm't	——	——	183,600	8,250	242,181	30,388	——	50	10½
31 Oct.'66	5.21	——	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	——	25	11½
31 Oct.'66	7.25	——	90	13	—	Oakland (Pittsburg & E. L.)	——	59,500	52,157	6,174	43,264	loss.	——	——	——
31 Oct.'66	5.92	——	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	——	39.291	13,479	——	20	12
31 Oct.'66	7.00	——	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	——	50	——
31 Oct.'66	7.50	——	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	——
31 Oct.'66	3.90	——	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	——	60,135	29,938	20½	50	——
31 Oct.'66	8.00	——	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	68,300	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	——	40	6	2	Schuylkill River (Phila.)	46,019	50,000	——	——	(op. by S. & P.)		——	——	——
31 Oct.'66	19.38	——	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	72
31 Oct.'66	5.62	——	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	——	——	57,662	12,333	——	50	13
31 Oct.'66	8.50	——	154	19	4	Spruce & Pine (Phil. & Gr'nF.)	250,253	250,157	——	——	101,996	38,491	8	50	26
31 Oct.'66	7.00	——	197	32	2	10th & 11th st. (Citizens')	176,045	192,750	——	——	206,945	98,612	31½	50	64½
31 Oct.'66	6.25	——	160	18	—	13th & 15th st. (Phila.)	——	994,950	——	——	128,955	45,196	3	50	18½
31 Oct.'66	25.00	——	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	——	344,895	67,574	7½	50	37
31 Oct.'66	9.29	——	331	56	1	West Philadelphia	358,523	249,000	100,000	——	292,461	80,847	10	50	64½
31 Oct.'66	2.48	——	9	3	1	Wilkesbarre and Kingston	26,880	25,000	——	6,260	9,168	3,424	——	——	——
31 Oct.'66	1.03	——	9	4	—	Williamsport	19,282	15,600	——	1,124	7,652	1,157	——	25	——
						MARYLAND.									
31 Dec.'62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	——	31,549	289,059	21,058	——	——	19
						OHIO.									
31 Dec.'62	5.00	——	——	——	——	Cincinnati Street	151,913	150,000	——	——	——	——	——	——	——
31 Dec.'62	5.00	——	——	——	——	City (Cinc.) Passenger	111,412	100,000	——	——	——	——	——	——	——
31 Dec.'62	3.81	——	——	——	——	Passenger (Cinc.)	69,837	50,000	——	——	——	——	——	——	——
31 Dec 62	3.69	——	——	——	——	Pendleton & S.st Mar't (Cin.)	70,000	50,000	——	——	——	——	——	——	——

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Quotation.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	——
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	——
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	——
Brooklyn and Rockaway					
1st Mortgage	25,000	7	J. & J.	——	——
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	——
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	——
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	——
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	——
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	69
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	——
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	——
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	——
Delaware County:					
1st Mortgage	6,500	7	——	——	——
Dorchester:					
Real Estate Mortgage	5,000	6	——	——	——
D. Dock, B. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	——	——
Eight Avenue.					
1st Mortgage	100,000	7	J. & J.	——	——
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	——
Real Estate	134,500	7	J. & J.	——	——
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankford and Philadelphia:					
1st Mortgage	50,000	7	——	——	——
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	——
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	——	——
Hestonville Mantua & Fairmount					
1st Mortgage	183,600	7	J. & J.	1869	——
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	——
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage gua anteed	58,727	6	——	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	——	——	——
Middlesex:					
1st Mortgage	38,000	——	——	——	——
Malden & Melrose bonds	46,971	——	——	——	——
Real Estate	6,000	——	——	——	——
Ninth Avenue:					
1st Mortgage	112,000	7	——	——	——
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	——
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	——
" O. & Newark	100,000	7	J. & J.	1880	——
2d Mortgage "	100,000	7	J. & J.	1883	——
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1870	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	——
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	——
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	——
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	——
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	——
Quincy.					
Plain bonds	58,400	——	M. & S.	1868	——
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	——
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	——	——
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	——
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	80
2d Mortgage	114,200	7	J. & J.	1860	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	——
Real Estate bonds	480,000	——	——	——	——
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	——	——	——
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	——	——
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	——
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	——

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1868.					
Loan of Jan. 28, 1847 registered	14,690,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	138
Texas Indemnity, of Sep. 9, 1850 coupon	(162,811	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	110
" " " coupon		5	" "	1874	111½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	117
" " " coupon		5	" "	1871	121
Loan of Feb. 8, 1861 registered	13,415,000	6	" "	1881	111½
" " " coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,245,600	6	Jan & July.	1881	111½
" " " coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	108½
" " (5-20s) coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) registered	1,878,804,760	6	May & Nov.	1884	106
" " (5-20s) coupon		6	" "	1884	110
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	107⅞
" " " (5-20s) coupon		6	" "	1885	109½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	105½
" " " (5-20s) coupon		6	" "	1886	107½
" " 3d series (5-20s) registered		6	" "	1887	106½
" " " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	177,907,800	5	Mar. & Sept.	1904	101½
" " " (10-40s) coupon		5	" "	1904	104½
Pacific R. R. Bonds (currency)	20,713,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	283,268,450	7.3	June & Dec.	1868	107⅞
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107⅞
Matured Debt not presented	15,708,829	---	presentation.	----	----
Gold Certificates of Deposit	20,104,550	---	presentation.	----	----
Coupon Interest Notes 1864 '65	46,244,780	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	356,159,127	---	----	----	----
Three per cent. certificates	23,265,000	---	----	----	----
Fractional currency	31,697,584	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,500	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July	1876	----
" — " " (") "	698,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	616,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	----
" — " " 1860 "	198,500	7	" "	1880	128
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	----
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	99½
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1 '65 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	81
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	67
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,222	6	Jan. & July.	1870	99
" — " " " registered	1,229,867	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,367,253	6	" "	'77-'79	----
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,999	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	99½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " "	1,421,000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1879	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	696,000	6	various.	'80-'85	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1997	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " 1863 "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	----
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	I. A. J & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1889	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currey.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1810	----
" — " " (Ches. & Ohio Can.).	2 000,000	6		1870	102
" — " " (Balt & S sq h.R.).	1,000,000	6		1870	100
" — " (Bounty)	501,000	6	"	abt '74	100½
" — " (Ches & Ohio can.)	30,000	6	"	1885	----
" — " (Balt. & Susq. R.R.).	429,688	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	101
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117
" —Union Fund Loan	800,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	388,000	5	" "	1883	105
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	106½
" — " " " sterling	3,998,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'78	----
" — " " "	2,150,000	6	" "	'74-'78	116
" —War Loan (currency)	2,118,000	6	Mar. & Sept.	'71-'86	106
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'69-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	968,500	5	" "	'91-'93	----
" — " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93½
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'61-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	103
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	85½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	103
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	99½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	600,000	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	100½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	106
" — " " " registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,186,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,650,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	102
" — " " "	2,258,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	989 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	860,000	5	" "	1878	----
" —Cana und Bonds	1,168,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	50½
Ohio—State Bonds (Union Loan)	280,586	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	90
" — " "	1,600,000	6	" "	1875	101½
" — " "	4,095,309	6	" "	1881	103
" — " "	2,400,000	6	" "	1886	101
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	99
" — " " registered	5,083,952	5	" "	'68-'70	98
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,488	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105½
" — " " 2d series	7,909,520	6	" "	1882	107
" — " " 3d series	9,270,017	6	" "	1892	107
" —Military Loan Bonds	2,908,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	101
" — " " " 1864	776,000	6	Jan. & July.	1893	----
	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,848	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" " " (new)	1,210,903	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	289,147	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,066,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1862	60
Vermont—State War Bonds	1,587,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	106,000	5	" "	long.	----
" — " " " (July on	21,69,398	6	" "	long.	37½
" — " (new) registered	10,900,000	6	" "	long.	----
" — " (") coupon	1,279,600	6	"	1876	36½
" — " (")	489,200	6	"	1886	41
Wisconsin—State Bond	39,609	6	"	1890	36½
	405 100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	329,828	3,236,492
1865	289,445	347,211	452,340	356,045	472,493	410,800	493,882	596,584	641,481	675,446	634,243	576,365	5,526 334
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533 150	599,670	474,056	388,573	5,696 119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	350,837	5,157,267
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,050	271,247	3,695,153
1867	240,288	142,947	238,662	283,921	338,691	343,471	356,142	421,484	422,164	430,108	384,196	302,406	3,884,122
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,305	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,312
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407 888	2,811,544
1864	273,876	317,839	390,365	421,363	466,630	565,145	480,710	619,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,628	747,942	702,661	767,598	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,619	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,367	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,068	11,532,348
Chicago and Great Eastern:													
1863	33,820	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864	47,393	56,565	67,822	61,912	59,182	58,178	53,518	88,458	87,037	97,876	94,643	78,111	850,496
1865	77,878	77,242	83,450	75,514	76,674	91,947	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	143,605	.....	.....	.....
Des Moines Valley:													
1866	40,120	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,226	580,271
1867	49,694	36,093	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,676	80,967	61,955	735,695
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	657,092	816,801	965,294	1,024,649	1,035,321	10,439,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,682	1,243,636	1,208,245	1,296,400	1,416.101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,029
1864	327,900	416,588	459,762	422,797	466,378	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	671,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,620	578,253	571,348	661.971	588,219	504,066	6,646,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	679,160	.....	.....
Marietta and Cincinnati:													
1863	38,208	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,050	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,548	96,908	96,453	1,068,168
1865	96,672	87,791	93,763	78,607	76,249	107.525	104,608	115,184	125,252	118,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1 201 239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114 714	121,217	142,823	132,387	123,585	1,286,911
Milwaukee and Prairie du Chien:													
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,945,712
1866	121,776	84,897	72,135	108,082	267,488	282,172	170,795	116,224	150,989	245,701	244,864	93,787	1,983,909
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,830	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	254,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	275,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	521,760	495,072	351,799	4,826 721
1866	312,846	277,234	412,715	413,970	418 024	381,684	338,855	384.401	429,177	493,655	429,545	362,218	4,650,3 8
1867	305,857	311,084	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,455	423,341	370,757	4,613,744
Michigan Central:													
1863	242,073	245,858	236,482	238,495	236,453	206,221	193,329	215,449	308,168	375,483	339,704	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,341	401,456	365,663	329,105	413,501	476,651	490,604	447,670	328,870	4,520,550
1866	282,439	266,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,004	308,669	4 260.115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	461,773	506,293	412,994	320,373	4,371,073
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	123,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,289	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,021
1866	131,707	123,404	123,957	121,533	245,622	244,376	209,785	188,815	276,416	466,359	325,539	129,287	2,536,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	295,436	403,475	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,522	1,045,401	1,157,816	11,089,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029 736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,820	13.857,700
1865	957 869	613,331	955,659	1,346,734	1 255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1.117,85	14,575,128
1866	1,086,360	895,987	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,245.911	1,480,929	1,630,513	1,211,108	935,857	14,143,215
1867	901,571	846,853	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,251	269,443	224,957	223,242	268,176	302,596	332,400	278,003	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,565	284,319	3,793,055
1866	267,541	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,420	281,613	3,360,531
1867	242,796	219,065	279,647	284,729	282,939	210,125	234,683	313,165	355,901	379,367	336,065	272,053	3,440,542
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	336,685	861,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	740,955	520,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,176	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	666,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,356	833,742	887,798	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,052	7,120,464
1865	660,144	678,504	857,583	733,866	637,186	646,985	584,523	712,495	795,938	858,501	712,363	580,964	8,489 052
1866	559,982	480,986	662,163	599,806	652,510	633,667	552,378	648,201	654 926	757,441	679,738	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	685,068	765,568	601,006	572,772	7,237,168
St. Louis, Alton and Terre Haute:													
1863	109,803	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	100,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	264,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162 694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	214,227	177,364	2,250,143
1867	149,558	149,342	174,162	168,162	171,736	156,066	172,933	220,788	219,160	230,340	204,095	171,490	2,207,931
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,330	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	241,840	221,570	220,200	266,154	2,060,323
1865	144,084	139,171	155.753	144,001	138,738	194,525	271,799	374.024	377,941	375,534	361,910	247,023	2,924,843
1866	226,059	194,167	256,407	270,300	316,133	325,891	304,917	396,248	349,117	436,065	354,330	284,741	3,994,976
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	403,766	351,750	307,913	3,783,816
Western Union:													
1865	43,716	37 265	32,378	38,972	63,862	82,147	68,189	59,862	75,677	92,718	61,770	37,830	699,381
1866	45,102	35,005	39,301	43,332	86,913	102,918	85,276	60,068	84,462	100,813	78,248	54,466	814,016
1867	39,018	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 268	79,431	64,749	774,957

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	602,000	6	Jan. & July.	"	1880	96½
" " " 1855	894,250	6	Jan. & July.	"	1875	96½
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	97
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	493,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1895	51
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300 000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	92½
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,650	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,336	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	96½
" " $675,000	675,000	6	"	"	1875	97
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	92½
" " $2,500,000	867,000	6	May & Nov.	"	1889	89
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1880	97
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	460,000	7	May & Nov.	Zanesville.	1890	86
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	55
4th Mortgage (S. F.)	1,565,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	1,336,000	6	Jan. & July.	New York.	1895	94½
Convertible bonds	1,500,000	7	" "	" "	1883	99½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	100
Income Bonds	1,700,000	7	April & Oct.		1883	91

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Chicago and Milwaukee:						
1st General Mort	1,728,000	7	Jan. & July.	New York.	1898	86
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	74½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1886	87
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1863	85½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	" "	1915	82½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,200,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	98
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'00	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1886	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	93½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	83½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	98
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,663,000	7	March & Sept.	" "	1881	93
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	800,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	87
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	780,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,999,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	97½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1934	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	72½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'76	85
Land Security	3,344,600	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1863	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,623,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	91
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Luckawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	85½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	65
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	18[illegible]	
2d Mortgage	237,000	7	Jan. & July.	"	1 83	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1866	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1860	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1862	114
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1870	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov	" "	1886	99
2d General Mortgage	2,693,000	7	" "	" "	1877	92½
Milwaukee and St. Paul:						
1st Mortgage	4,533,000	7	Feb. & Aug.	New York.	1893	94
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	78
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	94
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York		
2d Mortgage	1,517,000	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1886	
1st Mortgage	600,000	8	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York	1882	
Sterling (1st mort.) Bonds	4,187,000	6	"	London.		
" " "		8	"	Mobile		
Income Bonds of 1861	146,200	8	"	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	"	Mobile.	'62-'66	
" ten years	75,342	8	"	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		"		1876	
Bonds	639,500		"		1891	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	96
2d Mortgage	1,500,000	7	Feb. & Aug	" "		83½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-annually	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	6				
1st Mort. Construction	1,730,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	93½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	101
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " " " B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,560	6		" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	130½
Bonds of Oct 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	103½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	100
5th Mortgage	926,500	7	June & Dec.	" "	1888	94
Buffalo Branch	126,400	7	Jan. & July.	" "	1891	98
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	101½
3d Mortgage	980,300	7	Jan. & July.	" "	1867	100
New York and New Haven:						94½
Mortgage Bonds Coupon	1,688,000	6	April & Oct.	New York	1875	97
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. & Aug.	New York		

AMERICAN RAILROAD BOND LIST.

‖ signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	85½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'68-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	91
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	59
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1893	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
3d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	93
1st Mortgage (general)	5,000,000	6	" "	"	1881	93
2d Mortgage	3,000,000	7	" "	"	1885	78
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	97½
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	96
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	360,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.		1912	88
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	550,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	151
2d Mortgage	937,500	7	" "	"	1863	50½
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	113
2d Mortgage	229,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	123,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Skg t'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,600,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	81
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	760,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	60½
1st M. (I. R., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	79
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,030,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	66
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1873	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	998,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1876	97½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	88½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	74
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1875	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,514,704	54.0	.....	101,102	37,806	—	—
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	100.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,486	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,490	—	—
28 Feb. '67	88.5	28.4	....	—	21	12	123	Montgomery and West Point.	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,955	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,726	166,199	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192,989	478,096	66,463	—	—
31 Dec. '65	57.0	—	2.6	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,992	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,694	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	138½
30 Nov. '67	59.4	7.0	9.5	—	29	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	6.0,438	201,036	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,884	84.3	136,631	188,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,220	9	—
								FLORIDA.													
— — '62	154.2	—	—	150	—	—	—	*Florida*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,807	3,535	—	—
— — '62	59.9	—	5.0	—	—	—	—	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—
— — '62	100.0	3.9	10.0	153 5	—	—	—	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	8½	—
— — '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	96,612	—	—
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,249,923	4,666,800	786,000	183 940	6,684,956	729.0	.....	1,734,749	359,216	—	—
31 Mar. '67	171.0	71.0	....	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6½	—
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,678	10	—
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,028,868	50.0	.....	202,714	110,518	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,383,131	414,195	53,395	3,203,900	437,000	146,067	3,856,721	228.8	306,235	1,006,953	332,551	9	—
30 Sep. '59	138.0	—	—	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,243	454,543	—	—
								ILLINOIS.													
31 Dec. '66	280.0	—	....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,118	3,695,153	1,484,618	8½	135
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,245 711	2,956,327	2,758,986	10,399,010	5,458,250	365,542	18,957,924	400.0	2,421,566	6,146,862	2,793,468	20	144
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,222	1,152	.....	10,161,735	2,226,967	—	59½
31 Mar. '67	181.8	181.8	....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,674,034	1,413,999	10	97½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '66	454.8	252.5	....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,338	23,415,780	12,144,000	.....	41,478,280	708.3	3,603,962	6,546,741	2,175,447	10	134½
31 Dec. '66	111.0	—	....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	2,335,939	1,600 000	121,658	5,269,483	111.0	288,524	551,663	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,566	—	51½
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	182 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	....	—	23	19	318	Indianapolis and Cincinnati	2,497,952	540,043	26,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	60
31 Dec. '64	84.0	—	....	—	15	...	.....	Ind., Pittsburg and Clevoland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	96.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,263	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	—	—	—	—	—	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	871,402	—	98½
30 Nov. '66	78.0	—	....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	169½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,955	5,429,293	156.5	319,880	805,271	237,861	—	60
31 Dec. '67	162.0	—	....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 209	2,892,000	795,004	5,507,213	162.0	.....	*735,537	309,655	—	—
30 Jun. '65	136.0	96.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	30.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	590,976	29.0	248,321	510,319	153,317	7	—
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	128,735	4.278	1,109,594	294,512	7,430	1,586,923	65.1				6	—
30 Jun. '67	135.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,985,000	444,172	12,841,005	334.0	929,486	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,736,600	2,604,768	8,628,783	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	....	205.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,886,874	—	4,697,467	3,551,000	281,157	12,089,633	206.0	.....	1,633,042	386,288	—	—
31 Aug '60	52.7	—	....	135.3	—	—	—	*Vicksburgh, Shreveport & Texas*	1,562,691	*	—	1,283,015	248,969	108,434	1,710,819	52.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	.....	Chic. Detroit & Can. G. T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	—	—	—	—	—
30 Jun. '62	168.0	—	....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	168.0	.....	340,898	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,496	1,498,713	10	112½
31 Mar. '67	246.0	277.8	....	—	101	74	1,484	Mich. S'th'n & N'th'n Indiana	15,625,531	2,669,517	1,746,795	10,891,200	9,135,840	736,951	20,478,991	523.8	2,386,193	4,678,193	1,669,287	—	90½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	27.8	7	4		41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,989	1,974,448	59.7	.....	176,462	116,483	—	—
31 Dec. '58	83.2	—	60.4	—	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,650	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,800	.....	.....	206.8	579,324	1,047,567	429,928	—	99½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	286,715	2,489,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,894	—	—
31 Dec. '62	152 0	—	3.6	—	—	—	—	*Platte County*	1,200,000	*	—	506,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	8,609,115	9,200,000	1,358,135	16,598,448	309.0	1,199,660	2,676,875	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	62	*South-West Pacific*	5,000,000	119,738	1,206,000	1,280,000	2,000,000	.....	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	96.5	3.6	8.2	.....	16	13	219	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,222	3,501,090	40 558	6,362,109	99.1	249,189	390,291	139	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,664,089	*	—	2,494,900	2,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	238	Maine Central	4,212,241	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,826	6	102
								MARYLAND.													
30 Sep. '65	379.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,460,621	3,621,755	—	16,151,962	9,756,011	1,090,221	43,083,124	236.8	3,798,323	10,096,706	4,437,953	10	130½
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	18,010,717	1,650,000	—	—	2,358,013	30.0	584,848	916,286	550,992	10	127
31 Dec. '66	133.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,739,704	4,042,125	1,167,978	8	44½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	93.9	269.6	18	12	176	Boston, Hartford & Erie	19,242,091	*	—	14,884,000	8,663,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	16
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	515,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	128½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	133½
30 Nov. '67	47.0	7.0	45.0	—	31	47	413	Boston and Providence	3,152,660	207,400	399,367	3,360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,393	10	135½
30 Nov. '67	44.6	24.0	46.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,362	6,144,615	63.6	783,666	1,942,500	781,121	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 50)	915,761	85,864	66,963	721,926	—	6,134	1,098,587	42.1	88,888	197,951	61,251	6½	71
30 Nov. '67	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,158	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	120
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,516,276	622,334	415,090	3,883,900	1,750,400	6 3,200	6,316,500	94.5	863,222	1,447,046	545,620	9	112½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,961	350,149	433,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	129½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	25,421	3 3,884	13.9	36,195	90,295	18,346	6	----
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	382,884	30,274	5,345	200,000	73,000	2,166	368,563	(O. b y B. & L.		21,780	17,988	6	----
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,684	81,121	722,000	—	15,0 0	855,725	74.5	381,529	440,241	71,679	10	128
30 Nov. '67	29.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,682	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	152,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6214,824	196,805	990,577	4,848,320	2,270,900	128,000	7,618,305	141.0	826,061	1,381,065	336,310	6	91
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,525	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6½	80½
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,961,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	150,429	8	124½
30 Nov. '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b y B & L.		17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,0 0	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by Troy and Boston.)			—	—
30 Nov. '67	69.3	8.0	5.5	—	13	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	550 3 5	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	55
30 Nov. '67	166.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11 108 523	1,585,840	4,699,622	8,725,10	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '66	46.7	—	10.6	—	11	14	229	Worcester & Nashua (par 85½)	1,025,000	116,000	124,385	1,141,000	—	13.196	1,295,385	45.7	250,869	474,362	178,965	10½	116½
								NEW HAMPSHIRE.													
31 Mar. '67	98.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	451,345	1,793,000	1,050,000	80,974	3,291 345	93.5	----------	467,714	147,124	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,188	76.6	422,417	661,617	148,397	2½	—
31 Mar '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	8	70
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	8	122½
31 Mar. '67	19.3	—	1.0	—	2	4	80	Manchester and Northweare	609,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,282	82.2	392,540	851,361	242,998	8	112½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	—	—	.....	Belvidere Delaware	3,456,709	*	—	986,647	2,245,000	346,140	3,587,787	77.5	----------	556,742	128,930	—	----
31 Dec. '66	61.2	42.4	74.9	—	74	96	171	Camden and Amboy	10,029,001	*	4,331,251	7,987,412	10,073,137	—	18,060,549	124 2	----------	5,607,562	1,444,705	15	126
31 Dec. '66	99.2	—	.....	—	—	—	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	----------	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,944,600	5,250,728	13,000,000	1,500,000	230,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	115
31 Dec. '66	53.6	—	.....	45.5	24	43	274	Morris and Essex	6,978,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	----------	1,020,078	304,869	7	70
31 Dec. '66	38.8	—	.....	—	35	98	180	New Jersey	3,990,328	827,565	1,580,141	5,000,000	555,000	—	5,512,449	33.8	638,632	1,770,862	789,015	10	182
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,503	*	----------	158,800	280,000	74,740	487,503	24.0	106,871	222,769	22,951	—	----
31 Dec. 66	65.0	16.0	.....	—	—	—	----	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,551	oss.	—	65
31 Dec '66	18.2	—	.....	—	—	—	----	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	----------	451,297	154,045	7	91
31 Dec '66	88.5	—	.....	17.	—	—	—	W st Jersey	1,219,804	*	454,219	731,050	1,010,500	—	1,741,550	54.0	----------	263,420	69,712	29	----
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,598	343,098	—	1,675,138	2,114,000	19 643	4,028,691	98.5	191,672	385,199	180,002	—	----
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	8,369,086	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	238,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,966	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,922	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	78½
30 Sep. '66	144.6	—	128.3	—	83	161	827	Hudson River	13,374,864	2,168,971	—	6,982,971	7,227,460	1,167	16,543,825	150.9	1,720,519	4,846,526	1,796,099	9	144½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,093,162	401,812	—	1,852,715	932,000	—	2,994,474	129.0	366,439	590,225	352,650	6	42
30 Sep. '67	297.8	296.0	452.5	—	289	296	5,620	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	693.2	6,401,420	13,979,514	3,109,801	6	127
30 Sep '66	130.8	2.1	45.5	—	42	132	646	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,828,129	2,783,700	534,804	8	130
30 Sep. '66	118.0	4.0	13.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	4,818,331	122.0	451,196	851,783	284,606	—	59
30 Sept. '66	18.0	—	0.5	16.5	—	—	—	Oswego and Rome	535,880	—	—	206,800	222,000	157,080	585,880	—	—	—	—	—	----
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,600	19,876	1,067,737	36.3	90,260	252,175	69,372	8	----
30 Sep. '66	25.2	—	5.5	—	29	60	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	80½
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	----
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g.	3,439,989	563,815	—	2,385,500	1,575,794	55,968	4,003,804	189.6	555,492	1,066,866	384,668	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	Incl	uded in	Central.	—	—	—
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	Incl	uded in	Rens. &	Sara.	7	----
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	939,207	—	—	600,000	400,000	—	930,207	"	"	"	"	7	----
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	650,000	200,000	95,000	955,000	13.0	48,163	238,524	118,403	10	----
30 Sep. '66	61.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	61.0	299,025	510,917	174,456	—	----
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	275,886	2,479,997	112.0	408,408	641,486	211,173	—	----
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	53,548	141 888	78,832	7½	----
30 Sept. '66	10.3	—	.....	—	—	—	----	Warwick Valley	172,577	—	—	98,650	85,000	— —	183,650	10.3	19,820	49,391	21,757	8	----
								NORTH CAROLINA.													
31 May, '66	94.9	—	8.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,598	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----------	108,963	35,572	—	----
31 May, '67	223.0	—	.....	—	28	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	----
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	----------	97.0	----------	206,917	108,541	—	----
30 Sep. '66	161.8	18.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201,000	671,984	3,778,539	171.9	----------	432,069	152,548	—	----
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	----------	611,599	255,351	—	----
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	284,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	----
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	33½
31 Mar. '67	90.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,196	1,275,919	3,269,809	1,759,000	773,160	6,197,537	202.0	----------	1,301,537	843,700	10	78
31 Dec. '64	131.8	—	.....	31.0	16	14	252	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	----------	----------	----------	—	—
31 Dec. '66	185.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,056,592	1,933 700	521,906	8	108
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,387	—	5,000,000	1,500,000	—	6,560,060	95.5	583,062	2,568,834	952 041	10	110
30 Nov. '66	101 0	162.5	.....	—	68	36	1,288	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	554,726	6	95½
31 May '67	109.3	79.4	.....	—	40	39	850	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,678,764	188.6	1,223,623	2,492,215	1,107,377	14	111½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	----
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	----------	853,363	209,512	—	----
30 Nov. '66	93.5	—	43.6	—	45	40	684	Little Miami	3,710,306	—	1,515,128	3,572,400	1,400,000	35,790	6,225,433	153.2	1,160,900	1,936,038	469,206	9	105
31 Dec. '66	173.8	77.8	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	316,434	17,429,777	260.8	739,960	1,224,068	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,370,000	4,348,042	20,549,420	192.3	----------	829,932	119,035	—	31½
30 Jun. '66	163.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,882,162	1,218,972	109,318	4,972,740	295.9	346,671	694,520	134,981	—	69½
31 Dec, '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,868,436	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,806	—	----
31 [illegible] '66	413.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,245,000	795,301	22,113,900	260.6	----------	3,717,386	906,200	—	46½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	282,046	293,573	1,948,400	614,000	313,542	2,879,942	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,833,480	1,476,030	—	—
31 Oct. '66	66.0	2.5	4.5	—	21	9	283	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,406	252,281	8	88½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	112
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	852,000	—	1,000,000	1,620,000	—	2,620,000	78.0	286,143	517,581	loss.	5	31
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	180,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,848	98.6	313,902	618,566	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	62½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	8	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,876	286,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,240	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	52½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	886,000	73,555	3,604,655	(oper. by Reading R. R.)				2	29
31 Oct. '66	136.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"	"	"	"	8	86½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,275	67.5	845,588	902,218	332,500	—	52
31 Dec. '65	354.8	33.3	466.8	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	365.5	7,080,026	16,583,883	5,947,529	9	54½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,956	1,491,850	159,800	—	1,817,554	24.2	274 879	605,316	247,446	9	96½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,969,738	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	27
30 Nov. '66	147.0	—	256 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,868	22,742,867	6,719,562	—	32,577,548	474 8	4,361,336	10,9 2,819	6,016,531	10	47
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,541,507	26.5	195,478	849,446	316,754	15	120½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,336	2,470,958	1,067,687	10	55½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,058	229,768	229,792	1,776,125	1,500,000	73,103	3,349,237	70.9	324,068	539,109	245,066	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,268,747	*	2,673,792	9,940,988	12,568,560	1,062,348	26,927,540	468.5	4,945,113	7,467,217	2,319,531	10	101½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,563,450	28.0	149,055	348,138	130,392	44	46
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113.865	1,760,501	35.4	144,402	357,550	145,650	—	18
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,001	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	13	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	----------	62.0	340,600	625,641	169,823	12	84
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	----------	----------	----------	----	----
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	----------	109.6	----------	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	----------	164.5	----------	841,190	128,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,149,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	217,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,575	242.0	----------	1,312,738	381,382	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----------	29,967	19,167	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	----------	*	—	----------	2,141,970	----------	----------	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,329,984	*	824,268	657,700	2,175,500	541,553	4,224 247	130.3	139.332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,231	5,312,725	3,126 580	921,917	9,431,517	291.0	786,231	1,661,812	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----------	----	----------	----------	----------	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----------	----------	----	----------	----------	----------	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962 059	3,016,107	99.2	----------	367,252	173,729	—	—
1869	47.4	—	2.8	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	----------	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----------	----------	159.0	----------	784.118	337,384	6	—
1859	----	—	----	—	----	----	----	Nashville and Northwestern	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,958	87,248	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----------	----------	—	216,962	413,000	408,477	----------	30.0	----------	1,248	----------	—	—
								TEXAS, (*all aided by State*).													
— —	'58 32.0	—	.....	188.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----------	----------	—	----------	----------	----------	----------	32.0	----------	----------	----------	—	—
— —	'58 56.0	—	.....	184.0	----	----	----	Galvest., Houst. & Henderson	----------	----------	—	----------	----------	----------	----------	56.0	----------	----------	----------	—	—
— —	'60 80.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----------	—	276-000	240,000	171,580	----------	50.0	31,300	32,670	----------	—	—
1 May	'60 70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,468	—	—
— —	'59 25.0	—	.....	110.0	----	----	----	San Antonio & Mexican Gulf	----------	----------	—	----------	----------	----------	----------	25.0	----------	----------	----------	—	—
								VERMONT.													
31 May	'67 110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,667	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug.	'63 119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,385,166	119.6	449,351	423,027	112,163	—	—
31 Aug.	'63 62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,688	—	1,097,000	----------	----------	1,206,683	62.5	136,761	185,474	67,795	—	—
31 May,	'65 117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	----------	8,500,000	184.5	1,030,304	1,477,782	334,326	—	14
31 May,	'65 47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	----------	----------	2,250,000	oper. by Vt. Central		180,000	8	99½	
30 Jun.	'65 23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	----------	----------	23.6	----------	90,278	34,388	—	—
30 Jun.	'63 59.0	5.5	3.6	—	—	—	—	Western Vermont	1,063,500	*	—	332,000	700,000	----------	----------	oper. b. Troy & Bost.			58,852	—	—
								VIRGINIA.													
1 Aug.	'59 41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----------	----------	----------	----------	—	—
30 Sep.	'59 77.5	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,648	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,032	—	—
30 Sep.	'59 79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep.	'66 103.5	—	.....	—	—	—	—	Northwestern Virginia	5,822,150	*	—	5,680 6-5	69[illegible],000	----------	----------	103.5	436,729	758,888	42,818	—	17½
30 Sep.	'66 88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	----------	----------	—	2,065,655	2,923,000	380,780	----------	167.7	6 mos.	300,101	102,641	—	15½
30 Sep.	'66 123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,838,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	----------	289,581	49,581	—	—
30 Sep.	'59 59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,228,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----------	326,554	213,852	7½	—
30 Sep.	'66 140.5	1.5	11.2	—	25	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,789	—	—
30 Sep.	'59 75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,528	----------	78.6	159,981	279,945	145,386	7	—
30 Sep.	'66 22.2	2.8	3.1	—	3	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep.	'59 23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----------	----------	23.7	12,542	----------	----------	—	—
28 Feb	'67 80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,363	*	221,084	863,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep.	'67 206.0	—	21.3	7.0	32	15	196	Virginia Central	5,540,788	541,814	226,428	3,358,679	1,919,550	37 ,297	6,379,946	221.8	300,405	554,511	136,648	—	—
30 Jun.	'66 204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,889,500	520,522	7,262,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec.	'66 196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,968,960	5,229,000	----------	18,608,174	275 0	986,727	2,588,800	934,163	—	48½
31 Dec.	'66 200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,300	*	—	4,144,696	890,500	----------	----------	285.0	----------	----------	----------	—	40
----	----	----	----	----	----	----	----	Western Union	----------	----------	----------	----------	----------	----------	----------	----	----------	----------	----------	—	—
								CANADA.													
31 Jan.	'63 161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y.)	11,038,000	*	—	11,750,000	188,000	----------	11,938,000	16.10	----------	236,798	67,652	—	15
31 Dec.	'52	—	.....	—	16	17	214	Montreal and Champlain	2,462,989	*	15,311	1,681,130	911,029	22,984	2,663,376	49.0	----------	242.798	117,842	—	63
30 Jun.	'63 49.0	187.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible],210,345	*	—	15,123,480	54,750,510	7,336,405	77,210,345	1,096	----------	4,368,510	1,154,855	—	—
31 July	'63 1,096	116.5	63.0	—	92	128	1,689	Great Western	23,983,750	*	1,250,000	16,802,745	9,281,435	----------	26,084,180	357.0	----------	3,011,860	1,649,510	14	—
31Dec.	'64 229.0	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	----------	----------	----------	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
	94.5							NEW BRUNSWICK.													
31 Oct.	'66 168.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	—	—	4,658,706	----------	----------	----------	108.0	----------	148,339	55,777	—	—
July,	'61 60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,[illegible]58	—	1,380,000	13,100	136,000	1,709,222	60 0	.....	132 565	36,670	—	—
								NOVA SCOTIA.													
Dec.	'62 61.5	30.6	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
					11	22	120	Panama	9,000,000	*	—	[illegible]	[illegible]	[illegible]	19,[illegible]26	48.5	----------	127,488	1,323,924	—	200

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	28½
Catawissa (preferred)	1,150,000	7	---	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	66
Chicago & Alton (preferred)	2,425,400	7	7	138
Chicago & Northwestern (pref.)	14,789,125	7	7	73
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,800	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	245,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,998 171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	80
Hannibal & St. Joseph (preferred)	5,253,856	7	---	71½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	25
" " (2d pref.)	4,051,744	7	3	6½
Michigan S. & N. Indiana (guar.)	787,700	10	10	149
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99
" " (2d pref.)	841,400	7	7	94
Milwaukee & St. Paul (preferred)	7,370,900	7	---	65
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	72½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	66½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	87½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	93
2d Mortgage	302,750	6	----	----	81
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88½
2d Mortgage	3,980,670	6	J. & J.	1882	72
Improvement	1,601,670	6	M. & N.	1876	68
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	593,000	6	" "	1878	59
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley,					
Total	900,000	6	J. & J.	1878	73

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	35
Chesapeake and Ohio	100	8,224,595	---	----
Delaware Division	100	1,633,350	---	52
Delaware and Hudson	100	10,000,000	10	149
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,968,146	10	28½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	90
North Branch	100	---	---	----
Sault Ste Marie	---	---	---	----
Schuylkill Navigation (consolid.)	50	1,998,207	---	13½
" " (preferred)	50	2,888,988	---	21½
Susquehanna and Tide Water	50	2,048,260	---	12½
Union	---	---	---	1½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	37

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 per ton.	37 — @ 42 —
Pig, American, No. 1	35 — @ 36 —
Pig, American, No. 2	33 — @ 34 —
Bar, Refined, English and American	80 — @ 85 —
Bar, Swedes, assorted sizes (gold)	87 50 @ 92 —
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	85 — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ½ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s	— 15 @ — 16
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	— — @ 53 —
Rails, American (at works)	79 — @ 82 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)	— 10 @ — 12½
English Blister.(2d and 1st qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½@ — 17
American, Cast, Tool, do.	— 21 @ — 22
American, Spring, do.	— 12 @ — 14
American Machinery, do.	— — @ — 14
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 33
Bolts	— 35 @ — —
Braziers'	— 35 @ — —
Sheathing, &c., Old	— 16 @ — 18
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— 27 @ — —
American Ingot	— 22½@ — 23½

LEAD—Duty: Pig, $2 per 100 lb; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 40 @ 6 50
German Refined (gold)	6 40 @ 6 75
English (gold)	6 45 @ 6 87½
Bar (net)	10 50 @ — —
Pipe and Sheet (net)	12 — @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold) per lb.	— 26 @ — 26½
Straits (gold)	— 24 @ — 24½
English (gold)	— — @ — 23½

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	8 — @ 8 25	11 50 @ 12 25
Plates, I. C. Coke	6 75 @ 7 25	9 50 @ 10 50
Plates, Coke Terne	6 25 @ — —	9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12½	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 10½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 16 @ — 16½
Refined, free, S. W.	— 41½@ — 42
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 23
Refined, in bond, Standard White	— 24½@ — 25
Refined, in bond, prime White	— — @ — 25
Naptha, Refined, (60 @ 63 gravity)	— 29½@ — 30
Benzidum per bbl.	— — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

	Th 30	F 31	Sat 1.	M 3.	Tu 4.	W 5
Atlantic M. S. S. Co	97½	97½	99	99	97½	95½
Boston, Hartford & Erie	16½	16½	16½	16½	16½	15½
California 7s	----	----	----	----	----	----
Canton Co.	59½	59½	58½	58½	58	56½
Chicago & Alton	133	----	134	135	136	135
" " pref.	138	----	----	----	----	----
" " 1 M.	100	----	----	----	----	101
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	91
Chicago, Burl. & Q.	143½	143½	----	----	----	144
" " " 8 p.c	109	----	110	----	----	----
Chic. & Northwest'n	60½	60	----	59½	59½	59½
" " pref.	74½	72½	74	73½	73½	72½
" " 1st M.	89	----	----	----	86x	87
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	82¼	----	----	----
Chicago & Rock Isl.	99½	98½	102	102	98½	96½
" '1st M.'79	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1890	----	----	99	----	----	95
Clev., Col. and Cin.	----	----	105	----	106	108
Clev. and Pittsburg	97½	97	98	97½	96½	95
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	16	----	----	----
" " 4 M.	----	----	75	----	----	----
Clev. and Toledo	103½	111	113	112	111	109
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	38½	37½	38	----	37½	----
Del. & Hudson Canal	147	----	148	150	150	----
Del., Lack. & West.	112	----	----	----	----	----
" '1M. 8p.c. '71-6.	97	----	----	----	97	----
" '2M. 8p.c. '81	----	----	----	97	----	----
Erie	75½	73½	74½	74½	74½	72½
" pref.	81	81½	85	81½	80½	80
" 1 M. 7 p.c. '67	----	----	----	104	----	----
" 2 M. 7 p.c. '79	----	----	----	----	103½	----
" 3 M. 7 p.c. '85	100	100	100	----	----	----
" 4 M. 7 p.c. '80	94	93½	94	----	----	----
" 5 M. 7 p.c. '85	----	91	----	----	----	----
Hudson River	146½	146½	147	147	145	144½
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	134½	----	134½	134	134½	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	25½	----	----	25	----	25
" " 2d "	----	----	----	----	----	----
" " 1st mort	----	----	----	----	----	----
Mariposa Mining Co.	----	8½	----	----	8½	8½
" " pref.	14½	14½	14½	14½	14	----
" " 1st mort	----	----	----	----	----	----
Michigan Central	112	111½	112	111½	112½	113
" S F. 8p.c. '82	----	110½	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	88½	87½	85½	90½	90½	89½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F. 99	----	----	----	----	----	99
" " 2 M.	----	----	----	----	----	92½
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	100	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	48½	47	49	47½	47½	46½
" " pref.	65½	64½	65½	65½	64½	64
" " 1st mort	----	----	89	89	89	89½
" " 2d mort	----	----	----	----	----	----
Missouri 6s	101½	101½	101½	102	102½	102½
" iss. to H. & St. J. R.	85½	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort	----	----	----	96	----	----
" " 2d mort	----	----	85½x	----	----	----
New York Central	131½	130½	129½x	127½	127½	126½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	93½	----	----	----	----	93½
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "'pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	138½	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	52	52	51½	----	----	50½
" new	51½	51½	----	----	----	50
Ohio & Miss.	33½	32½	33	32½	32½	31
" " pref.	----	74½	----	----	----	----
Pacific Mail S.S. Co.	115½	113½	115	114	111	109½
Panama	----	310	----	----	----	----
Phila. and Reading	96½	96½	96	94½	94½	93½
Pitts. Ft. W. & Chicago	104	102½	103	102	100½	100½
" " 1M.	102	----	102½	----	----	----
" " 2M.	97	----	----	97½	----	----
" " 3M.	93	----	----	----	----	----
Quicksilver Mining Co.	25	24	25	25	25	24½
St. L., Alton & T. H.	52	51	51½	----	----	----
" " pref.	----	----	----	----	72½	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	87	84x	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	81
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	63	----	63½	64	64	----
" new	60½	60½	60½	60½	60	60
Tol. Wab. & Western	46½	----	47	----	----	45
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	90	----	90½	90½
" " 2M.	78½	----	----	78½	----	79
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	44½	----	----	44½	44½	44½
" new	40½	40	----	----	----	41

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

	Th 30.	F.31	Sat.1.	M.3.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	110	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	111½	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	104½	104½	104½	104½	104½	104½
U. S 5s, 10-40s, reg	----	----	----	----	104½	104½
U. S. 6s, 1881, reg.	111½	111½	----	----	111½	----
U. S. 6s, 1881, cou.	111½	111½	111½	112	----	111½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	108½	108¾	108¾	----	----	----
U. S. 6s, 5-20s, c. '62	111½	111½	111¾	111½	111½	111½
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	109½	108¾	109½	109½	109¾	108¾
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	109¾	109¾	110	110½	110	109¾
U. S. 6s, 5-20s, r. n. '65.	----	107¾	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	107¾	107¼	107¾	108¼	----	107¼
U. S. 6s, 5-20s, r. n. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67.	107¾	107¼	108	108¼	108	107¾
7.30 Notes, 2d series.	107¾	107½	107¾	108	107¾	107¾
" " 3d series.	107½	107½	----	108	107¾	107¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

	W.29	Th.30	F.31.	Sat.1.	M.3.	Tu.4
Catawissa	----	----	----	----	----	----
" preferred	27	23½	----	26¾	26¾	26¾
Camden & Amboy	125¾	126	126	----	126½	126
" " 6s, '70	----	----	----	----	96½	----
" " 6s, '75	----	----	----	----	92	----
" " 6s, '83	92½	92½	----	----	----	----
" " 6s, '89	----	----	----	----	----	89
" mort. 6s, '89	97½	97	97	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	29¾	30	29¾	29¼	29¼	29
" " 6s, '84	87	----	----	86¾	86¾	87
Lehigh Valley R. R.	51¾	52½	52¾	52¼	52½	52½
" " 6s	----	92	91	----	----	----
Little Schuylkill R. R.	----	----	29	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	56¾	56½	56¼	56½	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	32	----	----	----
" " 6s	----	----	----	89	90	----
" " 10s	----	----	113	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	56¼	57¾	56¼	55	55½	54½
" 1st m.	----	----	99¾	----	100	----
" 2d m.	----	96¼	----	----	----	97
Penn. State, 6s 1st series	105	----	----	105	105	----
" " 6s, 2d series	105¼	----	----	105¾	----	----
" " 6s, 3d series	----	----	----	----	107¼	107¼
" " 6s, W. L.	105	----	----	102	----	----
Philadelphia City, 6s	----	----	----	----	97¾	----
" " new	102¾	----	102	101¾	101¾	101¾
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	66¼	----
Phila. & Reading	48¼	48¼	47¾	48	47¾	47¼
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	28	27¾	27	28	27¾	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	13½	----	----	----
" " pref.	----	----	----	22¾	----	----
" " 6s '82	----	----	71½	----	71½	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	86
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	59	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	10¾	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Contes, "	----	----	29	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	26	26

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

	W.29.	Th.30	F.31.	Sat.1.	M 3.	Tu.4
Baltimore City 6s, 1875	----	----	99	99	99½	99
" " 1886	----	----	----	----	98	----
" " 1870	----	----	----	----	----	----
" " 1890-100	99¼	99¼	----	----	99½	----
" " 1893	----	----	----	----	----	94
Balt. and Ohio	130	131	----	131	130¾	130¼
" " b'ds, '62	----	----	----	----	----	----
" " " '75	96¼	----	----	----	----	96¼
" " " '80	----	----	----	----	----	----
" " " '85	98¼	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	85¾	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	19	19	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

	Th.30.	F.31	Sat.1.	M.3.	Tu.4.	W 5
Boston and Albany	145¼	----	145	146	146¼	146¼
Boston and Lowell	----	----	123¼	----	----	----
Boston and Maine	----	----	----	----	----	133¾
Boston and Providence	----	----	----	----	----	135¼
Boston, Hartford & Erie	16¾	16½	16½	16¾	16¾	16
Cheshire, pref.	67½	----	67	----	66¾	66
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	120	----	----
Eastern, Mass.	----	----	112	112	112	112½
Fitchburg	----	129	----	129	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	112	----	----	----	----
Northern, N. H.	112¼	----	----	----	----	----
Ogdens. & Lake Champ	59	59	59½	59	----	59
Old Colony & Newport.	90	90	90½	90¼	90½	91
Ph., Wil. & Baltimore	----	55½	55½	55¼	55½	55½
Portl'd, Saco & Ports.	102	----	----	----	----	----
Vermont & Canada	100	99¾	99¾	99¾	100	99¾
Vermont & Mass.	----	55	----	55	55	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	94½	----	----	----
Metropolitan "	----	59	59½	----	----	60½
Middlesex "	----	----	----	47	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22¾	----	22¾	23¾	23¾	24
Franklin "	----	14¼	14¼	15	15½	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	4	4	4	----	----	----
Pewabic "	7	7¼	7¼	7¾	8	8¼
Pittsburg "	----	29½	----	----	----	23
Quincy "	26	27	27¼	----	----	23¼
Rockland	----	5	----	----	----	81

London Stock Exchange.

The following were the closing prices for American Securities Jan. 10th and 17th:

	Closing Prices. Jan. 10.	Jan. 17.
United States, 5-20s, 6 per cent 1882	71¼@ 71¾	71¾@ 72
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	70¼@ 70¾	70¾@ 71
Do. do. 6 do. 1868	87 @ 90	87 @ 89
Do. Bonds 5 p. ct. 1874	71 @ 73	71 @ 73
United States 10-40s, 5 per ct. 1904	67½@ 68¼	67½@ 68¼
Massachusetts State 5 per cent	86 @ 88	86 @ 88
Virginia State, 5 per cent	50 @ 52	50 @ 52
Do. 6 per cent	29 @ 31	29 @ 31
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	48 @ 52
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort, 1877	45 @ 50	48 @ 52
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	19 @ 20	22¼@ 23¼
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	58 @ 61
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)	49 @ 49¼	47¾ @ 48¼
Do., Preference ditto	71 @ 73	71 @ 73
Do., convertible bonds, 6 p. c.	70 @ 72	70 @ 72
Do., 3d mort, 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do. Redemption Bonds 6 per ct.	90 @ 95	90 @ 95
Do., $100 shares (all paid)	77 @ 79	77 @ 79
Do., 7 p. c., 1875	88 @ 89¼	84¼@ 85¼
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	67 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	81 @ 83	82 @ 84
Do. with option to be paid in Phil.	81 @ 83	82 @ 84

American Railroad Journal.

Saturday, February 8, 1868.

Stock Exchange and Money Market.

Money has been less active, since our last. Speculation in the public funds, as well as in stocks and gold, has been on a less confident basis. The mercantile traffic has been on a very restricted scale. The influx of capital from the country has been moderate, while the disbursements of the Sub-Treasury have been unusually heavy. The city banks, in their weekly statement, show a gain of $3,237,440, chiefly from remittances from country National Banks; a loss of $1,957,008 of legal tender notes, partly through the drain into the Sub-Treasury, which ceased on Friday; a decrease of $1,151,480 in the specie reserve, and an increase of $8,023,512 in the loan averages, chiefly due to advances on the public funds. Their circulation was cut down $20,241. The Sub-Treasury reduced its cash balances, nearly nine millions, during the week. The floating supply of capital has been very large, and lenders have been quite eager to place balances advantageously, both on call and in the discount form. Call loans have been quite easy at 3@4 per cent. to the Government houses, and 4@5 per cent. to the Stock and Gold Board firms, generally at 4 and 5 per cent. in each instance. Discount applications have been in unusual favor with the banks and with private lenders. Choice to good grades of business paper have been readily passed at from 5½@7 per cent. per annum. Government has been a free buyer of Seven-Thirties, and a moderate seller of Ten-Forties, thus adding to the cash resources of the street. The specie reserve of the city banks is now $23,955,320, against $16,332,884 same time last year. The city bank deposits are now $213,330,524, against $200,511,596 week ending Feb. 2, 1867. The legal tender reserve amounts to $65,197,153, against $65,944,541 same time last year. The circulation now stands at $34,062,321, against $32,995,347 same time last year. The loans are now $266,415,613, against $251,264,355 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $106,241,504 a day, against a daily average of $88,067,204 the preceding week, and $103,299,561 the week ending with Jan. 18, 1868. The current week's exchanges average about $106,244,282 a day. The city banks, last week, lost $1,957,008 of legal tender, and $1,151,480 of specie, while they gained $3,237,440 in the deposit line. They increased their loans, $8,023,572; and reduced their circulation, $20,241.

National Bank notes to the amount of $66,040 were issued last week, making the total issue to 1,673 banks thus far, $305,978,751, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $6,045,955, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date, of $299,542,926. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,210,400; and for the public deposits, $37,827,950—making a total of $379,038,350. The Treasury Department last week redeemed and destroyed $330,100 of worn and mutilated fractional currency, and issued $502,186 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 1, were $15,990,564, including $2,075,843 from customs duties; payments, $24,826,879, including $1,312,000 of coin interest; balance at the close of the week, $98,698,120, against $107,534,436, at the close of the preceding week, showing a decrease of $8,836,315. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,134,382 including $371,410 from customs; and payments, $2,851,031; on Tuesday, receipts, $1,700,863 including $342,971 from customs, and payments, $598,110. The balance at the close of business on Tuesday stood at $99,584,225, against $110,643,141 a week previous; and $105,640,197 on Jan. 21, 1868. The aggregate receipts of the office in January, were $92,181,220; aggregate payments, $95,771,787.

Government paid off $4,468,550, of the 1847–'67 loan, through the local office, in January.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740.

Government revenues have been a little more prolific, since our last, and since the commencement of the current week, have been generally on the increase. The excises, last week, yielded $2,780,000, against about $2,000,000 the preceding week; customs at the port of New York $2,075,843, and at the outports, about $650,000 (in coin) more, making the grand total income for the week equal to $6,682,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $119,000,000.

The Customs of this port in January, were $7,208,590, or $2,315,795 less than in January, 1867.

Government received $7,541,247 from customs, through the port of San Francisco, from Jan. 1, to Dec. 31, 1867, against $7,189,763 in 1866, $5,812,368 in 1865, and $6,378,385 in 1864. The receipts from the same source, during the first ten days of January, 1868, were $187,956, against $98,080 same time last year.

The Gold movement has been less animated, but more uniform, during the past week. The fluctuations in the price have been unusually limited, the range having been from 140⅝@141⅞, and the latest quotation on Wednesday 141⅜. The market has shown considerable strength, despite the absence of anything like an active inquiry on speculative or mercantile account. The premium has been buoyed up, in part, by the reports of an increase of from 15 to 20 millions in the public indebtedness, during the past month of January, because of the deficient revenues. The export demand has been moderate. The *Russia* on Wednesday carried off $361,781 in specie. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $277,783, against $123,388 same time last year. The customs demand for Gold last week, averaged $345,974 a day; thus far, this week, it has been equal to $357,100 a day, or equal to a weekly aggregate of $2,143,140. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $33,484, and from California, $1,299,124. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was $116,958,654, against $130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $64,308,723, against $72,496,889 same time in the preceeding fiscal year. The total receipts of California gold at this port in 1867, were $27,677,556, against $42,740,913 in 1866, showing a decrease in 1867, of $15,063,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $18,712,441 against $27,634,918 same time in the preceeding fiscal year, showing a decrease of $8,922,472 in 1867–'68. The exports of specie from this port, last week, were $169,100, against $685,098 same week last year. The exports of specie, hence, since July 1, 1867, have been $34,536,617, against $19,988,580 same time in 1866–'7. The total outflow of specie from the port, in 1867, was $51,841,678, against $62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,312,000, and since July 1, 1867, $49,465,520, against $33,135,408 same time in 1866–'7. The total coin interest disbursements through the Government office, in 1867, was $61,871,348, against $48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1867, reached $40,671,797, against $44,365,668 1866, $44,426,172 in 1865, and $55,707,201 in 1864. The exports from San Francisco, from Jan. 1, to Jan. 18, 1868, were $1,897,200.

Foreign exchange has been in rather better supply and moderate request at less buoyant prices. There has been a more liberal offering of commercial bills which have not been very salable. Bankers' 60 day bills on London closed on Wednesday at 109⅝@109⅞, and on Paris to 5.18¾@5.13¼; sight bills on London to 110@110¼, and on Paris to 5.12½@5.11¼. The offering of produce bills have been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,218,009, against $2,881,102 same week last year; total, since July 1, 1867, $107,721,598, against $111,471,288 same time in 1866–'67. The total value of exports of produce and merchandise in 1867, was $189,688,044, against $192,329,554 in 1866.

Government securities have been generally quoted firmer in price, though the businss of the week has been on a less extensive scale, especially among the street purchasers. The investment demand has been fair, chiefly for the later Five-twenties and the Ten-forties. The Seven-thirties and Compound Interest Notes have been sought after by the redeeming agents of the Treasury, and have not been freely offered in the open market. Holders of all descriptions of the public funds have been more confident in their views, in the firm belief that Congress will do nothing to impair the faith of the Government pledged to their payment.

U. S. sixes of 1881 closed here on Wednesday at 111¾@111⅞; U. S. Five-twenties of 1862, 111¼@111⅜; U. S. Five twenties of 1864 at 108⅝@109⅛; U. S. Five-twenties of 1865 at 109⅞@110; U. S. Five-twenties of 1865, consolidated, 107¾@107⅞; U. S. Five-twenties of 1867, 107⅞@108; U. S. Ten-forties at 104⅜@104½, and U. S. Seven-thirties at 107⅝@107¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	117½	September, 1865	116⅛
August, 1865	116½	October, 1865	115⅞
U. S. three per cent. certificates			100¼

Railway and miscellaneous stocks have been much depressed and lower in price, under a pressure to realize, especially on the more purely speculative stocks, which have been forced on the market, in amounts far beyond the immediate requirements of the operators on the *bull* side.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 22.	Jan. 29.	Feb. 5.
Consols	92⅞	93½	93⅜
U. S. 5-20's of 1862	71⅞	72	72
Erie	48¾	48¾	48
Ill. Central	85½	86½	87

The aggregate revenues of the British Government, last year, were £68,663,516, against £68,785,662 in 1866. The revenue from the various sources compare, thus:

	Year ended Dec. 31, 1866.	Year ended Dec. 31, 1867.
Customs	£21,915,000	£22,630,000
Excise	20,616,000	19,955,000
Stamps	9,291,000	9,597,000
Taxes	3,468,000	3,484,000
Property tax	5,458,000	5,266,000
Post office	4,375,000	4,630,000
Crown lands	327,000	337,000
Miscellaneous	3,340,662	2,764,516
Totals	£68,785,662	£68,663,516

General business have been quite tame, since our last. Breadstuffs and Provisions have favored buyers, on a less active call for the leading articles. Cotton has been less active, at irregular prices, closing at 19@19¼ cents, chiefly 19¼ for middling uplands, per lb. The stock of cotton now here is estimated at about 52,000 bales. The receipts at the port this week, have averaged about 3,700 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 1,192,000 bales, against 1,040,000 bales same time last year; exports, same time, 697,000 bales, against 473,000 bales same time last year; stock on hand at latest dates, 353,000 bales, against 560,000 bales same date last year. At the Live Stock markets this week Beeves have been in good request at bouyant prices, the range having been from 10@18c. per lb.; week's receipts, 4,951. Veal Calves have been in fair demand at from 9@13c. per lb.; receipts, 748. Sheep and lambs active at from 5@8, per lb.; receipts, 20,862. Swine have been more active at from 7¾@8¼c. per lb., all live weight; receipts, 10,910. Foreign merchandise has been a little more sought after in special lines, since our last, but the aggregate trade has been quite light for the season. The Dry Goods Imports in January amounted to only $5, 119,359 according to the invoiced value, as against $11,928,872 in January 1867. The amount marketed in January was $4,765,026, against $8,897,443 in January of last year. The total imports of foreign dry goods, last week, were $1,321,855, and the total amount marketed $1,215,904. The value of foreign merchandise imported last week, was $2,625,769—making the grand total specie value of last week's imports of dry goods and merchandise, $3,947,624, against $4,207,960, same week last year; total since July 1, 1867, $130,922,974, against $158,172,833 same time in 1866–'67. The aggregate for the year 1867, was $242,478,575 against $277,043,050 in 1866. The ocean freight market has been less active; rates have been quoted much lower. For Liverpool we quote flour at 3s. per bbl.; grain at 8¼d.@8½d. per bushel; cotton at ⅞@1d. per lb.; and heavy

goods at 30s.@37s. 6d. per ton, all by sailing vessel. Total number of vessels in port on Wednesday 487.

The New York exports, exclusive of specie, for the week ending Feb. 4, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$2,881,102	$3,218,009
Prev. reported.....	13,908,549	13,360,704
Since January 1.....	$16,789,651	$16,578,713

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$3,152,844	$1,321,855
Gen. merchandise.....	1,055,116	2,625,769
Total for the week.....	$4,207,960	$3,947,624
Previously reported....	14,955,517	9,557,989
Since January 1.....	$19,163,477	$13,505,613

The balance in the Sub-Treasury on Wednesday was $100,554,962 41.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Michigan 7s, W. L., 99; do., 6s, 1883, 95; Connecticut W. L., 99½; Illinois coupon bonds, 1879, 99½; Georgia 7s, 81; New York State 6s, 1872, 102; do., Bounty Loan reg., 108¼; Ohio 6s, 1886, 101; do., 1881, 101½; Brooklyn 6s, W. L., 95; Buffalo N. Y. and Erie 1st mort., 92½; Peninsular 1st mort., 85; Great Western 2d mort., 72¾; Chicago and Milwaukee 1st mort., 86; Chicago and Great Eastern 1st mort., 74¾; Toledo, Peoria and Warsaw 1st mort., E. D., 82; Ohio and Mississippi 1st mort., 91; Long Dock bonds, 98; Lackawanna and Western 1st mort., 95; Illinois and Southern Iowa 1st mort., 74; New York and New Haven 6s, 97; Rensselaer and Saratoga R.R., 81; New Jersey R. R., 132; New Jersey Central, 115; Cleveland, Painesville and Ashtabula, 110; Hannibal and St. Joseph, 59⅛; do., pref., 71½; Dubuque and Sioux City R. R., 50; Long Island R. R., 43; Chicago and Milwaukee, 72; Adams' Express Co., 73½; Wells-Fargo Express, 42¼; Am. Exp., 68½; U. S. Express, 71; Merchants' Union Exp., 35½; N. Y. Guano, 12½; Boston Water Power Co., 21; Western Union Telegraph, 85½; do., 7s, 80¾; Bank of Commerce, 116; Merchants' Exchange Bank, 107; Ocean Bank, 102; Central National Bank, 104; Ninth National Bank, 104; Fourth National Bank, 103; Importers' and Traders' Bank, 118; St. Nicholas Bank, 102; Continental Bank, 103; Bank of North America, Bank, 104; Shoe and Leather Bank, 110; Phœnix Bank, 104; Irving Bank, 106; Metropolitan Bank, 128½; Merchants' Bank, 114½; Gallatin National Bank, 110; Alameda Silver, 1.00; Benton Gold, 0.35; Black Hawk Gold, 4.50; Consol. Gregory Gold, 4.85; Corydon, 0.40; Calumet Copper, 25.00; Davidson Copper, 0.35; Edgehill Mining, 3.50; Hope Gold, 0.15; La Crosse Gold, 0.40; Montana Gold, 0.38; Midas Silver, 0.75; New York Gold, 0.98; Nye Gold, 0.03; Quartz Hill Gold, 1.10; Rocky Mt., 0.19; Rockland Copper, 5.00; Smith and Parmalee, 2.70; Wallkill Lead, 0.35; United States petroleum, 2.25; Central, 0.50; Buchanan Farm, 0.32; Rynd Farm, 0.15.

Philadelphia.—Phila. and Erie 7s, 1885, 78; Bald Eagle Valley R. R. bonds, 77; West Jersey 6s, 88½; Philadelphia and Reading mort., 6s, 1848-'80, 92⅛; Warren and Franklin 7s, 80; Connecting R. R. bonds, 89; Phila., Wil. and Balt. 6s, 95; Harrisburg and Lancaster R. R., 53⅛; Westchester R. R., 18; Allegheny County Coupon 5s, 73½; Phila. City 5s, 1871, 88; Lehigh Coal and Navigation 6s, gold loan, 94; Morris Canal 2d mort. 81; North Branch Canal bonds, 65; Union R. R. bonds, 39; West Philadelphia, 64⅛; Girard College R. R., 26½; Tenth and Eleventh streets, 64½; Ridge Avenue R. R., 7; Fifth and Sixth streets R. R., 36; Big Mt. Coal, 4⅛; Green Mt., 3; Fulton Coal, 5; Butler Coal, 7; St. Nicholas Coal, 1; Shamokin Coal, 4; N. Y. and Middle Coal Fields, 3¼; Hazleton Coal, 49½; Ocean Oil, 3¼; Keystone Zinc, ¾; Manufacturers' Bank, 31⅜; Central National Bank, 119¾; Philadelphia Bank, 160; Commercial Bank, 61; Bank of North America, 245; Seventh National Bank, 102¾; Farmers' and Mechanics' Bank, 135; Girard Bank, 57¼. The latest quotations are: City 6s, 97¾@97⅞; do., free of tax, 101⅞@102; State 5s, reg., 97@98¼; do., coupon, 95@100; do., 6s, W. L., 101@102½; Reading, 46¾@46⅞; do., 6s, 1870, 96@97; do., bonds, 92@93; Camden and Amboy, 125¾@126; do., mort. 6s, 1889, 97@99; do., 1883, 87@89; Penn. R. R., 54⅝@54½; do., 1st mort., 99@100; do., 2d mort., 95@97; Little Schuylkill R. R., 28@30; Morris Canal, 33@40; do., pref., 84@89; do., bonds, 90@93; Wyoming Valley Canal, 34¼@36½; do., 6s, 72½@78; Susquehanna Canal, 13½@14; do., 6s, 58¾@60; Sch. Nav., 13@14; do., pref., 21¼@21¾; do., 6s, 1882, 71@72½; Union Canal bonds, 15¼@17; Delaware Div. Canal, 53@—; do., bonds, 83@85; Elmira and Williamsport, 30½@31½; do., pref., 40@45; do., 7s, 1873, 93@93; do., 5s, 59@62; Lehigh Coal and Navigation, 28¾@29; do., bonds, 1884, 87@87½; North Pennsylvania, 32@35; do., 6s, 89¼@90¼; Philadelphia and Erie, 27⅜@27½; do., 6s, 94½@95; Minehill, 56⅛@56⅞; Catawissa, 8@13; do., pref., 26⅞@27; Lehigh Valley, 52¼@52½; do., bonds, 94½@96; Fifth and Sixth streets, (horse,) 36@40; Second and Third,—@—; West Philadelphia, 64½@65¾; Spruce and Pine, 25¾@26; Green and Coates, 28@29; Chestnut and Walnut, 45@46; Thirteenth and Fifteenth, 17⅜@18; Girard College, 26@28; Tenth and Eleventh, 64@64⅛; Union, 37@37½; Hestonville, 10½@11¼.

Boston.—New York and Boston Air Line 6s, 56; Old Colony and Newport 6s, 1875, 95; do., 7s, 1877, 101⅛; Vermont Central and Vermont and Canada 8s, 1877, 102⅜; Vermont Central 1st mort., consolidated, 72½; Boston, Hartford and Erie 7s, 64½; Western R. R. 6s, 1875, 97¼; Rutland 1st mort., 151; do., 2d mort., 50¼; Phila., Wil. and Balt. 6s, 1876, 96; Rutland R.R., 25; Granite Railway, 49; Indianapolis and Cincinnati, 33; Ogdensburg and Lake Champlain pref., 102¼; Sandusky and Cincinnati pref., 34½; Cary Imp., Co., 7¾; Boston Water Power Co., 21¼; Boston and Roxbury Mill, 39; Waverly Land Co., 1⅜; Ophir (N. S.) gold, 1.55; Vermont 6s, 100; New Hampshire 6s, 1878, 99¾; do., 1884, 100⅛; Rhode Island 6s, 1883, 101; Connecticut 6s, 100; Maine 6s, 1889, 100; Massachusetts 6s, 1876, gold, 117; Cook Co., Ills. 7s, 96; Chicago 7s, 1888, sewerage, 98; do., W. L., 97⅜; do., Municipal, 96⅞; Albany 6s, 1879, 95; Augusta 6s, 1870, 96⅛; do., 1877, 92; Boston 6s, 1877, currency, 103⅛; Portland 6s, 1877, municipal, 94⅞; St. Louis 6s, gold, 97¼; do., municipal, 83; Bath 6s, 1891, 91; Lynn 6s, 1885, 98¾; Charlestown 6s, 1875, 100; East Boston Gas, 28½; Atlas National Bank, 116; Eliot National Bank, 109¼; Merchants' National Bank, 119¾; Market National Bank, 105; North National Bank, 120; Old Boston National Bank, 117½; Suffolk National Bank, 117⅜; State National Bank, 105; Allouez Mining Co., 3; Calumet, 28; Concord, 2⅝; Humboldt, 80c.; Hancock, 6⅛; Madison, 62½c.; St. Clair, 3; South Side, 62½c.; Superior, 75c.

Baltimore.—Virginia 6s, old, reg., 37½; Maryland 6s, 1870, coupon, 102; Central Ohio R. R., 33½; Marietta and Cincinnati 1st mort., 89½; do., 2d mort., 65; N. W. Va. 1st mort., 89⅞; Western Maryland 1st mort., 90; do., 2d mort., unendorsed, 74; Santa Clara Mining Co., 1¼; Balt. and Cuba S. & M. Co., 45; George's Creek, 65; Franklin Bank, 13¾; Merchants' Bank, 109; National Exchange Bank, 97; Union Bank, 61⅜; Bank of Baltimore, 110½; Mechanics' Bank, 107¼; Farmers' and Planters' Bank, 32½; Bank of Commerce, 26½. The latest quotations are: Balt. and Ohio, 125@130; do., 6s, 1875, 96@96¼; do., 1880, 96@96½; do., 1885, 98¼@98⅜; Northern Central, 44½@44¾; do., bonds, 1885, 85½@85¾; do., 1900, 83@85; N. W. Va., 17½@18; do., 1st mort., 94@—; do., 2d mort., 91@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 88½@89½; do., 2d mort., 65@66; Central Ohio, 33@33½; do., 1st mort., 86½@87; Western Md. 6s, 1890, 72@75; do., guar., 92@92½; Maryland 6s, coupon, 1870, 101@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99@99½; do., 1886, 97@98; do., 1890, 99¼@99¼; do., coupon, 100@—; do., Park, 98½@98¾; do., 1893, 94@94; do., 5s, 1838-'70, 80@80; City Passenger R. R., 18@19; Canton Co., 58@—; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 65@75; Santa Clara, 1.25@1.25; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.75@0.80; Mineral Hill, 0.20@0.24; Baltimore Coal, 290@—.

Erie Extension Canal.

The gross amount of tonnage carried over the Erie Extension Canal during the past year was 528,374 tons. Of this 165,850 tons were received at and shipped from Erie, which includes coal, iron ore, limestone and miscellaneous freight. Of lumber, staves, &c., 5,732 tons, and of goods, iron, nails, 3,066 tons. Of iron ore the amount is near 50,00 tons, and of coal not far from 100,000 tons have been brought to Erie. The number of boats cleared from Erie was 1,956. The arrivals not far from 2,000. The rates of freight ranged from $1 50 to $1 75 including tolls.

☞ The Cincinnati *Gazette* says that the negotiations for some time pending have been concluded between the Baltimore and Ohio, the Marietta and Cincinnati, and the Indianapolis, Cincinnati and Lafayette Railroad Companies, by which hese lines, so far as working arrangements are concerned, are to be one.

☞ The first section of the Buffalo and Washington Railroad, from Buffalo to Aurora, has been completed.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of January, were :

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool	$1,680,183	$573,888
" cotton	1,625.857	645,683
" silk	943,349	1,011,850
" flax	954,847	496,704
Miscellaneous dry goods	632,234	432,027
Total entered for consump.	$5,836,470	$3,160,052

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool	$1,289,835	$485,651
" cotton	564,166	387,824
" silk	394,871	180,473
" flax	715,394	438,948
Miscellaneous dry goods	96,707	112,078
Total withdrawn from warehouse	$3,060,973	$1,604,974
Add entered for consump.	5,836,470	3,160,052
Tot. thrown on the market	$8,897,443	$4,765,026

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool	$2,182,140	$742,515
" cotton	1,720,379	474,220
" silk	988,480	285,623
" flax	917,864	321,216
Miscellaneous dry goods	283,539	135,733
Total entered for wareh'g.	$6,092,402	$1,959 307
Total entered for consump.	5,836,470	3,160,052
Total entered at the port	$11,928,872	$5,119,359

The imports of foreign dry goods at New York for seven months ending with January :

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool	$16,200,853	$9,195,939
" cotton	6,824,511	4,578,045
" silk	7,385,484	8,357,742
" flax	6,080,874	3 920,755
Miscellaneous dry goods	4,320,981	3,258,096
Tot. entered for consump.	$40,812,703	$29,310,577

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool	$9,864,285	$7,919,569
" cotton	2,228,659	1,774,648
" silk	4,109,691	2,757,381
" flax	2,856,933	2,699,641
Miscellaneous dry goods	670,143	830,986
Total withdrawn from warehouse	$19,729,711	$15,982,225
Add entered for consump.	40,812,703	29,310,577
Total thrown on the market	$70,542,414	$45,292,802

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool	$11,733,412	$7,561,547
" cotton	4,511,266	1,916,246
" silk	4,983,127	2,410,205
" flax	5,206,686	2,559,792
Miscellaneous dry goods	1,189,671	725,350
Total entered warehouse	$27,624,162	$15,173,140
Add entered for consump.	40,812,703	29,310,577
Total entered at the port	$68,436,865	$44,483,717

Imports of foreign dry goods at New York for the month of January :

Year.	Invoiced Value.
1862	$2,965,252
1863	5,269,181
1864	8,184,814
1865	2,350,635
1866	15 769,091
1867	11,928,872
1868	5,119,359

Journal of Railroad Law.

RAILROADS NOT BOUND TO DELIVER AT OWNER'S PLACE OF BUSINESS—CAN DEMAND ONE RECEIPT FOR ALL GOODS ARRIVED, THOUGH REMOVED IN PORTIONS BY THE OWNER.

The facts in the late case of the Morris and Essex Railroad Co. *vs.* Ayres and others, (5 N. J., 393,) sufficiently appear in the opinion of the Court.

This case was certified from the Morris Circuit for the advisory opinion of this Court.

HAINES, J.—The plaintiffs, being merchants at Morristown, had certain articles of merchandise transported for them by the defendants from the City of New York to their place of business. The goods consisting of about three loads for a one horse wagon, were safely brought to Morristown and stored in the warehouse of the defendants, ready to be delivered to the plaintiffs on their signing a receipt for the whole quantity and paying the freight.

The freight was duly paid, but the plaintiffs refused to sign a receipt for all the goods, and proposed to remove them by a wagon load at a time, and to give receipts for such as they might take at each load. The regulations of the company required a receipt for all the goods before any part were removed, and without such receipt their agent refused to deliver any part of them.

Thereupon the plaintiffs brought their writ of replevin, by virtue of which the sheriff delivered to them the whole quantity. The object of the action is to test the validity of the regulation.

A verdict was rendered for the plaintiffs; and several exceptions having been taken by the defendants during the trial, the judge directed the same to be certified to this Court for its advisory opinion on the several points stated in the case.

The obligation of common carriers by railway is safely to transport the goods to the place of destination, to deposit them without delay and without additional charge in their warehouse, until the owner or consignee has a reasonable time to remove them. They are not required as carriers by wagon, to deliver at the door or place of business of the owner or consignee, nor as carriers by water, to give notice of their arrival. Their route being confined to the track, renders the first impracticable without the use of wagons, which is not part of their contract, and the usual certainty of the arrival of the train renders the latter unnecessary, and by the usage of the business was not required.

Having the merchandise in good order, and safely stored and protected from the weather and from trespassers, and ready for delivery, allowing a reasonable time for the owner or consignee to remove them, their duty as carriers ceases, and they are no longer liable as carriers. After that they become warehousemen, with the liability only of bailees without hire, and responsible only for ordinary neglect. Redfield on Railways, 252–3; 1 Pars. on Contr., 671, 663; Pierce on Am. Railways, 436; Powell *vs.* Myers, 26 Wend., 591; Goold *vs.* Chapin, 10 Barb., 612; Thomas *vs.* Boston and Providence R. R. corporation, 10 Metc., 472; Norway Plains Co. *vs.* Boston and Maine R. R. Co., 1 Gray, 263.

After so depositing them in their warehouse, they keep the goods for the exclusive benefit of the owner, whose duty it is to remove them in a reasonable time. Garside *vs.* Trent and Mersey Navigation Co., 4 Term. R., 581; Brown *vs.* Dennison, 2 Wend., 593; Ackley *vs.* Kellogg, 8 Cow., 223.

In the case before us, the defendants had performed all their duty as to transportation and storage, and had the goods ready for delivery, subject only to the signing of a receipt, or all in accordance with the regulation.

The question then arose, whether that regulation was reasonable, and that was a question of fact to be determined by the jury. The validity of a by-law which binds the members of the corporation only, and not third persons, is purely a question of law. But the reasonableness of the regulation as is deemed necessary and conducive to the comfort, convenience, or safety of passengers, or to protect the rights of the company, is purely a question of fact. The reasonableness or unreasonableness of such regulation is properly for the consideration, not of the Court, but of the jury. State *vs.* Overton, 4 Zab., 435, 441.

The court, therefore, did not err in refusing to non-suit the plaintiffs, and in submitting the question of fact to the jury. Thus the first point certified is answered in the negative, to wit, that the motion to non-suit ought not to have been granted.

The verdict having been against the defendants and consequently against the reasonableness of the regulation, a further question is presented, whether the verdict was or was not against the weight of evidence on that subject.

By the testimony in the case, it appears, that the company had experienced great inconvenience and great difficulty arising from the delivery of so large an amount of freight to so many persons without retaining some written evidence of the delivery; and they could not tell in any particular case, whether particular goods were delivered or not; and that there was a further difficulty arising from persons leaving goods at the depot for a length of time, and taking them away in parcels, and frequent complaints had been made of goods being there, after the company thought they had reason to remove their goods as speedily as they could, and also to give to the company evidence that the goods had been safely brought to the place of delivery, and to have one receipt for all, instead of a receipt for such portion as the owner might see proper to take away from time to time. An opportunity was offered to the owner to examine the goods to see if they were all there and in good order, before a receipt was required.

The rule, which had been applied to one of the principal stations of the company, was found to operate well, so that in five years there was not an instance of any one receipting for goods, and afterwards claiming that any had been lost or not delivered.

When it was applied to the whole line of the road, it was again found to operate well, and was acquiesced in by freighters generally, some few only complaining that it was oppressive and unjust.

In my judgment there was abundant evidence from which the jury might and should have found the regulation to be reasonable.

The company had a right as carriers, to be discharged of their liability on their being ready to deliver the goods, and to have some written evidence of such discharge. It is not reasonable to require them to employ a witness to the delivery

of every parcel, when and as often as the owner may choose to call for it, nor to be compelled to have as many receipts as the owner may find it convenient to take parcels of his goods.

The company was bound to be ready to make delivery of the goods, but it is one delivery and not many, that the law requires. They have the right also to be discharged from liability as warehousemen. The owner having had the opportunity of inspecting the goods, to see that all were there and in good condition, he was bound to take the custody of them, and to assume the responsibility of their safe keeping, and to remove them out of the way of the company with all reasonable diligence.

To the giving of a single receipt for all the goods at the station, it is no answer to say, that the company gave receipts for them in parcels. The cartmen, who deliver the goods to the freight agent, take receipts for each load, and they can ask for no more. The company are not bound to give receipts for goods before they are delivered at the station, and are seen by the agent there, and each load may, and usually does, constitute one delivery, and for it is given one receipt. On the same principle, the owner at the place of destination has one delivery of all the goods there, and it is reasonable that he should surrender the company's receipts which they have given, or that he give one general voucher for what is delivered to him and placed in his custody. Should any error appear in the quantity of goods delivered, or in the condition of them, the receipt is not conclusive; it is but *parol* and *prima facie* evidence of delivery in good order and in full quantity, and like a bill of lading or any other receipt, is subject to explanation and correction.

I am of opinion, that the verdict was against the weight of evidence, and that the Circuit Court should be advised to set it aside, and to grant a new trial.

This, of course, answers the fourth and fifth points certified, and supersedes the necessity of considering the second and third points.

Burning Cars.

COBOURG, ONTARIO,
Dominion of Canada,
Jan. 31, 1868.

To the Editor of the RAILROAD JOURNAL.

SIR.—During the last three months, there has been great loss of life and property, by the burning of passenger cars, heated on the old plan.

Now sir, I can assure you that although I have over three hundred coaches heated on my plan, and many of them have been upset during the last three years, there has not been one single accident by fire, nor the loss by that means of one cents worth of property to any Railroad Company using my plan of heating and ventilation.

I use for wood or coal, but one stove in each car, and that is a double stove, or a stove within a stove. The plates are all heavy, and it is next to impossible to break them, so that the fire can get out. But there is an additional safeguard. The stove stands on a "water box" which contains about 5 pails of water, used for purifying the air before it goes into the stove. In case of an upset, all this water is poured over the stove and the floor of the car, so that if fire should get out, (which however has never yet been the case) it would be at once extinguished. In addition, no passenger could be burned against the stove, for it throws out no heat from the plates. The car is heated entirely by air. The following testimonials will show in what estimation my plan is held.

Yours respectfully,
H. JONES RUTTAN.

CHICAGO, April 20th, 1867.

"TO WHOM IT MAY CONCERN."

We the undersigned, Superintendents of Railways, have applied RUTTAN's Plan of Ventilation to our Coaches. The large supply of pure air, entirely freed from dust and cinders, and the downward exhaustion which prevents Passengers inhaling each other's breath, are most valuable characteristics of his system, and, in our opinion, render it the most desirable of any yet introduced. We would also bear testimony to the winter arrangement which, whilst it supplies a large quantity of fresh warmed air, effects a very considerable saving in fuel. One stove only being used in each car.

Office of the Chicago, Burlington and Quincy R. R. Co.,
Chicago, April 18, 1867.

H. J. RUTVAN, Esq.,

DEAR SIR.—Having had occasion for the past year to ride upon our trains between Chicago and Aurora, a distance of forty miles, almost daily, in coaches using your system of ventilation. It affords me pleasure to state, that nothing more perfect for furnishing a full supply of fresh pure air is desirable.

During the past winter, the coaches seating 76 persons each, were warmed by one stove placed in the end of the car, and were rendered entirely comfortable in the coldest days. To some considerable extent I have observed the working of your plan for heating and ventilating buildings, and I have yet to learn of a case which has not proved satisactory.

Yours very respectfully,
A. T. HALL,
Treas. C. B. & Q. R. R. Co.

R. N. RICE, General Superintendent Michigan Central Railroad.

J. B. SUTHERLAND, Superintendent Car and Locomotive Dep't Michigan Central Railroad.

R. HARRIS, General Superintendent Chicago, Burtington and Quincy Railroad.

A. N. TOWNE, late General Superintendent Chicago and Great Eastern Railroad.

M. HUGHETT, General Superintendent Illinois Central Railroad.

R. HALE, General Superintendent Chicago and Alton Railroad.

R. EATON, Superintendent Car and Locomotive Dep't Grand Trunk Railway of Canada.

Chicago and Great Eastern Railroad.

The Cincinnati *Commercial* says that the Columbus and Indiana Central Railway Co. will take possession of the Chicago and Great Eastern Railroad on the 12th of February. The consolidated line will embrace seven hundred and eighty-eight miles of track, as follows: Chicago and Great Eastern, two hundred and twenty-four miles; Indiana Central, one hundred and eighty-eight miles; Peoria, Logansport and Burlington, one hundred and eighty-three miles; Union and Logansport, ninety-three miles. The main shops of the new company will be located at Logansport.

Columbus, Chicago and Indiana Central Railway.

Last Thursday the last rail was laid on the Union and Logansport Railway, and in response to invitations kindly extended by Wm. Foster, Esq., Superintendent of the T., L. & B. Railway, a considerable number of the business men of our city witnessed the important event at a point fifteen miles east of this city, where the train from this city was met by the first through train from Columbus, Ohio, bringing B. E. Smith, Esq., President of the C. & I. C. Railway, and the business men of Hartford, Marion, and the other towns along the line of the road.

The last rail was laid, and the last three spikes were driven respectively by Dr. J. N. Converse, President of the Union and Logansport, B. E. Smith, Esq., President of the Columbus and Indiana Central, and J. E. Young, Esq., Vice President of the Chicago and Great Eastern. The greatest enthusiasm prevailed, and cheers were given with a will for each of these gentlemen, and for W. D. Judson Esq, Pres't of the C. & G. E., and Wm. Foster, Esq., Sup't of the T., L. & B., Railway. A brief welcome was made by Dr. J. M. Justice and T. H. Bringhurst of this city.

This event is of such great importance in its bearings upon the future prosperity of Logansport, as to demand more than a passing notice. The last two years have been marked by many important Railway projects, and the consolidation of so many different roads renders it necessary to take the map and look over the territory to fully comprehend the magnitude and extent of the interests involved in the completion of the Union and Logansport Railway and the passage of the first train over it from Columbus to Logansport.

We learn that the stockholders of both the Chicago and Great Eastern and the Columbus and Indianapolis Railways have voted upon the consolidation of the two roads. The vote in both cases was most favorable—95 per cent. of the stock being represented, and not a dissenting vote cast.

This completes the consolidation of the following corporations: The Columbus and Indiana Central; Union and Logansport; Toledo, Logansport and Burlington; and Chicago and Great Eastern; making in one corporation six hundred miles of road under one organization.

The name of the consolidated road is to be the "*Columbus, Chicago and Indiana Central Railway.*"

The laws of Ohio are such that the Board of Directors of the new consolidated railway cannot be elected sooner than twenty days from the date of the vote for the consolidation of the companies, and the time for the election has been fixed on the 12th of February. The new Board to be elected will comprise members of both the old Boards, and the new corporation will thus enjoy the benefit of the great ability and experience of gentlemen who have had charge of the separate organizations.

The organization is composed of prominent New York, Pennsylvania and Ohio capitalists, and has also as stock and bondholders many strong business men in Indiana and Illinois, who will by their foresight reap fine incomes and build up an immense freight and passenger business for the connecting lines east of Columbus. The strength and power of the Pennsylvania Railroad is acknowledged on all hands, and the eminent ability with which it is managed has placed it as the great route of the United States. It now reaches west over the Panhandle to Columbus, giving this new consolidation line the best possible eastern outlet *via* Pittsburg to Philadelphia and New York. Many of the Pennsylvania and eastern stockholders are deeply interested in this new organization, and will give to it such material aid as to bring to their own line a fourfold return for their investment.

Another very strong feature of this consolidated line, and for shippers on its various lines of connection, is the fact that the Baltimore and Ohio Railroad, which is second only to the Pennsylvania, has its western terminus at Columbus, giving the

advantage of two competing lines to the Atlantic for both freight and passengers.

The Columbus and Indiana Central, under efficient management, has for years been in a prosperous condition, extending from the Capital of Ohio to the Capital of Indiana, and has well been called the Central. From its Indianapolis terminus, it will always command a very large and profitable business from Central and Southern Illinois and Indiana. To make a certainty of Louisville and Nashville, a new short line has been built connecting with the Central main line at Cambridge City.

The entire line of the old Indiana Central is through the best portion of Indiana and Ohio, and it must maintain a very prominent position as one of the great trunk roads of the West.

Eighty three miles west of Columbus is the junction of the Union and Logansport Railway, which runs 114 miles through a rich and highly cultivated farming country—a part of the way through the Mississinnewa Valley, being acknowledged as among the best farming land in the West. Its western terminus is Logansport, where it forms a junction and has now become consolidated with the Toledo, Logansport and Burlington Railway from Logansport to the State Line of Illinois, and with the Chicago and Great Eastern to Chicago, making it a portion of the new route from Chicago to Columbus and Pittsburg and the eastern cities. This line is fully able to compete with the Pittsburg, Fort Wayne and Chicago Railway for the immense trade of Pittsburg, or as a through line which will be now in connection with and receive the influence and benefits of the Indiana Central.

The line west of Logansport to the Illinois State line will be run in connection with the Logansport, Peoria and Warsaw Railway to the Mississippi river, and is one of the best located lines in the West, and when finished, as it will be during the coming year, and if not consolidated, will be run in connection with the new organization of which we are writing. The Peoria and Warsaw road occupying a central line through Illinois,must command a large and profitable freight and passenger business, and by running in concert with the new line will greatly add to its own as well as to the interest of the new company. This road is extending and has already opened a part of the line from Peoria to Warsaw and Keokuk, and when this enterprise is completed the road must be one of the central lines to the Pacific.

The through trade formerly between Cincinnati and Chicago by way of Indianapolis and Lafayette, by the arrangement with Mr. Lord, is now over the White Water Valley Road, connecting with the Chicago and Great Eastern at Hagerstown, thus securing this travel by way of Logansport and adding largely to the earnings of the new company.

The location of this Great Consolidated Railway is such that it must become one of the most powerful corporations on this continent. By the shortest existing lines from the Atlantic cities it strikes such important points as Louisville, St. Louis, Indianapolis and Peoria, and is the shortest but one between New York and Chicago.

By its branch from Cambridge City, Indiana, it will on the first of May commence running its trains directly from Louisville to New York—the Silver Palace Cars running through without change.

As soon as the new line between Logansport and Union is ballasted, or about the first of June, through trains, from New York to Chicago will be put on.

A contract has been made with the White Water Valley Railway to do on that line the exclusive business between Chicago and Cincinnati instead of over the Cincinnati, Hamilton and Dayton road as formerly. This route will be forty-four miles shorter than any other line between the two cities. Mr. Lord, the owner of the White Water Valley road, has nothing to do beyond this with this line. Mr. Lord agrees by this contract to abandon the route from Cincinnati to Chicago by way of Lafayette.

The trains on the Chicago and Great Eastern Railway will continue to run to Richmond, notwithstanding the Hagerstown route, as the road derives a greater amount of trade from Richmond and points east on the Little Miami Road than from Cincinnati.

This consolidation and construction of the Logansport and Union road has been accomplished mainly by the untiring energy of the President of the Columbus and Indiana Central Road, B. E. Smith, Esq., of Columbus, Ohio, who from a private banker at Columbus has placed himself by his capital and sterling business integrity, at the head of this strong corporation, which is destined to be second to no other corporation in the Western States.

We understand that no time is to be lost in putting the new line in first class condition. A contract has been made with J. J. A. Quealy & Co., for ballasting about 85 miles of the road. Yesterday two gravel trains with the steam shovel were put at work at the gravel pit south of this city. At Marion the work of ballasting with steam shovel and ample trains will commence as soon as the frost is out of the ground in the spring.

We understand that a subscription to the Bonds of the new consolidated company has already been obtained sufficiently large to pay the floating indebtedness of the Great Eastern Railway which has been such a weight upon it. Ample funds have also been secured to carry on this year, with the same vigor that characterized the past year the work of rebuilding the Chicago and Great Eastern, when Joseph E. Young, Esq., the energetic Vice President of the company, gave almost his entire time and attention to superintending the relaying of nearly forty miles of track with new iron, and ballasting and putting the road in its present fine condition. The most powerful and enterprising corporations in this country aid in this work, and it rapid prosecution and completion at an early day is thus placed beyond a doubt.

Taking this new organization in its extent, and commanding as it does such an immense territory, it must, unquestionably at an early day become a first class road and one which to the section over which it passes and to the holders of stock and bonds must be equal to any road in the West. The character of the parties who control it gives a certain guarantee that the public are to be liberally accommodated, aod we ask our own citizens to extend all the aid in their power to this new enterprise which can so greatly promote the growth and prosperity of our city and county. —*Logansport Pharos, Jan.* 25.

Southern Railroads.

The South is preparing, after the suspension of half a dozen years, to resume the work of completing her system of internal improvements. Cessation upon these works was by no means the least of the misfortunes consequent upon the war. Not only were there in every State short portions of roads to be finished, but there were several main or trunk lines upon which also all progress was for the time suspended.

The work upon which the south as a whole was particularly interested, and for which a large appropriation was made by the Confederate Congress, was a link of one hundred miles connecting Dalton, Ga., the southern terminus of the Virginia and Tennessee chain of roads, with Selma, a focal point in Alabama, and thus, with the Southwestern roads, and the Gulf harbors. This work has now been resumed, and a call is made for one thousand hands. It will, probably be completed to Rome in six months, when the connection will be made by way of Kingston, and the Western and Atlantic Railroad. This is a part of what is known as the *Continental Railway*, connecting the New England cities with New Orleans and Texas, and ultimately, with the Pacific at Mazatlan, or Guaymas, by the shortest practicable route. For a road across the Continent it presents more favorable features and less disadvantages than any other. It passes through some twenty States and will thread many of the most populous and flourishing cities, thus bringing into its through traffic the commerce of the zones, and at the same time uniting in one common work many a different race and character. Its entire length will be not far from 3,350 miles—from New York City, say 2,450 miles.

Another enterprise which is more purely Southern is the *Charleston, Memphis and Topeka Railway*. It is calculated to tap the Union Pacific in the valley of the North Platte and lead off directly to the Southern States and their seaports their legitimate portion of the California business. Charleston, Augusta, Atlanta and Memphis, are upon the same straight line; Memphis being a little less than 700 miles from the Atlantic seaboard. At present the route is from Atlanta by way of Chattanooga, making a detour of some 50 miles to the northward, and increasing the distance probably 60 to 70 miles. It is contemplated (and the surveys are partially made,) to connect Atlanta with Decatur *direct*—when a trunk line will be established between the Mississippi Valley and Tide Water, that can have no rival for directness.

Next to St. Louis and New Orleans, Memphis is decidedly the most important place upon the Mississippi River. It is a point from which radiates several important lines of railroads upon the east, while it commands the entrance to Arkansas and the country westward. By the Memphis and Little Rock road, the Great Valley of the Arkansas is accessible, and by the Topeka extension, connection will be made with the Pacific Railway, thus shortening the distance to tide water several hundred miles at least, over the route by Chicago to New York. This extension is indispensable to the Southern States and particularly to Arkansas and Southwestern Missouri. Its influence will be to build up an important harbor at Charleston or Savannah, or at some intermediate point having better capacity—and will be a step favoring direct foreign trade with the Southern States. From Memphis to the Union Pacific, in the vicinity of Topeka, is some 425 miles—making in all about 1,100 miles to the seaboard. It is intended to enlist French and English capitalists in this work, and thus infuse new life into the business arteries of the South, and impregnate her with ideas of foreign industry.

From *Mobile to New Orleans*, some 140 miles, the work of construction is going on. This forms a part of the great coastwise route connecting all the important cities and harbors, from New York to Texas.

The *Alabama Central* from Montgomery to Decatur is another work about being resumed, and of great importance in the development of the State. There is no coal or iron in the whole country superior to that found in Alabama. When this road is completed, and a large share of it was done before the war, there will be a through route by way of Nashville from Chicago to Mobile and Pensacola upon nearly a direct line.

The *Knoxville and Kentucky* work has been in progress for the year past, and is making its way towards the Great West by Louisville and Cincinnati. The completion of the road from Knoxville, South, will give the Northwest a seaboard connection at Charleston, differing but little in distance with New York.

These are some of the main lines, though indeed but a small part of the public work in progress in the Southern States. With her soil and climate there is no reason why in a few years the South will not be cut and crossed in every direction by lines of railway, and as able to sustain them as the Western States. They will become so many additional bands to bind the country together.—*Portland Argus.*

Shamokin Coal Trade.

The Sunbury (Pa.) *American* says that the amount of coal shipped from the Shamokin coal region over the Shamokin division of the Northern Central Railroad, during the year 1867, was 485,697 tons, against 557,160 tons in 1866, a decrease of 71,463 tons. This does not, however,

give the entire production of the region, from the fact that during the year the Enterprise road has been extended to four collieries, and carried from them 87,836 tons. From which deduct decrease by Northern Central road and it leaves the total product of the region, for the year, 16,373 tons in excess of that of 1866, besides taking into account the shipment from the Reliance colliery, which may be set down at 200,000 tons.

Railroad Earnings.--Weekly.

The earnings of the Toledo, Wabash and Western Railroad for the 4th week of Jan., 1868, were $278,712 25
Same week in 1867..... 237,712 25

Increase $41,000 00

The earnings of the Chicago and Alton Railroad for the fourth week in January, 1868, were..... $67,476 05
Corresponding period previous year .. 58,826 05

Increase $8,650 00

The earnings of the Western Union Railroad for the 4th week in Jan., 1868 ..... $16,437 63
Corresponding week previous year.... 10,564 06

Increase $5,873 57

The earnings of the Chicago and Rock Island Railroad for the fourth week in January, 1868 were..... $67,100 00
Corresponding week of previous year.. 52,519 00

Increase $14,581 00

The earnings of the Chicago and Northwestern Railroad for 4th week in Jan., 1868..$242,283 09
Corresponding week previous year .. 199,489 72

Increase $42,793 37

The earnings of the Detroit and Milwaukee Railroad for the week ending January 30, 1868, were $21,835 00
Corresponding week of 1867..... 18,330 00

Increase..... $3,505 00

The earnings of the Michigan Southern and Northern Indiana Road for the 4th week in Jan., 1868, were..... $122,946 00
Corresponding week of 1867..... 95,700 00

Increase $27,246 00

To Contractors.

PROPOSALS will be received until March 1st, 1868, for the GRADING MASONRY, BRIDGING and TRACK LAYING of the OAKINGTON BRANCH RAILROAD, from its junction with the Philadelphia, Wilmington and Baltimore Railroad, two and one-half miles south of Havre de Grace to the Bay Shore at Oakington, 2 52-100 miles.

Bids to be made for the entire work, including the furnishing of TIES and IRON (50 lbs. to the yard), or for any part of the same. Plans and specifications to be seen at the office of R. K. HAWLEY & CO., No., 16 Eastern avenue, Baltimore, where proposals will be addressed.

R. K. HAWLEY, President.

TO BRIDGE CONTRACTORS,

LOUISVILLE, CINCINNATI, AND LEXINGTON RAILROAD,

CHIEF ENGINEER'S OFFICE,
LOUISVILLE, KY., January 13, 1868.

SEALED PROPOSALS will be received at this office until February 15, 1868, for about twenty-six hundred lineal feet of Bridge superstructure (in iron and timber) for the Kentucky river and other streams crossing the Louisville and Cincinnati Railroad. Thirteen hundred feet will be in spans of 200, 150, 125, and 100 feet, and the residue in 75 feet spans and under; all upon plans and specifications exhibited on and after the 20th inst.; but proposals upon other plans will be considered. Each bid will cover materials, labor of all kinds, transportation, and erection. For a portion of the Bridge work completion will be required July 1st, 1868, and for all by September 1st ensuing. Payments cash, with the usual reservation on partial payments to secure fulfillment of contract. Right reserved to reject any or all bids.

Proposals will also be received for the temporary trestling on the line.

I. M. ST. JOHN,
Chief Engineer.

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BELDING, KEITH & CO.,

American Bankers & Merchants,

80, LOMBARD ST., LONDON, E. C.

DEALERS IN

Exchange, United States Bonds,

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PATENT PUNCHED STEEL,

For

STEAM & HORSE

HOLLOW SHAFTING; LOCOMOTIVE, MARINE, & OTHER TUBES,

HOLLOW AXLES.

CARS & LOCOMOTIVES.

HYDRAULIC CYLINDERS, SPINDLES, AXLE BOXES,

GUN BARRELS, GUN JACKETS AND ORDNANCE,

And for all purposes requiring great STRENGTH and SOLIDITY

The PUNCHED STEEL is confidently recommended as the best article in the market, saving from 20 to 30 per cent. in weight, and giving considerably greater strength than solid steel.

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LENG & OGDEN,

Iron and Steel Merchants and Importers,

4 & 6 FLETCHER ST., NEW YORK.

Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN*, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

IRON BRIDGES, PIVOT BRIDGES,

AND

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F. C. LOWTHORP,

CIVIL ENGINEER,

Patentee and Builder,

TRENTON, N. J.

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Particularly designed for the use of Surveyors and Civil Engineers. Sold by Mathematical Instrument Makers. Made and sold by

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C. F. I. & C. For Cost, Freight, Insurance, and Commission, any production of Great Britain can be procured at the lowest market rates, through Messrs. Belding, Keith & Co., American Bankers and Merchants, 80, Lombard Street, London. Orders by Cable promply executed. Circulars issued weekly, on application.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE.
ALBANY, Jan. 21, 1868.

TWENTY-NINTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of Three Per Cent. on the capital stock thereof, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer books will be closed at the close of business on Friday, the 31st day of January inst., and be re-opened on the morning of Monday, the 24th day of February next.

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4.	" 12 " "	1½ to 1	16.	" 24 "		1½ to 1
5.	" 15 " "	½ to 1	17.	" 25 "		1½ to 1
6.	" 15 " "	1 to 1	18.	" 26 "		1½ to 1
7.	" 15 " "	1½ to 1	19.	" 28 "		½ to 1
8.	" 16 " "	½ to 1	20.	" 30 "		1 to 1
9.	" 16 " "	1 to 1	21.	" 30 "		1½ to 1
10.	" 18 " "	½ to 1	22.	" 30 "		1½ to 1
11.	" 18 " "	¾ to 1	23.	" 32 "		1 to 1
12.	" 18 " "	1 to 1	24.	" 32 "		1½ to 1

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, February 15, 1868.

Reciprocal Duties.

One-fifth part of the aggregate property of the United States has been worked by various causes, into the form of non-producing capital. Twenty Seven Hundred Millions, or more, consists of Governments bonds and liabilities:—of the twelve hundred millions, or thereabouts, of railway capital, not over forty per cent. has been utilized in aiding production. The banks and the immense capital they wield with their vicious system of discounts on short paper, as well as evil practices of accommodating gamblers instead of producers, have become more of a drawback than an aid to the producing industries. Bondholders, to a large extent, as well as bankers, are employing the Government securities to aid the schemers connected with non-producing capital in making unworthy gains off of producing property and labor. Producing capital, discouraged by its burdens, has been rapidly abandoning the pursuits of industry until production in very many cases has neither capital nor motive to continue under its embarrassments. What is to be the result of this whole vicious platform of false political economy, and how long, under its continuance, before our producing interests will be brought to the non-producing level of the Mexican population?

The income from industry, in the main, has always been moderate, and never, under the best possible system can it become inordinate:—yet, upon the shoulders of industry and producing capital every pecuniary burden, that society is heir to, is obliged to be borne. It matters not as to the process or processes by which these burdens are placed, production cannot escape the exactions, only as the producing interests may rise up in self defence and demand reform. There is now a popular necessity for reform—a reform that shall be deep, radical, and founded upon a settled policy of aiding the producing interests alone as the only means of rescuing the people from burdens impossible for them to bear.

In case the embarrassments upon production go on accumulating the bankers will not be allowed, with impunity, to turn a covetously deaf ear to the popular complaints. Their system will go by the board and be replaced by another devised on the plan of assisting production, instead of bleeding it. The bondholders will not be permitted to fold their arms and make the outcry against repudiation, whilst contributing to the very causes that will be certain, without solid reform, to produce it. Producing industry can bear to a certain extent the burdens imposed on it, but there is a limit beyond which it cannot, and will not endure. More especially will this be the case where the exactions made on it are in a great degree the offspring of insensate covetousness.

It is the natural pride of every true and just minded American citizen to maintain the public faith inviolate. Nothing could be more difficult to obliterate than this sentiment of honor, founded on all considerations of public policy and national integrity. But, in maintaining this sentiment the public creditors are called upon to do their duty practically, and with a will, instead of merely preaching public morality to the classes in society most disparaged, and most imposed upon. It is very easy to find a remedy, and a quick remedy for existing evils, in case we can bring a fair proportion of non-producing capital to the immediate aid of producing employment. The bankers and bondholders of the United States have it in their power, by their combined influence in the right direction, to make the whole country flourish in a little time, and thus fortify and strengthen the security of their capital by making it popular instead of allowing it to remain a subject of growing execration.

The man who takes his mind's eye off the producing interests in the contemplation of any material subject, financial, political, or commercial, is at random at once. These interests, being the foundation of all others, and sustaining all others, are the only legitimate starting point for right reasoning in all collateral directions. Our banking system is presupposed to be founded on the idea and theory of being an aid, in some way, to production. So far as it subserves this purpose in good faith it is tolerable. In so far as it fails to accomplish this it is a public nuisance that should be abated. The loaning banks of Louisiana were the only really popular banks known to us, and their operations in past years afforded a marked contrast to the prevalent short paper discount system. The one can be made an assisting agency to production: the other only assists to break it down where its aid is invoked. Most business can turn itself but once in a year, and capital which requires to be turned oftener than that, as a general thing, is deleterious to production. It is a common saying among bankers that "farmers have no business to borrow money of banks." There is truth in this, considering the manner in which banks are managed. It might however be replied, "this is the fault of the system, and any bank which cannot be brought to the aid of agriculture, has no moral right to exist at all."

While we call with earnestness on the producing capital and labor of the whole country to rally and come to the aid of their own interests, we admonish the holders and managers of non-producing capital to do their duty in upholding the industrial classes. The producing population, under the present regime, may be bled into insensibility as to the claims of bondholders, as well as popular frenzy against bankers. There is a way to avoid this, and that way is for non-producing capital to come at once, and without delay, to the aid of the producing interests. There is no other

remedy, and men are demented if they suppose they can keep up this gigantic game of popular imposition. We would say things plainer if we knew how. There are antagonisms that are sure to go into warfare, unless they are reconciled on principles of justice. Sound policy, as well as common protection and common thrift require that non-producing capital should direct its efforts immediately to aiding and upholding the producing interests. Should this be done, as it can and ought to be done, the whole country may be made to thrive and our bonds brought to par in gold, as also our currency, in less than two years.

England, after the close of the European wars in 1815, found herself in the same condition we are now in, financially, with the exception of those vicious contrivances of bankers, gamblers, and monopolists to aggravate the disparagements on our industry. The government and statesmen of England sprung at once to the aid of the producing interests. Vigorous statesmanship and a steady support of these interests achieved results, such only, as could have upheld the Government and its financial credit. The only movement in this country that promises to be effectual in the right direction, in our judgment, is the one inaugurated by Mr. Sherwood. We cannot too earnestly advise the country to come to his support and sustain him in his efforts to give the producing interests a benefit in one direction, while we admonish non-producing capital to do its duty in another.

Covington and Big Sandy Railroad.

The Legislature of Kentucky, last year, passed an act incorporating a company for the construction of a railroad from Covington, through Maysville to Cattlesburg, at the mouth of the Big Sandy. The charter authorizes the company to acquire, by purchase, any other railroad, or the uncompleted work which may have been done along the line of the route, and to build a through line from Covington to Big Sandy. The Chesapeake and Ohio Railroad, commencing at the sea board, and running through the heart of Virginia, will meet the Covington and Big Sandy railroad at Cattlesburg, and connect with the Maysville and Lexington at Maysville, and the Kentucky Central at Covington. A letter from a well-informed gentleman, dated at Lexington, Va., to Gov. Stevenson, of Kentucky, says:

I take the liberty of dropping you a note in relation to the present condition of the Chesapeake and Ohio Railroad. The city of Richmond and counties on the line have subscribed $3,650,000 to the stock of the company, and we hope to raise the subscription to $5,000,000.

The Virginia Central Railroad, which you know is a part of the line, will be mortgaged, as well as the line to be built, for the additional means to complete the road to the Ohio river.

The Company was incorporated at the last session. An act is now in process of passage though the Legislature, authorizing the counties of Campbell, Pendleton, Bracken, Lewis, Greenup and Boyd, through which the road runs, to subscribe to its capital stock, whenever a vote of the people of said counties shall approve the subscription.

The Covington and Big Sandy will not only connect with the Chesapeake and Ohio line, but with the Baltimore and Ohio, and perhaps the Pennsylvania, so that all these great through lines will be tributary to the Covington and Big Sandy, the Maysville and Lexington and the Kentucky Central. Cincinnati will find it to her interest to foster the Covington and Big Sandy line, as it will be the shortest line by many miles to Baltimore and Norfolk.

South Side Railroad.

The revenue from operations of this road for the fiscal years ending September 30, 1866 and 1867, have been as follows:

	1865'–66.	1866'–67.
From passengers	$105,703 87	$74,506 75
" freight	162,738 97	232,239 49
" mail	6,649 92	6,649 92
" express freight	11,449 15	3,912 08
" car hire	3,038 97	12,782 12
	$289,580 88	$330,090 36

The operating expenses for 1866'–67 were:

Transportation departm't.	$122,337 14	
Road department	80,528 29	
Machinery department	31,857 49	
Salaries general officers and expenses	14,956 25	
Office expenses	4,364 47	
Taxes, law fees, etc.	5,715 15	
Losses—freight and baggage	2,410 52	
		262,169 31
Earnings less expenses		$67,921 05
Discount	$4,147 11	
Interest on funded debt and guaranteed stock	56,914 00	
		61,061 11
Balance		$6,859 94

Compared with the previous year the gross earnings show an increase of $40,509 48, or about 14 per cent—a result, says the report, which in itself would seem well to justify the faith we have heretofore expressed in the early re-establishment of a business over the road, even superior to any it has ever enjoyed; but the fact that this increment has accrued under the operation of a lower tariff than ruled during the previous year, and that it has been derived from tonnage transportation purely, displays a return of prosperity to our country, and a recuperative capacity in the road, which should encourage every confidence in that opinion. Besides, our receipts from tonnage transportation were cut short by at least $40,000, on account of the repeated and long continued interruptions in our western connections, by reason of the floods which prevailed in Tennessee during the very time that the inward trade of the west had fairly set in. If we were to take this into our consideration of the operations of the road for the year, we would be enabled to improve the gratifying result which we have already presented, to an extent that could not fail to secure the full satisfaction of our most sanguine expectations.

The current expenses of the company for the year as they now stand by the returns and records of the several departments which make up the executive organization of the road, have been $323,280 42, including one year's interest upon the entire funded debt of the company yet extant.

But this aggregate of the yearly expenses, favorable as it is in every view we may consider the result, is rightfully subject to a deduction of $20,119 90 on account of expenditures made by the road department, in the reconstruction of property, whose loss or replacement was not imposed by the operations of the road in that year.

The transfer of this amount to our war and property accounts, where it ought to have gone as it accrued, would show our net revenue as for the year to have been $26,979 84.

That is, the clear gain of the road, or the excess of its earnings over all the legitimate expenses of conducting its operations, embracing interest upon funded debt, has been in point of fact that sum.

The annual charges against the company for interest on account of its funded debt, amount, now, to but $56,914, while the net earnings of the road for the past year, without according to the result, the material sum which has been as heretofore explained, wrongfully charged to the account of current expenses, are ascertained to have been $63,773 94.

The cash receipts and expenditures during the year ending September 30, 1867, were:

RECEIPTS.

Cash on hand September 30, 1866	$8 582 83
Temporary loan	67,971 38
U. S. Government	7,396 61
Connecting lines	237,629 82
Express companies	897 56
Baggage masters	2,811 03
Conductor's	17,403 88
Agents throughout the line	194,995 96
Miscellaneous receipts	3,592 40
Bills receivable	4,890 03
Total	$546,171 50

EXPENDITURES.

Notes and acceptances	$110,406 63
Open accounts	381,220 50
Store house	5,462 08
Transportation, road and machinery	4,774 38
Executive department	13,407 44
Revenue	1,943 00
War account	11,744 54
Bills receivable	5,498 51
Rolling stock, etc.	3,463 35
Balance cash September 30, 1867	8,251 12
Total, as above	$546,171 50

The aggregate outlay in the fiscal year ending September 30, 1867, was as as follows:

Salaries and expenses	$14,956 25
Office expenses	4,364 47
Taxes and law fees	5,715 15
Discount	4,147 11
Interest	37,250 08
Losses—property	2,410 52
Profit and loss	13,170 64
Transportation department	122,337 14
Road department	80 528 29
Machinery department	31,857 49
Construction, rolling stock, etc	97,639 67
Store house purchases	121,167 68
War acount	27,437 93
	$562,982 42

Included in the above amount is the matured interest on coupon bonds carried to Interest Account on Funded debt for six months to July 1, 1867, constituting $25,377 of the floating debt as per annexed General Statement.

The funded debt of the company is as follows:

First mortgage 8 per cent. bonds, held in trust by the Board of directors, and of which only $77,000 have been issued	$709,000
Second mortgage 6 per cent., guaranteed by the city of Petersburg	300,000
Third mortgage 6 per cent	314,900
Fourth mortgage 8 per cent	42,000
Special mortgage, confined to City Point Branch 6 per cent	175,000
Total	$1,540,900

—upon which there will be due, say to July 1, 1868, $276,025 of past due interest, which added to the principal sum, would make the entire funded debt of the company at that date $1,816,925;

of which the company yet holds unissued $682,000 of first mortgage bonds. This aggregate amount of authorized debt would stand at about $800,000 eight per cents, and $1,000,000 in 6 per cent. bonds.

It is now proposed to form one general mortgage for $2,000,000, the bonds of which to be made at such dates in the future, and at such convenient intervals, as will ensue the prompt payment of the interest, and the retirement of the principal at maturity.

The length of the main line from Petersburg to Lynchburg is 123 miles; and of branch from Petersburg to City Point, 9½ miles.

The company have 15 locomotives, 6 passenger coaches, 2 mail and baggage, 96 box, 41 flat and 5 cattle cars. The number of miles run by engines with passenger trains has been 77,669; with tonnage trains, 80,308; with material trains, 29,476; switching trains, 12,605—total 200,058. Number of passengers carried 54,815; do., carried one mile, 1,861,846. Tons of freight carried, 77,650; do., carried one mile, 5,329,232.

CONDENSED BALANCE SHEET.

Cost of road and equipment	$3,628,950 45
New construction and equipment	97,689 67
Discount on coupon bonds, etc	13,170 64
Coupon and other interest	28,437 08
Supplies on hand	12,923 87
Expenditure, including discount	266,316 42
Due by connecting lines, U. S. Gov., etc.	31,948 74
Cash	8,251 12
	$4,087,637 99
Capital stock	$1,365,600 00
1st mort. 8 per cent. bonds due 1884	77,000 00
2d mort. 7 per cent. bonds due 1870 and 1875	300,000 00
3d mort. 6 per cent. bonds due 1870 and 1872	314,900 00
Special mort. bonds due 1865 & 1868	175,000 00
Last mort. 8 per cent. due 1866 and 1869	42,000 00
State Loan	800,000 00
Gross receipts	330,090 36
War account	318,245 63
Due connecting lines, individuals, etc	91,412 06
Notes and acceptances	54,228 94
Interest on funded debt audited to July 1, 1867	219,161 00
	$4,087,637 99

President.—WILLIAM MAHONE.

Directors.—On the part of the State, R. B. Bolling, H. E. Warren, J. A. Johnston. On the part of private stockholders, R. D. McIlwaine, J. E. Venable.

Treasurer.—JAMES E. CUTHBERT.

Eastern Railroad Co.

The annual meeting of the stockholders of this company was held in Boston on the 3d inst. The following Board of Directors was chosen: George M. Browne, Samuel Hooper, Nathaniel Thayer, Franklin Haven and Benjamin E. Bates, of Boston; Wm. L. Dwight, of Portsmouth; Henry L. Williams, of Salem. A resolution was submitted by S. A. Chase, of Salem, that the directors be authorized to issue long bonds or stock according to the authorizing statute, to meet present or future liabilities of the company. The resolution, amended on motion of Peter T. Homer, by limiting the amount of bonds to $500,000 was adopted. The project of uniting the Eastern Railroad in New Hampshire with the corporation was taken up, and the report of the committee, recommending the union, read. A resolution offered by Lemuel Shaw, of Boston, was adopted, to the effect that the recommendations of the committee with reference to the union be approved, and that the directors be authorized to take measures for effecting the union. A vote was passed confirming the purchase of the Rockport Branch.

Car Wheels.

The annexed letter on the question of car wheels may be of interest to railroad managers, in the present season of wheel breaking. The writer says:

"It is very truly stated, in an article on car wheels, and causes of breakage, in the number of the AMERICAN RAILROAD JOURNAL, dated January 11th, that cast iron remelted in air furnaces will greatly increase in strength, but the same results are not found in melting in cupolas. The writer might have gone further, and stated by remelting charcoal cast iron in a cupola using mineral coal, that it always loses in strength. In fact, by trickling through anthracite coal while in process of melting, it assumes all the qualities and appearances, and has but the strength of anthracite iron. In nothing do railroad managers err more than in using car wheels made from cupola castings. Cold blast iron is preferable to warm blast, and when of good quality and only remelted in air furnaces, a wheel freer from defects can be produced than any wheel made from cupola castings. If railroad managers will take specimens from car wheels made from cupola castings, and submit these to the test of the Government testing machines at Watertown, Reading or Pittsburg, they will find the strength less than 20,000 lbs. to the square inch, while the same iron remelted in an air furnace, will produce castings generally exceeding 30,000 lbs. to the square inch. The practice of the Government, and never departed from, is to cast their heavy ordnance entirely from air furnaces, and now require the same for ordinary shot. If air furnace castings and cold blast metal only were used, we would have fewer accidents from the breakage of car wheels. C. M."

While we think the writer in general is correct, we believe the method usually followed in wheel foundries using cupolas, gives results more analagous to air furnace meltings than is generally supposed.

Soft iron increases in strength by being in fusion a long time. In making wheels, pig metal as near to the required temper as can be obtained, is melted and poured into large reservoirs, tempered and then poured into the moulds.

In casting from air furnaces it is our impression that to obtain any benefits of increased strength, as in casting guns, that the moment the metal is of the right temper it should be poured into the mould; while in casting wheels, say from 10 to 15 tons, or 40 or 60 wheels at a cast, the iron which would be of the right temper for the first period of casting would be too hard for the remainder, owing to the time required in pouring, as it is well known, that the changes in the grade of wheel iron, while hot, is very sudden from hard gray, the proper grade, to mottled, which in wheels would be too hard and brittle, equal if cast in plates to a white iron. This fact, we believe, has precluded the successful use of air furnaces in making car wheels.

It has been ascertained that pig iron melted in cupolas, and allowed to remain in large reservoirs, does not decrease in strength, but, if anything, increases, the process being analagous to the method of keeping the iron in a molten state as in an air furnace, but being free from the continued action of the flame of the furnace, is not subject to the same changes of temper when up to grade.

We have no data giving the relative strength of the same irons when melted in the cupola and allowed to temper in the reservoir, as compared with its being melted in an air furnace.

We agree with the writer in the great benefits which would be derived by railroad companies in having proper tests of all wheel irons. Safety to the traveling public and economy to railroads, demands the use of the strongest and best wheels made, independent of their cost.

Producing Capital and Labor—Call for a National Convention.

We have received a copy of a Circular calling for a National Convention under the auspices of the "National Cheap-Freight Railway League," to meet in the City of Cincinnati, Ohio, on the 19th of May next, to take measures to place the Government of the United States and its policy under the control of the producing interests. The Convention will be composed of such officers of the National and Auxiliary "Cheap-Freight Railway Leagues" as may be pleased to attend, together with five delegates to be sent from each Congressional District in the United States. Every earnest advocate of the producing classes who may be present, whether formally elected or otherwise, will be welcomed to a seat in the Convention.

We have been anticipating that this movement would sooner or later take place. There seems to be a fatality to great measures of statesmanship when reliance is made on mere party politicians. It is seldom the case that any party is strong enough, or harmonious enough, to inaugurate a State or National policy, unless such party is brought into existence, or organization, with the specific purpose of accomplishing it.

While we have regarded the proposed National system of Cheap-Freight Railways, the most powerful and beneficial agency we have ever contemplated as an aid to production and increase of wealth, we have not felt great confidence that it would be carried to a consummation until it made its own party. Politicians have so many matters to think of merely personal to themselves, that they have little time to devote to the great measures of statesmanship upon which the material interests of the whole Nation depend for development. It rejoices us to see this movement, and the proposed National organization in behalf of the producing industries. The good that may result from it is almost incalculable. We trust that it may be warmly supported by every producing class.

☞ The railroad which the Tillyfoster Iron Mine Company is constructing to connect their property with the Harlem Railroad, will be finished by the 1st of May. The road is two miles long and is to cost $150,000. The Tillyfoster and Brewsters mines are in full operation, and give employment to 300 men.

New Bedford and Taunton Railroad.

The gross receipts of this company during the past year were $285,022 95, of which $174,686 64 were the earnings of the main road, and $61,286 31 by the Fairhaven branch. On the main road the receipts were as follows: From passengers, $111,057 64; freight, $58,725 35; mails, $3,075; miscellaneous, $828 65. On the Fairhaven branch as follows: From passengers, $35,884 23; freight, $18,534 94; ferry, $4,785 90; mails, $2,031 24. The expenses, were $192,861 74, of which the Fairhaven branch and ferry were $42,112. The net profits were therefore $43,071 21. The number of passengers carried over both roads was 241,181, none of whom were injured. During the year a new locomotive has been added to the equipment at a cost of $13,580; also a new baggage car, costing $1,013 78; two passenger cars rebuilt at an expense of $4,000; and six new freight cars costing $3,843 38. During the year 220 tons of rails have been laid at a cost of $15,621 11. There are 12 miles of the track laid with the fished rails, and the remaining 9 miles will be relaid in the same manner as soon as it is necessary. There have been 8 miles of the track re-graveled to a depth of 8 inches during the year, and all but 2 miles of track has been re-graveled during the past two years, so that the road bed is in excellent condition. The funded debt of the corporation was reduced last year $10,000, and the whole debt is now $174,000, with no floating debt.

Compartment Cars on the Boston and New York Line.

The Boston and New York Express Line *via* Springfield have just had built for their use two elegant compartment cars. A party of twenty or thirty gentlemen comprising representatives of the leading Massachusetts railroads and members of the Boston press, made an excursion in one of these cars yesterday from Boston to Worcester and back, by invitation of Superintendent Firth of the Boston and Albany road. The cars contain six compartments, each of which will accommodate seven persons, and there can be no question that the benefits of such an arrangements for securing comfort and privacy in railway travel will be abundantly appreciated by invalids, families and pleasure parties who wish to be by themselves. The car in which yesterday's trip was made is called "The City of Boston," and the regular trips of this and its companion car will be commenced next week, one of them leaving Boston and the other New York each morning. The cars are beautifully finished and furnished both outside and inside, and their arrangement and construction reflect great credit upon the committee of railroad managers, under whose care they were builit, of which committee Superintendent Russell, of the Boston and Albany road, was Chairman, and also upon Wason & Co. of Springfield, the builders. The cost of the cars has been about $13,000 each, nearly three times the expense of the ordinary sixty seat passenger cars. In several important particulars these cars are believed to be an improvement upon other compartment cars both in this country and Europe. The additional charge to be made for traveling in the compartment cars will be one dollar per seat from Boston to New York, and the whole of any compartment can be secured for a party of six or less by the payment of six dollars.

One most important improvement put in operation in these cars is in regard to the mode of heating. They are heated by a new apparatus lately invented in New York, and which has been in use for several weeks in two of the ordinary passenger cars on the Albany road. This apparatus consists of a substantial wrought iron stove placed under the car, and in this stove is coiled a portion of heating tubes which extend along the sides of the car and under each seat about six inches from the floor. These pipes are filled with water saturated with salt, to prevent freezing, and the simple action of the fire in the stove causes this liquid to keep in circulation through the pipes, constantly returning to the stove to be reheated. This plan of heating cars is especially adapted to compartment cars, and it so well combines simplicity, economy and safety that it is quite likely to entirely supersede the present plan of heating cars by stoves. The water pipes bring the heat just where it is needed, and the stoves are so arranged that there would be little danger from fire in case of a collision or other accident.

The party yesterday were accompanied by Superintendent Firth and Depot Master Hobart as representatives of the Boston and Albany road, and at Worcester they were met by Hon. D. Waldo Lincoln, Vice President of the road, and taken to the Bay State House, where dinner was served. The car left this city at half-past twelve and returned at half-past five.—*Boston Journal, Feb.* 6.

Peninsular Railway.

To the Directors and Stockholders of the Peninsular Railway Company.

In accordance with the requirements of our By-laws, and as the President of the company I report to you "the condition and affairs of the company." But little work had been done, or material furnished previous to the last annual meeting.

The report of the Chief Engineer shows that, up to and including the 31st day of December, 1867, there had been completed 1,270 stations, of 100 feet each; that 168,628 cubic yards of earth, 12,955 cubic yards of hard-pan, 9,015 perch of stone and 177 cubic yards of earth below water, for foundations, had been moved; that 156 72-100 acres had been chopped and cleared, and that 9 36-100 acres had been grubbed and cleared; that 3,797 cubic feet of timber, not yet in the work, had been delivered, and that 12,724 cubic feet of timber in structures, had been delivered; that 16 bridges of the total length of 1,829 feet had been completed; that 13 culverts are completed; that 460 lineal feet of piles, not driven are delivered, and that 1,760 lineal feet of piles have been driven; that 4,576 feet of plank have been placed in cattle-guards and foundations, and that 26,154 cross ties have been delivered along the line of the road. His report further shows that the total amount of estimates for work done and material delivered during the year ending on and with the 31st day of December, 1867, amounts to the sum of $85,166 12.

The report of the Secretary shows that the total amount that has become due to the company upon assessments of stock subscribed, amounts to $101,200 00, and that the total amount of all orders drawn by him upon the Treasurer for any and all claims against the company up to and including the 11th day of January, 1868, is $107,393 67.

There have been voted by cities and townships, the following sums to aid the company in building their road, viz:

City of Battle Creek		$35,800
Township of	Battle Creek	14,600
"	Pennfield	10,700
"	Bellevue	12,100
"	Carmel	14,400
"	Eaton	13,900
"	Benton	7,800
City of	Lansing	22,200
Total		$131,500

The City of Battle Creek, delivered their bonds to the company on the 15th day of July, 1867, and the Township of Bellevue, on the 18th day of September, 1867. There have been sold by me 341 of the bonds of the City of Battle Creek, and of the Township of Bellevue, each, of the sum of $100 00 for the gross sum of $34,474 52. All of the bonds voted to the company by the above mentioned cities and townships bear interest at the rate of ten per centum per annum payable on the 15th day of February of each year. All of the bonds as yet sold have been sold at their par value, with accrued interest added, less the interest on that interest, from the date of such sale until the time the interest is due and payable, and no difficulty has been experienced and none is anticipated in making sales at that rate.

The report of the Treasurer shows that there has been collected upon subscriptions, the sum of $60,541 16, leaving on the 11th day of January, 1868, the sum of $40,658 84, as yet due and unpaid on assessments upon subscriptions. An effort has been made by the Treasurer and Collectors, to collect assessments upon subscriptions without resorting to legal proceedings, having due regard to the "tightness" of the money market; but all stockholders should bear in mind that the company cannot fulfil their agreement with their contractors without prompt payment of subscriptions, nor can the work progress on the road, any faster than money is paid by them, and that those who are the most in arrears in their payments, and they who have not subscribed at all are generally the ones who find the most fault with the company for any delay in not making payments of their liabilities, or that the work is not pushed rapidly enough to suit them. In justice to contractors and to those who are doing our work and furnishing material, and to the enterprise itself, I would respectfully recommend that as soon as the time for the payment of taxes has passed, vigorous measures be resorted to, to enforce the collection of arrears of subscriptions.

The total amount of claims against the company which have been audited, and for which orders have been drawn is $107,393 67
Amount due on bank note 5,000 00

Total $112,393 67
Amount paid by the Treasurer $61,816 17
Amount paid by sale of bonds 32,633 78

Total $94,449 95

Indebtedness of the company, January 11th, 1868, $17,948 72. The present resources of the company to meet that indebtedness, and immediately available consist of

Amounts due on subscriptions $40,658 84
Municipal bonds unsold 13,800 00

Total $54,458 84

leaving a balance of $36,515 12, in available assets and due after payment of all the liabilities of the company. In addition to the above balance there is yet to become due to the company from subscriptions and municipal aid, the sum of $108,900. Making a total sum of assets to complete the work, after paying the above indebtedness of $145,415 12.

By reference to the reports of the Secretary, Treasurer and Chief Engineer, it will be seen that more than two-thirds of the entire expense of constructing the road bed, purchasing ties and material for the same, right of way, and paying incidental expenses of the entire work from the City of Battle Creek, to the City of Lansing, has been incurred, and paid, leaving the means in our hands for a rapid completion of the work, if promptly paid, and a good surplus for extending our line westward, or for other necessary purposes.

About three-fourths of the entire right of way, including station grounds, (except station ground at Charlotte and Lansing,) have been secured for an aggregate of cash and stock payments of $12,798 33. Much of the right of way has been generously donated by those interested in the road, while others receiving far greater benefit from its construction have illiberally compelled us to resort to legal proceedings to secure it, and have in each instance received but nominal damages, and much less than had been offered them by the company's agents.

Two-thirds of the road bed is now completed, and nearly all the bridges are finished, and with our present progress, the entire line from this city to Lansing will be ready for iron by the first day of June next. Favorable negotiations for iron

and rolling stock are pending, and it is confidently expected that the company will be able to commence laying track in the Spring, and to continue it without interruption, until the same is laid by mid-summer, to Lansing.

The Peninsular Railway Extension Company completed its organization on the 2d and 3d inst., at this city. Contracts for grading and tieing that line from this city to the Indiana State line, are to be let on the 27th inst., and the work will commence on the State line immediately thereafter. The ties for the West end are already contracted.

An agreement was made and entered into, by and between the Directors of the Peninsular Railway Company, and the Directors of the Peninsular Railway Extension Company, on the 3d inst., for the consolidation of said companies, containing terms and conditions mutually satisfactory and advantageous to both contracting parties. The contract is to be submitted to the stockholders of each company for their sanction, at the City of Battle Creek, on the 18th day of February next. I recommend its sanction by the stockholders of this company.

The Peninsular Railroad Company of Indiana have already caused their line to be connected with ours at the State line, and contracts for its construction from South Bend, to connect with our road at that point, are to be let on the 12th day of February next. It is also expected that contracts for the balance of the line in Indiana, will be let as soon as the route shall be surveyed and located by the Board of Directors.

Arrangements are also substantially made for that part of the line which passes through a small part of Illinois and into Chicago.

The Port Huron and Lake Michigan Railroad Company, giving us an outlet from Lansing to Port Huron, have completed over fifty miles of road bed, and 2,000 tons of iron have arrived and are now ready for delivery. Arrangements, I am informed, have been made for the negotiation of sufficient construction bonds to iron and stock that road from Port Huron to Flint, during the Spring and Summer, and for the remainder of the line as fast as the same can be put in readiness for track laying.

The connections hereinbefore mentioned bid fair to give us at an early day, a new "through line" between Port Huron and Chicago.

The Jackson, Lansing and Saginaw Railroad Company have completed their road from Lansing to Saginaw and Bay City, furnishing us facilities for obtaining lumber from the Saginaw Valley, as soon as our road shall be completed to Lansing. The travel between Chicago and Saginaw, and also from Western Michigan to the State Capital, will also pass over the Peninsular Railway, making a saving of thirty-eight miles over the route by Jackson.

A preliminary arrangement has been entered into, by and between the President of the Peninsular Railroad Company of Indiana, the President of the Peninsular Railway Company of Michigan, and the Port Huron and Lake Michigan Railroad Company, subject to the approval of the Boards of said companies, for business purposes as a "through line" between Port Huron and Chicago, the details of which are to be agreed upon in the future.

From the time our line was first contemplated, we have been obliged to contend against the opposition and competition of rival lines, which opposition still continues and opposes obstacles to our progress at every point, where an effort can in any way avail. Our true and only course is to push our line rapidly forward, and by its completion, to put ourselves beyond the reach of competition and opposition from those sources.

I do not feel at liberty to close this report without a proper acknowledgement of the aid received from the directors, officers and employees of the company, since I have acted as your executive officer. The utmost good feeling and unanimity in action has prevailed. The Secretary, Treasurer and Collectors, have been faithful in the discharge of their duties. Directors Cummings and Potter have rendered valuable services for the company, while the other Directors have at all times been ready and willing to, and have, aided me with their counsel in the difficult discharge of the many duties that have devolved upon me.

To C. F. Miller, Esq., Chief Engineer, I cannot award too much praise for the ability displayed by him in his profession, and for his impartial discharge of his duties, and for the valuable assistance that he has rendered me. His assistants and the employees of the company, in his department, have given the utmost satisfaction.

The contractors on our work, Messrs. Britton & Russell, have so far performed their work in a manner entirely satisfactory to the Chief Engineer and myself, and have proved themselves fully justifying our most ardent expectations. Their work is of the first class, and will compare favorably with any work in any State. They are gentlemen of experience and ability.

All of which is respectfully submitted.

L. D. Dibble, President.

Battle Creek, Mich., January 15th, 1868.

Portland and Ogdensburg Railroad.

The projectors of the Portland and Ogdensburg Railroad have not as yet completed the preliminary arrangements for the formal presentation of the matter to the public, although nearly a year has elapsed since the first move in the affair. There has been considerable detail in the consideration of every part of the plan, both as to the surveys, contracts with connecting roads in New Hampshire, Vermont and New York, and we are informed on the best of authority that not until spring or early summer will matters be in a state to call the public meeting for the consideration of the enterprise and the subscription of stock. The special legislation asked of the Maine Legislature has raised up considerable opposition and a remonstrance has been presented to the City Government signed by some one hundred prominent persons, and a copy has been sent to Augusta. We are informed that said remonstrance was obtained through a misapprehension, it being aimed against the Legislature granting the city of Portland authority by a two-thirds vote to take stock or aid the said road, as desired. There exists already such authority, but the projectors desire a re-affirmation of the same so that their contracts may be the more definitely made. They also ask for authority to enter into contracts (or purchase or lease) with the several roads contemplated and existant between here and Ogdensburg; the same authority other long roads now have. This is in substance what is asked for and many of the remonstrants are now satisfied that they were alarmed without cause. The feasibility of the route *via* the Notch is much doubted by some, but the projectors are unanimous as to its successful result; no less than eight experienced engineers having indorsed it. Several parties have also made proposals for the construction of the road. Although it will take some time to complete the desired arrangements, the projectors, in conjunction with the railroad committee of citizens chosen last spring, are busy with the work, and will report as soon as possible.—*Portland Cor. Boston Journal.*

☞ A meeting of the Commissioners of the Deckertown and State Line Railroad was held at Deckertown on the 17th ult. Delegations were sent from Middletown and Goshen. It was voted to open books for subscriptions on the 24th of March, such subscriptions to be the capital stock of the company without designating a route.

☞ The Denton (Md.) *Union* states that at the meeting of the stockholders of the Queenstown and Harrington Railroad, recently held at Ridgely, the sum of $25,400 was subscribed to the capital stock of the road. The following officers were elected: President Thomas C. Hambly; Directors, Jno. F. Dawson, Col. R. C. Carter, A. P. Sorden, C. J. Mitchell and Wm. S. Ridgely, jr.

Ogdensburg and Lake Champlain Railroad.

In consequence of the erection of the elevator at Ogdensburg and the proposed increase of steamers by the Northern Transportation Company on the lakes, this company find it necessary to add largely to the equipment of the road, to give facilities to the increase of business which they must necessarily anticipate. For this purpose they are about to issue $300,000 of 8 per cent. equipment bonds. The earnings of the road the past year show a large increase over the previous year, and the company are thereby enabled to pay a dividend of 3 per cent., leaving a handsome surplus on hand. The bonds to be issued will be applied only to the purchase of cars and locomotives. The company have no preferred stock to dispose of, except for the exchange of first mortgage bonds.

The earnings for 8 months, ending Dec. 1, 1867, were	$726,782 75
And in the corresponding 8 months of 1866	675,402 07
Showing a gain of	$51,380 68

New Jersey Railroads.

The Pemberton and Hightstown Railroad has been completed, and formally opened for business. It connects with the Mount Holly and Pemberton Railroad, and through that road with the Burlington County Railroad, running from Mount Holly to Camden. The distance from Camden to Hightstown over the roads mentioned is about fifty miles. The Camden and Amboy Railroad Company have leased the new road, and it will be worked together with the Mount Holly and Pemberton, also leased by the same company.

☞ A meeting was held in Kingston on the 7th inst. to consider the proposed extension of the Walkill Valley Railroad from its present northern terminus to Kingston. The report of a survey made by Mr. Houston, the engineer employed some months since for that purpose, from Rosendale to Kingston, was presented, and the meeting was addressed by the Hon. Nathan Randall of New York, the Hon. J. Hardenbergh of Kingston and others.

☞ The *Tribune* says that the route of the Midland Railroad has not yet been decided on. There have been several routes surveyed. The shortest is by the way of Otisville and Munson's Gap, in New Jersey, which is said to be six miles shorter than the Middletown course, and ten miles less than the Port Jervis route. The rich grazing districts of Minnisink, Greenville, and Wawayanda are penetrated by the Otisville route.

☞ The people of the counties of Muscatine, Washington, Keokuk, Mahaska, Marion, Madison, Adair, Cass and Pottawattamie, Iowa, met in convention at Oskaloosa on the 23d ult., and determined to build a railroad from Muscatine to Council Bluffs, *via* Oskaloosa.

☞ The Central Railroad Co. of New Jersey will apply to the New Jersey Legislature for a charter to build a railroad from Elizabeth to Newark. A coal railroad from Rahway is also projected.

☞ It is proposed to build a railroad from Toledo to Crestline, Ohio, to connect with the Pittsburgh, Fort Wayne and Chicago Railway at the latter place.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,282,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref.. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger....	670,000		Jan. '68 5
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jan.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'67 2½
Boston, Concord & Mont..100	459,900		
Do., do. pref..100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,300	J. & D.	Dec. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,680,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,570,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A '67 3½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jan. 68 3½
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110		Jan '68 4½
Central of Georgia.....100	4,666,900	J & J	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A J&O	Jan.'68 2½
Central Ohio.....100	400,000	J. & D.	Dec.'67 3
Do. pref.....		J & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina....100	1,201,000		
Chemung*.....100	380 000		Dec.'67 3
Cheshire, preferred 100	2,017,825	Annual.	Jan'68 3
Chicago and Alton.....100	3,886,643	M & S.	Sep.'67 5
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy . 50	19,193,010	M. & S.	Sep'67 2½
Chicago and Gt. Eastern..100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jan.'68 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,160,927		
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Oct.'67 5
Cincinnati City Passenger....		J'n &J'ly	Jan.'68 2
" Street.....		J. & J.	Jan.'68 2½
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,408,911		Sep. '67 5
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Can...100	4,000,000	J. A J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 5
Concord 100	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. 68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	500,000	M. & N.	N'v.'67 3½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	19,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	2,142,834		
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,166,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grapbic..... 100		J. & J.	Jan.'68 4
Great Western (Ca.).....	16,302,748		24
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan.'68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Jan. '68 5
Hannibal and St. Joseph..100	1,900,000		
Do. do. pref.100	5,253,830		
Hanover Branch 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 .
Joliet and Chicago*.....100	1,800,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 835,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 5
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A J&O	J'n. 68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	614,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'67 4
Little Schuylkill* 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'67 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,538	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200.000	A. & O.	Oct.'67 3
Macon and Western.....100	1,500,000		Jan.'68 4
Mahanoy & B'd Mount n* 50	921,615		
Maine Central..... 100	1,600,860		
Manchester & Lawrence.100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,686,185	M. & S.	Sep. '68 3
" " 2d pref.. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	670,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston)..... 100	400,000		
Millville and Glassboro' ...100	868,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,...			
" " " 1st pref 100	3,062,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	
" " " pref..... 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1.419,700		
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N.	Nov.'67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck..... 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	600,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jan.'68 3
New Jersey..... 100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	6,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,509,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	185,000		May'67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec.'67 4
Northern of N. Jersey ...100	158,800		
North Missouri 100	2,369,807		
North Pennsylvania..... 50	3,150,150		F'b.'68 5e
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4.848,200	J. & J.	Jan. '68 3
Orange and Newark	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri.....100	3.681,000		
Panama..... 100	7,600,000	J.A J&O.	Jan. '68 6
Paterson and Ramapo.....100	248,800	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,385,500		
Philadelphia and Erie*.... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,667	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,651,'00	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor'th 50	1,507,850	A. & O.	Oct.'67 5
Phila. and Trenton*..... 100	999,200	F. & A.	Feb. '68 4
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 50	160,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	2,791,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A J&O	Jan.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	665,019		
Rensselaer and Saratoga ..100	500,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	83,400		Nov.'67 2
Rome, Waterl. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred.....100		F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute.100	2,800,000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand.,Manef. and Newark.100	900,000		
Saratoga and Hudson R...100	1 029,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,060,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	293,757	J. @ J.	Jan. '68 5
Schuylkill Valley*..... 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottav.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000		
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 150		
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 2½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific..... 100			
Union Pacific (E. D.)..... 100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central..... 100	3,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley..... 100	516,104		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,452,815		
Western (Mass.)..... 100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237		
West Jersey 100	731,050		Feb.'68 4
West Philadelphia..... 50	249,180	J. & J.	Jan. '68 5
Wilm. and Manchester...100	1,180,479		
Wilm. and Weldon.....100	1,340,293		
Worcester and Nashua ... 75	1,141,900	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '68 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb.'68 3
Delaware and Raritan.....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,683		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,160,860	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	Dec.'67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'67 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rut'and Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 2
American Express 100	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express..... 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single T'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36					Boston and Chelsea	110,000	119,000			8,800	7,525	6¾	....	37
30 Nov.'66	5.73		218	32		Broadway, Boston	348,279	325,000		20,451	168,846	44,203	7	....	55
30 Nov'66	27.43					Cambridge	734,671	727,800	150,000	94		65,502	9	....	97½
30 Nov.'66	2.57		35	6		Lowell (Horse)	45,536	46,000			20,399	3,261		....	
30 Nov.'66	11.75		211	31		Lynn and Boston	271,530	200,000	50,000	50,082	164,742	6,253		....	10
30 Nov.'66	3.41					Malden and Melrose	60,246	200,000	58,727		27,144			....	25½
30 Nov.'66	3.07					Medford and Charlestown	36,600	21,000	9,500		19,627	2,240		50	25
30 Nov.'66	38.82		837	157		Metropolitan (Boston)	1,501,478	1,250,000		139,096	752,414	118,472		....	59½
30 Nov.'66	6.28		254	35		Middlesex (Boston)	494,702	460,000	38,000	76,444	157,176	11,437		....	47
30 Nov.'66	3.22					Northampton & Will. amsb.	300,000	300,000		4,627	2,686	211		....	
30 Nov.'66	5.69		60	9		Quincy	141,233	71,600	58,400	55,000	34,256	2,585		....	
30 Nov.'66	7.78		48	13		Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	
30 Nov.'66	3.61					Somerville	75,000	75,000			4,379	2,251	3	....	39½
30 Nov.'66	2.50		12	3		Stoneham street (Boston)	37,300	33,000			9,628	1,991	6	....	
30 Nov.'66	6.74					Suburban	95,000	5,000						....	
30 Nov.'66	—		431	63		Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	55½
30 Nov.'66	1.58					West Cambridge	13,600	13,600				516	4½	....	47
30 Nov.'66	2.25					Winnisimmet	62,152	59,800			3,720	3,255	4	....	
30 Nov.'66	11.60					Worcester	91,174	75,000	52,000					....	
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	100,000	100,000					8	....	
31 Dec.'62	8.5		11	3		Hartford and Wethersfield	300,000	300,000						....	
						NEW YORK.									
30 Sep. '66	9.65		87	6	6	Albany	128,622	89,850	40,000		46,365	1,841		....	
30 Sep. '66	25.00			49		Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590		100	
30 Sep. '66	10.76				33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,266	23,408	8	100	
30 Sep. '66	14.00			98		Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000		677,195	268,445	4	100	
30 Sep. '66	8.00			16		Brooklyn, Bath & Coney Isl'd	158,414	99,850	80,000	72,872	27,901	7,567		100	
30 Sep. '66	24.00			51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709		100	
30 Sep. '66	57.68	1.90		196		Brooklyn City	1,388,369	1,000,000	170,000		1,051424	356,656	12	10	
30 Sep. '66	11.75	4.00		37		Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566		100	
30 Sep. '66	0.09	9.41				Brooklyn City & Ridgewood	187,200	164,600	20,000	3,200				100	
30 Sep. '66	4.50			14		Brooklyn City & R. Be'h	124,586	102,150	35,000		8,667	4,562			
30 Sep. '66	24.00			114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	
30 Sep. '65	—	2.00				Clinton Avenue (Albany)		2,800							
30 Sep. '65	—	2.00				Cohoes & Waterford		500							
30 Sep. '66	19.75					Coney Island & Brooklyn	643,099	500,000	143,000	36,545	123,014	loss.		100	
30 Sep. '66	23.23			180		D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549			100	
30 Sep. '65	—	6.00				East & North River (W. Co.)	650	650							
30 Sep. '66	18.00			157		Eighth Avenue	1,300,972	1,000,000	160,000		725,724	61,207	9	100	
30 Sep. '65	12.00			42		42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	
30 Sep. '65	4.52					Grand st. & Newtown (W'g)									
30 Sep. '66	10.60			17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172		100	
30 Sep. '66	3.00					Hudson Av. and Prosp. P'k		(Com	pleted	Sept.,	1867.)				
30 Sep. '66	12.20			30		Ninth Avenue	445,295	797,320	112,000		78,276	loss.		100	
30 Sep. '65	11.00					Port Morris & Westchester	1,200	1,200							
30 Sep. '66	11.00			88		Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042		100	
30 Sep. '66	16.00					Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026		100	55
30 Sep. '66	8.37			73		Sixth Avenue (N. Y.)	1,489,863	750,000	180,000		522,795	loss.	5	100	120
30 Sep. '66	3.00			100	8	South Brooklyn & Berg. St.									
30 Sep. '66	17.50			170		Third Avenue (N. Y.)	2,408,509	1,170,000	1,200000	70,000	1,098083	260,333	12	100	
30 Sep. '65	—	5.00				Third Avenue & Fordam	975	975							
30 Sep. '66	4.46					Troy and Cohoes	50,000	50,000			(Lease	d.)			
30 Sep. '66	—					Troy and Lansingburg			(no re	port.)					
30 Sep. '66	0.50			9		Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355			
30 Sep. '66	1.75			4		V. Brunt st. & Erie Bas. (Br'n)	62,000	60,000	12,000		15,850	390			
30 Sep. '65						Westchester	5,949	7,370							
30 Sep. '65	—	4.00				West Shore	1,457	2,200							
						NEW JERSEY.									
31 Dec. '62	5.32			7		Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	5.05	2.50		8		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,996	3		
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '66	17.00			150	22	Orange and Newark	618,296	287,550	300 000	30,750	124,679	30,566		50	
31 Dec. '62	5.80			8		West Hoboken & Hoboken	100,000	40,000	60,000						
						PENNSYLVANIA.									
31 Oct. '66	9.23			144	26	5 Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	
31 Oct. '66	6.74					Frankford and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.			
31 Oct. '66	16.43			271	49	Frankford & Southw'k (Ph.)	772,606	491,650	200,000		261,223	65,440	6	50	36
31 Oct '66	34.41			367	59	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	....	27
31 Oct. '66	5.47			120	25	Girard College (Phila.)	81,612	160,000			104,934	17,340	15½	50	26½
31 Oct. '66	4.63			191	33	8 Green & Coates st. Phila.)	232,953	150,000	100,000		166,792	51,984	18½	50	28½
31 Oct. '66	2.12			25	5	1 Harrisburg City	55,874	41,114	9,500	4,824	11,463	507		25	
31 Oct. '66	19.00			390	56	1 Hestonv., Mantua & Fairm't			183,600	8,250	242,181	30,388		50	10½
31 Oct. '66	5.21			105	18	1 Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166		25	11½
31 Oct. '66	7.25			90	13	Oakland (Pittsburg & E. L.)		59,500	52,167	6,174	43,264	loss.			
31 Oct. '66	5.92			45	10	3 Philadelphia and Darby	118,383	100.00	17,000		39,291	13,479		20	12
31 Oct. '66	7.00			241	45	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822		50	
31 Oct. '66	7.50			176	19	11 Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,388	23,058	16	50	
31 Oct. '66	3.90			75	12	Pittsburg and Birmingham	72,909	68,000	10,600		80,135	29,938	20½	50	
31 Oct. '66	8.00			54	12	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60			40	6	2 Schuylkill River (Phila.)	46,019	50,000			(op. by	S. & P.)			
31 Oct. '66	19.38			485	72	4 Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	60
31 Oct. '66	5.62			95	9	7 17th & 19th st. (Phila.)	114,368	120,000			57,662	12,333		50	13
31 Oct. '66	8.50			154	19	4 Spruce & Pine (Phil. & Gr's F.)	250,253	250,157			101,996	38,491	8	50	26
31 Oct. '66	7.00			197	32	9 10th & 11th st. (Citizens')	176,048	192,750			206,945	99,612	31½	50	64½
31 Oct. '66	6.25			160	18	13th & 15th st. (Phila.)		994,950			128,955	45,196	3	50	18½
31 Oct. '66	25.00			515	70	11 Union (Philadelphia)	762,247	400,000	300,000		344,895	67,574	7½	50	37
31 Oct. '66	9.29			331	56	1 West Philadelphia	358,523	249,000	100,000		292,461	80,847	10	50	64½
31 Oct. '66	2.48			9	3	1 Wilkesbarre and Kingston	26,880	26,000		6,260	9,168	3,424			
31 Oct. '66	1.03			9	4	Williamsport	19,282	15,600		1,124	7,652	1,157		25	
						MARYLAND.									
31 Dec. '62	21.00			340	50	Baltimore City	700,000	670,000		21,649	239,059	21,058			84
						OHIO.									
31 Dec. '62	5.00					Cincinnati Street	151,973	150,000							
31 Dec. '62	6.00					City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81					Passenger (Cinc.)	69,337	50,000							
31 Dec 62	3.63					Pendleton & 3.st.Mar't (Cin.)	70,000	50,000							

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market quotation.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1894	
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.		
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	
Delaware County:					
1st Mortgage	6,500	7			
Dorchester:					
Real Estate Mortgage	5,000	6			
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.		
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.		
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	
Real Estate	134,500	7	J. & J.		
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7			
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.		
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71-72	97½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6		1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6			
Middlesex:					
1st Mortgage	38,000				
Malden & Melrose bonds	46,971				
Real Estate	6,000				
Ninth Avenue:					
1st Mortgage	112,000	7			
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	
" O. & Newark	100,000	7	J. & J.	1880	
2d Mortgage "	100,000	7	J. & J.	1883	
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	
Phila. and Gray's Ferry:					
1st Mortgage	16,500	7	J. & J.	1869	
Pittsb., Allegh'y & Manch.:					
1st Mortgage	25,000	7	J. & J.	1871	
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	
Quincy.					
Plain bonds	58,400		M. & S.	1868	
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.		
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	102
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	
Real Estate bonds	480,000				
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7			
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.		
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Latest Price.
National Securities, Jan. 1, 1869.					
Loan of Jan. 28, 1847 ..... registered	14,880,242	6	Jan. & July.	1867	114½
Loan of March 31, 1848 ..... registered		6	" "	1868	128
" " " ..... coupon		6	" "	1868	114½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	192,811	...	presentation.	Due.	
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	110
" " " ..... coupon		6	" "	1874	111½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1873	110
" " " ..... coupon		6	" "	1871	121
Loan of Feb. 8, 1861 ..... registered	18,413,000	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,019,000	6	" "	1865	106
" " " " " pearly		6	July.	1881	
Loan of July 17, 1861 ..... registered	254,315,000	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ... registered		6	May & Nov.	1862	108½
" " " (5-20s) ..... coupon		6	" "	1862	111½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1864	110
" " " (5-20s) ..... coupon		5	" "	1865	109
Loan of March 3, 1865 (5-20s) ... registered	1,371,534,750	6	May & Nov.	1865	107½
" " " (5-20s) ..... coupon		5	" "	1865	109½
" " 25 series (5-20s) ... registered		6	Jan. & July	1867	108½
" " " (5-20s) ..... coupon		6	" "	1867	109
" " 34 series (5-20s) ... registered		6	" "	1867	108½
" " " (5-20s) ..... coupon		5	" "	1867	109½
Loan of March 3, 1864, (10-40s) ... registered	177,807,800	5	Mar. & Sept.	1904	103½
" " " (10-40s) ..... coupon		6	" "	1904	104½
Pacific R. R. Bonds ..... (currency)	29,713,000	6	Jan. & July.	'95-'97	
Treas'y Notes (7-30s) June 30, '61: 3d series	233,269,450	7.3	June & Dec.	1868	101½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	101½
Matured Debt not presented	18,708,820	...	presentation.	.....	
Gold Certificates of Deposit	20,164,500	...	presentation.	.....	
Coupon Interest Notes 1864 '65	66,241,780	6	At maturity	3 yrs	
United States Notes (greenbacks)	356,150,127				
Three per cent. certificates	23,200,000				
Fractional currency	31,697,654				
Navy Pension Fund	14,000,000				
State Securities, latest.					
Alabama—State Bonds ..... coupon	183,000	5	May & Nov.	1872	
" — " " (extended) ... "	1,941,000	5	" "	1883	
" — " " (funded coup.) "	437,350	5	" "	1887	
" — " " (sterling) ..... "	648,000	5	Jan. & July.	1876	
" — " " (") ..... "	668,000	5	" "	1876	
Arkansas—*Bank Loan (real estate) .coupon	999,000	6	April & Oct.	1861	
" —* " " (State Bank).. "	610,000	6	Jan. & July.	1868	
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	112
" — " " 1860 ..... "	198,500	7	" "	1880	
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99
" — " " Oct. 1861 ...	2,000,000	6	" "	'72-'82	99½
" — " " Nov., 1863 ...	2,000,000	6	" "	1883	
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	
" — " " May, 1'65 (free).	2,000,000	6	" "	1885	
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	
" — " " ..... "		7	" "	var.	
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	80½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	68
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99
" — " " ..... registered	1,229,867	6	" "	1870	
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	
" — " " ..... "	4,367,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	
" — " " ..... "	3,829,936	5	" "	1866	
" — " " ..... "	309,000	6	May & Nov.	1886	99½
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	98
" —War Loan Bonds ..... "	300,000	7	" "	1881	
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	
" —War Loan Bonds ..... "	500,000		" "	'76-'81	
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	
" — " " ..... "	1,421,000	6	April & Oct.	'70-'71	
" — " " ..... "	415,000	6	May & Nov.	1879	
" — " " ..... "	253,000	5	April & Oct.	'67-'72	
" —Military Bonds ..... "	636,000	6	various.	'80-'95	
Louisiana—State Bonds (Banks) ..... coupon	4,532,983	6	Feb. & Aug.	'68-'86	
" — " " (Railroads)... "	2,928,000	6	various.	'69-'99	
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	
" — " " (Levees) ..... "	1,000,000	6	various.	1886	
" — " " (New) ..... "	892,500	6	"	'86-'87	
Maine—Mass. Land Debt of '53	150,000	6	October.	'67-'72	
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	
" — " 1857-'61 ..... "	171 000	6	various.	'75-'78	
" —War Loan of 1861 ..... "	800,000	6	"	1871	99
" — " 1863 ..... "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	6	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) steri.	1,017,622	5	" "	1865	
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	
" — " " (C. and O. Can.) steri.	1,405,507	6	" "	1880	
" — " " (R.R. various) "	120,000	5	" "	1880	
" — " " (") currcy.	159,974	5	" "	'89-'90	
" — " " (B. & O. R.R.) steri.	3,277,389	6	" "	1890	
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	
" — " " (Balt. & Susq. R.R.).	429,688	6		1890	
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	
" " "	21,000	5	" "	1870	
—General Statutes Loan	150,000	5	Jan. & July.	1870	
—Funding Loan	17,000	5	June & Dec.	1872	
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	
" —S. Almsh. and State H. Loan	275,000	5	April & Oct	'70-'74	104
" —Back Bay Land Loan	720,000	5	May & Nov.	1882	
" —Lun. Hosp. (W. Mass.)	100,000	6	April & Oct.	1868	
" —Funding Loan	75,000	6	June & Dec.	1868	
" — " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117
" —Union Fund Loan	880,000	5	Jan. & July.	'77-'78	
" —Coast Defense Loan	888,000	5	" "	1883	106
" —Bounty Fund Loan	200,000	5	" "	1883	107½
" — " " " sterling	4,379,500	5	May & Nov.	1894	106½
" — " " " sterling	3,993,000	5	" "	1894	
" —Union Fund Loan	450,000	6	Jan. & July.	'73-'78	
" — " " " (sig.)	2,202,000	6	" "	'74-'80	106
" —War Loan (currency)	2,118,000	6	Mar. & Sept.	'71-'90	104
" —Western R.R. Loan (sterling)	4,319,220	5	April & Oct.	'69-'77	
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	
" —Southern Vermont R.R.	200,000	5	April & Oct.	1880	
" —Troy and Greenf'd R.R.	200,000	5	" "	'92-'93	
" — " " " (sig.)	544,198	5	" "	'88-'90	
Michigan—Sault Canal Bonds	150,000	6	Jan. & July.	1878	98
" —Renewal Bonds	210,000	6	" "	1878	
" —Two Million Loan Bonds	1,750,000	6	" "	'72-'82	96
" — " "	250,000	7	" "	1868	
" —War Loan Bonds	1,117,500	7	" "	1868	98
" —Bounty Loan Bonds	403,000	7	May & Nov.	1880	
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	
" —*Railroad Loan Bonds	2,275,000	7	" "	1868	
Mississippi—*State Bonds (Planters' Bank) .	1,000,000	6	.....	.....	
" — " " (Union Bank)	1,000,000	...	.....	Var.	
Missouri—State Bonds	672,000	6	Jan. & July.	'68-'82	106
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'82	86½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	106
" —*South western R.R.	4,000,000	6	" "	'86-'87	
" —*North Missouri R.R.	4,000,000	6	" "	'83-'87	
" —*Iron Mountain R.R.	3,000,000	6	" "	'83-'89	
" —*Cairo and Fulton R.R.	600,000	6	" "	'85-'87	
" —*Platte County R.R.	700,000	6	" "	1887	
New Hampshire—War Loan of July 1, 1861..	1,194,100	6	Jan. & July.	'67-'78	99
" — " " Sept. 1, 1864..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866..	600,000	6	April & Oct.	'67-'74	99
" — " " July 1, 1866..	600,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	100½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	
" — " " 1864	793,400	6	" "	'97-'02	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,500,000	7	Jan. & July.	1877	106
" — " " " ..registered	27,726,500	7	" "	1877	103
" —General Fund Bonds	1,189,780	6	" "	pleas.	
" — " " "	500,000	6	" "	1868	
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,850,000	6	J. A. J. & O.	1871	
" — " "	6,000,000	6	" "	1873	103
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'76-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	
" — " "	442,960	5	May & Nov.	1868	
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	880,000	5	" "	1878	
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	
" — " "	167,900	5	" "	1871	
" — " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'60-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	
" — " "	650,000	6	April & Oct.	'90-'91	
" — " " (new)	3,500,000	6	Jan. & July.	1900	61
Ohio—State Bonds (Union Loan)	250,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,680,080	6	" "	1875	101½
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	101
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	99
" — " " ..... registered	5,993,052	6	"	'68-'70	99½
" —Inclined Plane Bonds	400,000	6	April & Oct	1870	
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	
" — " " 2d series	99,480	5	" "	1882	
" — " " 3d series	720,983	5	" "	1892	
" — " " 1st series	4,907,150	6	" "	1877	107
" — " " 2d series	7,909,520	6	" "	1882	107½
" — " " 3d series	9,270,017	6	" "	1892	109½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861.....	468,500	6	April & Oct.	1871	100½
" — " " " 1862.....	1,198,000	6	Mar. & Sept.	1882	95½
" — " " " 1863.....	269,000	6	April & Oct.	1883	101
" — " " " 1863.....	776,000	6	Jan. & July.	1893	
" — " " " 1864.....	917,000	6	Feb. & Aug.	1894	
South Carolina—Free Loan Bonds	798,898	6	J. A. J. & O.	'68-'70	
" —State Bonds (various).....	3,275,000	6	Jan. & July	'71-'90	
" — " " (new)	1,210,803	6	" "	1887	
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	
" — " "	1,706,000	6	" "	1868	
" —Railroad, &c., Loan Bonds	14,906,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	
" —New Bonds	6,000,000	6	" "	1882	60½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	
" — " " (sterling new)	466,250	5	" "	long.	
" — " " ..... registered	108,000	5	" "	long.	
" — " "	21,869,898	6	" "	long.	40½
" — " " ..... (Only on	10,990,000	6	" "	long.	
" — " (new) ..... registered	1,379,600	6	"	1876	36½
" — " " (") ..... coupon	439,300	6	"	1886	41
" — " " (")	39,600	6	"	1890	36½
Wisconsin—State Bond	405,100		Jan & July	'77-'89	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,755	200,227	766,468	194,982	226,851	226,826	238,512	256,606	401,102	243,228	343,345	335,825	3,220,431
1865	289,445	347,211	482,340	350,045	472,496	448,966	495,552	508,884	545,452	472,448	494,943	576,385	5,525,335
1866	476,943	493,279	545,981	452,502	491,337	423,245	466,898	548,580	533,150	502,676	474,066	388,373	5,696,119
1867	377,961	380,190	459,655	407,018	485,102	563,296	460,510	461,879	488,177	462,817	474,184	356,337	5,157,567
Chicago and Alton:													
1863	108,850	101,256	104,372	122,064	132,301	145,542	149,137	157,968	170,042	170,910	166,869	163,234	1,672,756
1864	100,991	154,428	194,963	162,720	178,780	226,060	224,251	232,166	234,504	233,579	207,802	192,915	2,770,454
1865	280,608	276,958	299,563	259,482	322,375	356,270	333,985	402,257	461,260	397,910	397,219	326,815	4,113,902
1866	226,153	222,261	290,772	268,769	329,851	372,544	321,563	385,269	382,628	360,226	328,020	271,247	3,895,143
1867	240,228	242,957	338,282	288,271	338,597	348,471	356,142	421,434	422,484	436,705	394,760	347,606	4,364,172
Chicago, Rock Island and Pacific:													
1863	140,727	150,226	122,513	128,798	144,995	170,937	139,342	136,304	207,329	226,220	232,425	281,154	1,960,737
1864	158,735	178,492	232,244	205,953	198,859	243,218	224,995	207,874	275,560	234,665	235,651	323,397	2,719,643
1865	303,464	346,331	259,403	196,482	284,615	631,516	599,210	308,222	662,662	366,321	176,875	251,779	3,915,514
1866	345,396	329,205	287,287	246,995	277,598	338,862	278,916	302,972	462,942	423,404	346,335	330,263	3,969,975
1867	382,963	354,822	372,454	280,282	327,774	365,435	378,380	424,563	505,403	453,200	415,400	352,509	4,753,912
Chicago and Northwestern:													
1863	...	...	...	...	...	...	266,150	282,324	296,546	433,596	365,232	426,946	1,877,344
1864	273,978	272,332	363,354	315,349	292,302	347,504	686,720	519,306	607,805	722,759	716,378	562,400	6,124,586
1865	445,335	492,705	499,290	468,358	586,625	747,941	702,681	787,598	846,783	802,882	764,872	647,642	7,978,890
1866	523,808	599,917	642,744	685,559	809,249	922,882	856,624	931,575	1,100,282	1,283,216	1,032,822	745,259	9,238,356
1867	690,747	654,664	788,399	724,372	895,712	894,352	824,285	1,028,202	1,282,284	1,296,382	1,210,597	913,068	11,002,944
Chicago and Great Eastern:													
1865	33,729	38,804	38,454	40,641	23,520	28,213	32,222	36,296	37,296	41,767	51,201	32,896	413,264
1866	42,282	44,645	47,322	47,812	50,152	53,178	53,515	56,458	57,037	57,874	64,643	73,122	650,496
1867	77,878	77,344	93,450	78,514	78,874	61,967	91,075	97,145	100,280	102,342	102,282	85,564	1,076,823
1868	90,615	79,430	110,079	102,993	126,200	122,822	96,567	107,282	106,547	102,791	126,502	123,780	1,327,631
1867	91,222	90,923	105,572	103,184	92,482	87,786	97,200	94,867	103,196	103,860	.....	.....	.....
Des Moines Valley:													
1866	42,129	36,193	37,301	76,805	40,412	39,632	41,222	42,260	46,236	60,588	73,140	56,296	590,171
1867	42,464	36,995	38,209	60,196	61,447	52,960	43,683	60,016	77,113	81,676	69,881	51,866	725,605
Erie:													
1863	846,093	859,940	966,445	948,066	843,783	770,143	731,247	687,001	956,983	966,284	1,026,695	1,085,971	10,689,491
1864	964,857	874,133	1,114,598	1,090,582	1,272,283	1,067,876	994,317	1,105,304	1,201,205	1,222,505	1,224,908	1,334,317	13,429,043
1865	2,237,337	947,148	1,250,506	1,183,461	1,177,371	1,302,180	1,221,242	1,286,615	1,433,889	1,322,472	1,422,788	1,634,778	16,634,778
1866	including Buffalo Division... 1,185,248	987,956	1,270,827	1,165,441	1,181,833	1,343,836	1,208,223	1,296,490	1,418,101	1,476,244	1,416,001	1,041,116	14,590,415
1867	including Buffalo Division 906,780	917,439	1,139,024	1,217,142	1,121,140	1,119,731	1,071,212	1,239,024	1,444,745	1,498,716	1,471,881	1,041,846	14,129,200
Illinois Central:													
1863	266,944	271,066	275,843	282,284	256,667	407,502	343,929	411,305	478,578	499,423	437,670	424,531	4,377,029
1864	327,900	416,586	459,762	425,797	469,272	470,100	425,576	540,179	799,298	661,391	667,161	803,402	6,826,447
1865	471,636	526,972	618,866	516,803	460,676	617,682	578,400	747,482	729,736	647,589	643,887	618,088	7,181,208
1866	608,063	509,260	605,466	611,605	589,250	667,670	480,626	578,263	571,348	661,971	488,210	604,068	6,918,747
1867	660,428	554,201	617,352	420,365	477,607	493,616	497,879	684,377	705,259	761,490	679,160	.....	.....
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	36,326	40,706	58,704	62,864	77,112	83,059	76,784	68,883	710,225
1864	77,010	74,409	89,901	72,380	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,156
1865	96,672	87,791	93,763	78,807	76,248	107,525	104,608	116,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,421	85,447	84,351	91,191	96,888	103,373	98,043	106,921	104,866	113,504	112,952	128,502	297 229
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,694	114,716	121,217	142,523	132,387	123,260	1,288,971
Milwaukee and Prairie du Chien:													
1864	102,749	116,186	88,221	140,418	186,747	212,209	159,547	113,399	168,218	178,526	149,099	117,013	1,711,981
1865	93,184	74,283	70,740	106,689	146,943	224,838	217,160	170,656	228,020	210,695	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	160,989	246,701	244,864	98,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,820	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,802,543
1864	256,600	304,446	338,454	330,651	267,126	315 258	278,891	368,882	402,219	407,107	448,934	411,806	4,120,102
1865	363,996	366,361	413,974	365,180	351,459	387,095	301,613	418,575	486,868	524,760	496,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,540	352,218	4,650 348
1867	305,857	311,085	379,761	391,163	358,601	304,232	312,879	426,762	487,866	539,436	427,341	370,757	4,613,744
Michigan Central:													
1863	242,073	245,863	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,483	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,948
1865	306,324	279,137	344,223	337,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,970	4,520,550
1866	282,439	265,796	387,158	343,737	365,196	335,088	324,986	359,646	429,161	493,640	414,694	308,689	4,260,116
1867	304,096	283,661	376,210	362 753	333,952	284,977	313,021	398,993	461,778	506,296	412,934	320,373	4,071,073
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	121,683	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,870	300,841	305,579	346,747	171,126	2,585,661
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,816	276,416	406,369	328,539	129,287	2,638,809
1867	146,800	130,000	134,900	192,648	230,497	221,690	193,938	206,486	403,476	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,593,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,009,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,756	1,055,793	1,273,117	1,460,076	1,227,113	1,187,505	1,116,829	13,377,709
1865	957 889	613,381	965,659	1,346,734	1,265,521	1,182,701	1,162,024	1,496,762	1,524,434	1,526,839	1,488,356	1,117,858	14,676,128
1866	1,086,320	895,887	1,136,745	1 190,491	1,170,415	1,084,523	1,135,461	1,285,911	1,480,929	1,630,518	1,211,108	935,857	14,183,215
1867	901,571	845,863	1,075,773	1,227,286	1,093,731	984,536	1,101,693	1,388,915	1,732,073	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,281	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	276,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,018	412,553	284,319	3,718,005
1866	267,541	246,109	326,236	277,424	288,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,360,581
1867	242,798	219,065	279,647	284,729	282,980	240,135	234,682	318,165	356,901	379,367	336,065	272,063	3,410,542
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	398,725	414,707	448,994	463,873	466,557	454,828	4,099,831
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,394	767,178	936,188	711,457	1,179,241	1,125,635	758,551	1,032,149	812,178	9,545,519
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,193	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	660,144	678,504	857,582	738,866	637,186	646,995	584,523	712,495	795,938	858,501	712,368	580,964	8,459 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	562,378	648,201	654 926	751,441	679,736	556,222	7,467,217
1867	560,115	522,822	678,349	575,287	578,292	506,586	534,733	602,069	685,068	758,568	691,005	672,772	7,237,185
St. Louis, Alton and Terre Haute:													
1863	109,808	110,608	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,912
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	904,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,726	207,301	162,694	2,240,744
1866	178,120	155,898	192,138	170,485	168,699	162,532	166,016	222,953	198,884	244,834	212 227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,786	156,066	172,988	220,788	219,160	230,340	204,095	171,493	2,307,931
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	122,111	134,272	152,585	105,554	116,870	170,595	151,062	134,563	111,339	1,480,798
1864	79,736	95,843	132,896	123,987	127,010	156,838	139,626	244,114	241,840	221,570	220,209	265,154	2,050,822
1865	144,084	139,171	156,753	144,001	138,733	194,525	271,790	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	326,691	304,917	396,243	349,117	436,065	354,830	264,741	3,694,975
1867	287,674	200,793	270,680	317,062	329,078	304,810	309,591	364,724	382,996	406,765	351,759	307,943	3,783,816
Western Union:													
1865	42,716	37 265	32,378	33,972	62,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	669,993
1866	45,102	38,006	39,301	42,832	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,465	814,065
1867	39,078	27,667	35,292	40,710	57 852	60,558	58,262	73,526	126,498	120 266	79,481	64,710	774,967

AMERICAN RAILROAD BOND LIST.

‖ signifies that the road is in the hands of receivers. (*) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1907	----
Convert. Guar. 1st Div.	150,000	7	----	----	1908	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	225,000	7	Jan. & July.	New York.	1873	----
2d Mortgage	225,700	8	----	----	1884	----
Albany and Susquehanna:						
Mortgage	3,116,000	7	April & Oct.	Albany.	1885	----
Allegheny Valley:						
1st Mortgage	266,000	5	April & Oct.	Pittsburg.	1871	----
Atlantic and St. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July	London.	1879	----
2d Mortgage, " "	776,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	3,324,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July	" "	1882	----
1st Mortgage, Franklin Branch	340,000	7	June & Dec	----	1882	----
1st Mortgage, Ohio Division	3,744,000	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Extens.	2,492,000	7	Feb. & Aug	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept	----	1884	----
Consolidated Bonds	10,833,500	7	Quarterly.	London.	1899	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	668,000	6	April & Oct.	Portland.	1886	----
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1876	----
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'78	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1890	----
Mortgage Coupon " 1853.	1,744,800	6	April & Oct	Baltimore.	1885	98½
" " " 1850.	804,000	6	Jan. & July.	"	1890	98½
" " " 1855.	894,280	6	Jan. & July.	"	1875	98½
" " " 1854.	321,281	6	Ja. Ap. Ja. Oc.	"	1887	98½
Balt. City Loan of 1853	5,000,000	6	Jan. & July.	"	1890	97
Bay de Noquet and Marquette:						
Income	100,000	6	April & Oct.	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	85½
Income bonds	97,000	----	----	----	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1887	90½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	92
3d Mortgage (do.)	740,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	92,000	7	Feb. & Aug.	Boston.	1868	----
1st Mortgage	200,000	7	" "	New York.	1866	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	326,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
	250,000	6	April & Oct.	"	1872	98
Buffalo, Bradford and Pittsburg						
1st Mortgage	1,700,000	7	Jan. & July.	New York.	1886	----
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	500,000	7	May & Nov.	" "	1878	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '70, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	----
Convertible bonds	900,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	92
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	92½
" " $2,500,000	867,000	6	May & Nov.	"	1889	89
Consolid. Mort. Loan $6,000,000	4,437,300	6	June & Dec.	"	1889	97½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	498,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	----
2d Mortgage	800,000	7	March & Sept	Baltimore.	1886	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,266,800	7	" "	" "	1875	60
Income	1,192,200	7	Jan. & July.	----	'57-'80	----
Central Pacific of California:						
1st Mortgage	886,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,600,000	7	" "	" "	1893	99½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1882	110
" " " inconvertible	3,123,000	8	" "	" "	1882	----
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.	----	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1898	101½
1st Mortgage prof. S. F.	483,000	7	May & Nov	"	1877	106
Income Bonds	1,700,000	7	April & Oct.		1883	91

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,126,000	7	Jan. & July.	New York.	1899	86½
Chicago and Great Eastern:						
1st Mortgage	2,800,000	7	Apr. & Oct.	New York.	1895	75
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1879	100
Income bonds	47,000	8	May & Nov.	" "	var.	----
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1907	87½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94
General 1st Mortgage	1,500,000	7	" "	" "	1885	97½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	95½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	87
Equipment Bonds	166,000	7	Apr. & Oct.	" "	1874	76
Equipment Bonds	2,200,000	10	May & Nov.	" "	'66-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	93½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	270,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1890	90
3d Mortgage	600,000	8	----	" "	1877	----
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1892	----
Cleveland and Mahoning:						
1st Mortgage	650,000	7	Feb. & Aug.	New York.	1873	90
2d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,000	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	600,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7	----	----	1890	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,120,000	7	March & Sept.	New York.	1873	99
3d Mort. (M. L.) or 2d Extension	1,819,500	7	" "	" "	1875	90
4th Mort. (M. L.) or 3d Extension	1,107,548	6	Jan. & July.	" "	1892	77
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'66-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	120,000	7	June & Dec.	" "	1873	----
C. & T. Mortgage Bonds	892,000	7	April & Oct.	" "	1886	90
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1903	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.	----	----
2d mortgage	1,200,000	7	May & Nov.	" "	----	----
Columbus and Xenia:						
Mortgage	268,000	6	March & Sept.	Columbus.	1897	----
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1875	90
Connecticut and Passump. Rivers:						
1st Mortgage	533,836	6	June & Dec.	Boston.	1870	98½
Cumberland Valley:						
1st Mortgage	337,500	6	April & Oct.	Philadelphia.	1884	108½
2d Mortgage	109,500	6	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	253,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	600,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	96
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	88
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	600,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	87
Construction bonds, 2d Div'n	666,000	----	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	----
3d Mortgage (convertible)	239,200	6	Feb. & Aug.	Boston.	1874	91
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1875	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	----	----	----	----	----
Mortgage (ordinary)	780,490	----	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,799,000	6	----	----	----	----
Endorsed by State of Tennessee	135,000	----	----	----	----	----
1st Mortgage (after State)	74,000	----	----	----	----	----
2d Mortgage bonds	14,000	----	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	94
Five per cent bonds	570,000	5	April & Oct.	"	----	80
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	----
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1861	----
Florida:—						
Internal Improvement (State)	1,855,000	87	----	----	1891	33½
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
*Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	288,000	6			1891	
Galena and Chicago Union:						
2d Mortgage Coupon	2,916,666	7	Feb. & Aug	New York	1887	99
4th Mortgage (S. F.) Coupon	1,170,000	7	May & Nov	" "	1875	82½
Elgin and State Line	180,000	7	Jan. & July	" "	1870	
Mississippi River Bridge	200,000	7	Jan. & July	" "	1864	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	77
Hannibal and St. Joseph:						
Missouri State Loan (No Int.)	2,000,000	6	Jan. & July	New York.	'75-'76	80½
Land Security	3,344,500	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1895	97
Harrisburg and Lancaster:						
New Dollar Bonds	892,000	6	Jan. & July	Philadelphia	1883	96
Hartford and New Haven:						
1st Mortgage	927,000	8	Feb. & Aug.	New York.	1882	98
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1886	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1863	
Construction	6,868,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	113
Redemption bonds	2,563,000	8	" "	" "	1890	
Sterling Redemption bonds	656,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1881	75
Indiana Central:						
2d Mortgage	600,000	7	Jan. & July	New York.	1874	102
Indianapolis and Cincinnati:						
1st Mortgage	800,000	7	Jan. & July	New York.	1886	92
Int., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July	New York.	1874	
2d Mortgage	647,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	800,000	7	May & Nov.	New York.	1885	80
Jeffersonville:						
1st Mortgage	687,000	7	March & Sept.	New York.	1902	95
2d Mortgage	307,000	7	April & Oct.	" "	1873	60
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1892	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,285	7	Feb. & Aug.	Baltimore.	1891	50
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		60½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1883	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	$10,000	6				
Memphis and Ohio						
State [Tenn.] Loan	840,000	6				

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Memphis and Charleston						
State (Tenn.) Loan	$2,100,000	6	Jan. & July	New York.	1892	
1st Mortgage	3,254,000	6	May & Nov.	"	1895	
2d Mortgage	227,000		Jan. & July.	"	1895	
Michigan Central:						
1st Mortgage sterling	187,000	8	Jan. & July.	London.	1872	
1st Mortgage S'g (convertible)	600,000	8	March & Sept.	"	1882	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1882	116
1st Mortgage (convert.) Dollar	292,000	8	April & Oct.	" "	1882	116½
1st Mortgage (S. F.) convertible	4,251,000	8	" "	" "	1882	120½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1869	87
Detroit and Toledo	200,000	7	" "	" "	1870	95
1st General Mortgage (S. F.)	4,363,000	7	May & Nov.	" "	1884	94½
2d General Mortgage	2,000,000	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	2,100,000	7	Feb. & Aug	New York.	1896	90
2d Mortgage	1,500,000	7	April & Oct.	" "	1884	72
Real Estate Purchase	135,000				1874	
Milwaukee and Prairie du Chien						
1st Mortgage (coupon)	300,000	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,617,000	7	Feb. & Aug.	"		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	522,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	6		"		
1st Land Grant	3,812,000	7		"		
Mississippi and Tennessee:						
Tennessee State Loan	187,000	6	Jan. & July	New York.	1886	
1st Mortgage	635,000	6	" "	"	1876	
Income Bonds	287,000	10	" "	Memphis	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,000,000	6	Jan. & July	New York.	1886	
Sterling 1st mort. S. Bonds	4,000,000	6	" "	London.		
" " " "		6	" "	"		
Income Bonds of 1865	200,000	6	" "	"		
" " 1868-'69	400,000	6	" "	Mobile		80-90
" (ten years	75,000	8	" "	"		
Montgomery and West Point:						
Mortgage 1868 and '70	30,000	6				80-90
Mortgage	25,000	6			1868	
Bonds	130,000		Jan. & July		1870	
Bonds	230,000		" "		1896	
Bonds	430,000		" "		1882	
Morris and Essex:						
1st Mortgage (S. F.)	3,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug	" "		94
Muscogee:						
1st Mortgage	240,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,600,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport	1876	
*New Albany and Salem:						
1st Mortgage	2,225,000	6				
N. Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1895	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1888	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1890	
New York Central:						
Premium [S. F.] Bonds	6,189,944	6	May & Nov.	New York.	1883	93½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	101
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["] B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,816	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	130½
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	108½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	91
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,876,620			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	107½
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	990,300	7	Jan. & July.	" "	1897	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York	1875	
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable).	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. & M.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	85½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64–'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'68–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	670,500	8	May & Nov.	" "	1873	88
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1889	99
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'69–'70	105½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1893	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	94½
2d Mortgage	3,000,000	7	" "	"	1885	78
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	6	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	97½
" 1861, "	106,000	6	Jan. & July	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
" 1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	96
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	102½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	90
Bridge Bonds	159,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond,	'75–'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	"	"	1873	
Richmond and Petersburg:						
Mortgage bonds	180,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	176,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	630,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	151
2d Mortgage	937,500	7	" "	"	1863	55
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	76
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1876	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,600	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	80½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	70
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,030,000	7	April & Oct.	" "	1871	80½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	71½
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	71
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1884	
Mortgage, (coupons)	983,000	6	" "	New York		
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
2d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1888	90
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	73½
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	161,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1883	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Railroad. Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	577,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	535,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,486	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	649,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	52,955	108,333	28,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,936,027	75.2	546,113	1,685,334	592,285	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,845	2,787,594	124 0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,466,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	185,922	10	.....
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '67	93.0	3.6	10.0	—	5	3	38	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	.....
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,694	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	905,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	1,468,260	704,016	10	140
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,863,600	629,500	9,172	3,350,357	66.4	864,521	930,436	204,096	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,436	—	.....
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,536	744,520	—	5,024	749,544	5.0	.....	27,288	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,807	3,535	—	.....
.. .. '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,282,200	55,500	56,576	1,346,632	86.7	.....	391,477	68,830	3½	.....
.. .. '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	----	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	756,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,949,923	4,666,800	786,000	1,169 940	6,686,956	229.0	.....	1,734,749	359,214	—	.....
31 Mar. '67	171.0	71.0	----	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,999,861	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,736,142	246,356	6¼	.....
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	228,241	404 618	212,676	12	.....
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,025,868	50.0	.....	302,714	110,516	8	.....
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '67	108.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,396	3,202,900	437,000	346,067	3,855,741	228.8	306,335	1,006,953	332,551	6	.....
30 Sep. '59	138.0	—	----	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '66	280.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,115	3,695,153	1,484,616	8½	125
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,827	2,753,986	10,399,010	5,458,250	665,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	147
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,162	.....	10,161,735	2,226,967	—	614
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,809	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	535,486	18,506,763	409.3	1,621,307	3,674,034	1 413,999	10	99½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,697	377,476	—	.....
31 Dec. '66	454.8	252.6	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,583,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	138½
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,900 000	121,658	5,269,583	111.0	288,524	861,663	171,667	—	.....
31 Dec. '65	195.0	14	12.2	—	46	30	1,602	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	200.0	.....	2,240,744	458,656	—	50½
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,669	3,458,108	110.0	.....	448,856	230,834	9	90
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,785,556	*	249,522	1,872,000	997,000	106,879	2,975,878	84.0	334,539	771,768	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,868	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,900	—	1,588,783	132 n	.....	315,172	117,941	6	100
.. .. '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40-	—	94½
30 Nov. '66	73.0	—	----	—	26	28	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,235	2,979,281	73 0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,966	5,429,203	156 5	819,890	905.271	237.861	—	50
31 Dec. '67	162.0	—	----	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,520 200	2,892,000	796,004	5,507,204	162.0	.....	735,587	309,685	—	.....
30 Jun. '65	185.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,993	111.8	.....	420,408	227,584	—	.....
30 Jun. '67	29.0	—	3.4	—	}	}	}	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	.....	.....	.....	—	.....
30 Jun. '67	65.1	—	5.4	—	14	13	225	} Louisville and Frankfort	1,405,910	126,735	4.278	1,109,594	224,519	7,430	1,586,923	65.1	248,321	510,319	153,217	7	.....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,165,330	*	2,672,765	5,492,638	2,965,000	414,172	12,841,095	354 0	929,436	2,158,974	810,466	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,000	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	.....
30 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,561,000	281,157	12,089,633	206.0	.....	1,533,042	866,268	—	.....
31 Aug '60	53.7	—	----	135.8	—	—	—	*Vicksburgh, Shreveport & Texas*	1,862,691	*	—	1,283,015	248,989	108,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. T'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,590	—	2,950,000	4,250,000	.....	9,008,309	188.6	.....	840,898	.....	—	.....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	284,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	113
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,796	10,601,200	9,135,840	736,951	20,473,991	523.8	2,886,193	4,673,198	1,669,387	—	93½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	576,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	609,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	800,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	356	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,842	329.092	—	.....
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,000	1,974,444	59.7	.....	173,462	116,483	—	.....
31 Dec. '58	58.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	58.2	.....	350,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	429,926	—	62½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,462,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,864	—	.....
31 Dec. '62	152.0	—	8.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,949,674	432,089	8,609,115	9,200,000	1,388,135	16,598,448	309.0	1,199,660	2,676,876	719 230	—	.....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	.....
28 Feb. '64	86.5	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,292	3,501,000	40 558	6,382,104	90.1	139,169	309,291	129	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,361	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	5,471,560	1,985,370	7,952,330	149.0	878,873	1,116,115	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,451	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,000	2,733,800	120,597	4,301,457	109.2	171,568	489,593	219,302	—	—
31 May, '67	51.3	—	—	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,486	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	102
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	18,018,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	131
30 Sep. '65	30.9	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.9	584,843	916,286	550,992	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,282,962	1,789,030	4,518,900	5,424,500	1,913,611	12,644,781	136.0	1,736,704	4,042,125	1,167,973	8	44
								MASSACHUSETTS.													
19 Nov. '67	111.0	19.5	98.9	269.6	18	12	176	Boston, Hartford & Erie	19,242,031	*	—	14,884,000	8,698,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	16
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,193,644	71.0	326,671	978,068	234,804	8	128½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,167	481,471	10	134½
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,660	207,400	399,367	3 350,000	—	—	3,759,367	61.8	448,521	1,066,147	277,393	10	137½
30 Nov. '67	44.8	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,362	6,144,615	68.6	783,666	1,942,500	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par 60)	915,761	86,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,991	61,251	6½	70
30 Nov. '66	50.0	3.4	11.9	—	14	26	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	200,000	594	2,237,115	53.4	265,853	617,143	177,322	8	120½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	6 3,280	6,316,980	94.5	863,222	1,447,046	545,830	8	113½
30 Nov. '67	51.0	42.6	76 9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,640,000	—	—	4,060,380	98.5	606,332	1,101,444	364,744	9	126½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	3 3,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.8	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O. b y B. & L.)		21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,121	720,000	—	15,0 0	855,725	74.9	881,529	440,241	74,679	10	123
30 Nov. '67	29.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,090	—	674,000	21.6	75,756	182,954	43,061	6	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6214,824	598,805	90?,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,881,965	836,310	6	91
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	60,080	108,894	27,782	6	86
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1461,948	340,296	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,916	160,429	9	124½
30 Nov. '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	331,470	82,543	6,679	243,305	226,900	486	470,692	(O b y B & L.)		17,500	16,688	14	110
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	298,730	11.7	83,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Oper. by Troy and Boston.)					
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	560,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	55½
30 Nov. '67	156.1	17.5	184.2	—	103	83	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,340	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	.....
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,295,385	45.7	256,869	474,362	178,965	10½	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	481,845	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,121	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,188	76.6	422,417	661,617	148,897	2½	—
31 Mar. '67	34.5	—	.....	—	23	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	8	78
31 Mar. '67	23.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Oper. by Concord)		97,925	8	122½	
31 Mar. '67	19.3	—	1.0	—	2	4	80	Manchester and Northwestern	600,000	—	—	200,000	—	—	600,000	(Oper. by C.)		50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	62.2	852,540	681,361	242,998	8	118
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	586,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,091	*	4,381,261	7,987,412	10,078,137	—	18,060,549	124 2	.....	5,607,582	1,444,705	15	128
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	197,432	2,244,201	60.2	.....	393,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,264,600	5,260,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	116
31 Dec. '66	58.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,025,429	58.0	.....	1,028,978	304,868	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	132
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961	—	—
31 Dec '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	con.	—	65
31 Dec '66	18 2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	88.5	—	—	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	51.0	—	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,598	343,098	—	1,675,138	2,114,000	19 643	4,623,691	98.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	960,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,338	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,325	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	76½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,774,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,445,526	1,795,099	9	144½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,430	590,225	352,660	6	45
30 Sep. '67	297.3	296.0	452.5	—	289	296	5,020	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,069,820	688,879	46,023,585	693.2	6,401,420	13,979,514	3,109,801	6	132
30 Sep. '66	139.8	2.1	45.5	—	42	132	648	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,828,129	2,768,709	584,804	8	130
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	3,818,331	122.0	451,196	861,783	284,806	—	61½
30 Sept. '66	18.0	—	9.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,600	19,876	1,857,737	36.3	90,260	252,175	89,272	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,391,923	207,413	7	81
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	.....
30 Sep. '66	141.3	43.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g	3,439,989	563,816	—	2,385,500	1,575,794	55,988	4,003,304	139.6	555,492	1,066,366	364,663	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	Incl	uded in	Central.	—	—	—
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	Incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	936,207	—	—	800,000	400,000	—	930,207	"	"	"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	367,004	45,676	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	84.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	84.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	83,548	141'888	78,832	7½	.....
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	—	98,650	35,000	—	183,650	10.3	19,820	49,891	21,757	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,572	2,419,401	94.9	.....	108,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	364,332	5,290,435	223.0	371,012	598,199	Iona.	—	.....
— —	'59	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,178	*	498,366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,488	3,560,528	171.0	.....	611,599	255,251	—	.....
15 Mar. '60	81.0	8.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,712	—	70,360	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	288	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,128,458	6,810,482	141.0	653,028	857,701	359,271	—	38
31 Mar. '67	60.8	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,939,423	991,195	1,275,919	3,269,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,065,592	1,933 700	521,906	8	107½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	588,062	2,568,834	962,041	10	110
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,408,953	3,872,861	189,197	9,566,262	208.5	1,440,681	2,251,906	664,726	5	97½
31 May '67	109.3	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,592	8,073,784	188.0	1,228,525	2,492,215	1,107,377	14	113½
30 Nov. '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,435,368	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494,643	64,292	2,388,064	3,685,600	344,995	6,417,659	141.0	—	853,362	209,512	—	—
30 Nov. '66	83.5	—	43.6	—	45	46	686	Little Miami	3,710,305	—	1,515,123	3,572,400	1,400,000	35,799	5,225,438	158.2	1,160,900	1,936,088	489,205	9	105
31 Dec. '65	173.8	77.6	12.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,860,779	*	1,578,999	12,667,666	3,688,385	315,434	17,429,777	250.8	739,960	1,224,068	445,902	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,932	119,032	—	38½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,984,354	595 400	391,902	2,382,168	1,218,972	109,318	4,972,746	206.9	346,671	604,520	184,961	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,628	900,286	2,041,600	28,223	2,970,059	125.0	240,785	429,458	126,300	—	—
31 ... '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,250,000	*	2,263,900	6,700,000	14,345,000	795,301	22,113,300	250.6	—	3,717,886	906,200	—	47½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,879 342	44.0	184.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,969,900	1,156,119	60,721,124	607.0	2,041,771	4,883,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	67.5	227,845	447,052	130,341	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,406	252,281	8	82½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,285,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	114½
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,581	loss.	5	31
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,488	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	436,296	2,622,548	98.6	313,902	618,556	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	63½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	109,900	2,409,565	32.0	47,227	66,602	2,972	—	10
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,596	—	—
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,380	3,812,146	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	52½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper. by Reading		R. R.)		2	27
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	)	8	56½
31 Oct. '66	55.6	11.9	14.8	—	23	22	667	North Pennsylvania	5,764,963	665,222	467,050	3,150,150	3,124,787	—	6,887,235	67.5	345,588	902,213	382,600	—	32
31 Dec. '66	354.5	83.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038,256	—	44,251,544	355.5	7,080,026	16,583,883	5,967,529	9	54½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,459	409,986	1,491,850	159,800	—	1,817,554	24.2	274,879	606,386	247,446	9	66½
31 Dec. '66	287.5	—	68.3	—	—	—	—	Phila. and (Sunbury) Erie	17,389,783	—	—	5,983,700	12,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	27½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,493	3,765,774	2,399,868	22,742,867	6,719,562	—	32,577,548	474 8	4,361,336	10,909,819	6,016,531	10	47½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	124
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,057,687	10	55½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,708	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	824,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	169	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,252,747	*	2,673,792	9,940,988	12,568,500	1,062,243	23,927,540	468.5	4,945,413	7,467,217	2,319,531	10	102
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,188	130,392	4½	40
31 Oct. '66	28.1	—	4.0	—	5	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	952,600	113,865	1,760,501	35.4	144,402	357,590	143,050	—	15
31 Oct. '66	30.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,231	500,000	—	.....	62.0	340,000	625,041	169,823	12	84
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	24,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	142.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,446	.....	164.5	.....	841,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,960	1,028,000	272,359	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,575	242.0	.....	1,312,728	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,128	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	—	2,141,970	—	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.9	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,268	657,700	2,175,500	541,853	4,224 147	130.3	139,332	331,871	161,016	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,281,586	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,431,517	291.0	786,331	1,661,512	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	296,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,016,107	*	—	825,399	1,069,600	962,039	3,016,107	99.2	.....	867,252	178,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,898	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	.....	—	—	—	—	—	.....	—	.....	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,844	.....	45.8	57,950	127,963	57,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,249	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	—	—	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	60.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,600	.....	70.0	102,200	282,846	198,668	—	—
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,657	*	100,124	1,961,800	573,800	521,102	3,171,511	110.3	171,490	495,706	184,652	—	—
31 Aug. '66	119.6	—	16.0	—	28	25	568	Rutland and Burlington	3,991,705	556,276	—	2,238,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '66	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,688	—	1,097,000	.....	.....	1,206,683	62.5	126,761	185,474	67,786	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,063	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	324,326	—	19
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	90½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '68	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	832,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	52,852	—	—
								VIRGINIA.													
1 Aug. '59	41.8	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,181	1,854,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,084	136,202	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	64,121	16,382	—	—
30 Sep '65	108.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	691,000	.....	.....	108.5	436,729	768,883	42,878	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	128	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	10½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,338,272	*	—	1,365,600	1,631,900	124,981	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	151	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,556	213,852	7½	—
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,718	284,780	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	98,828	.....	78.6	159,981	279,945	145,386	7	—
30 Sep. '66	22.2	2.5	3.1	—	3	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,624	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	667,812	85,000	—	.....	23.7	12,842	.....	.....	—	—
28 Feb '67	80.0	—	—	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,256	2,032,947	80.0	168,037	391,577	220,526	—	—
30 Sep. '67	208.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	377,297	6,379,046	221.8	300,405	554,511	135,648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,522	7,362,250	214.9	278,889	556,022	93,883	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,302	10,988,950	5,229,000	—	16,508,374	275 0	986,727	2,538,800	934,103	—	60½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	890,500	—	.....	235.0	.....	.....	.....	—	40
.....	—	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	65
30 Jun. '63	1,096	137.0	.....	78.0	204	180	2,399	Grand Trunk	71,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,810	1,154,858	—	—
31 July '63	329.0	115.5	66.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,510	1½	—
31Dec. '66	94.5	1.0	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,900,980	768,930	5,678,989	96.1	402,670	467,266	191,122	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	.....	148,339	55,777	—	—
July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	92,358	—	1,380,000	13,100	136,000	1,709,282	60 0	.....	139 [illegible]	86,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	—	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,241	—	—	4,513,281	92.0	168,416	139,107	37,181	—	—
	8.		.....	—	11	29	120	NEW GRANADA.													
								Panama	5,000,000	*	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	.....	[illegible]	[illegible]	—	[illegible]

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6½	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7		----
Camden & Atlantic (preferred)	620,800	7	—	26½
Catawissa (preferred)	1,150,000	7	—	28
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	85½
Chicago & Alton (preferred)	2,425,400	7	7	138
Chicago & Northwestern (pref.)	14,789,125	7	7	75½
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,636,910	7	7	81½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	75½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	81
" " (2d pref.)	4,051,744	7	3	64½
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99
" " " (2d pref.)	841,400	7	7	92½
Milwaukee & St. Paul (preferred)	7,370,900	7	—	67½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	74
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18—	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	83½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	93
2d Mortgage	302,750	6	----	----	81
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86½
2d Mortgage	3,980,670	6	J. & J.	1882	72
Improvement	1,601,670	6	M. & N.	1876	68
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley	600,000	6	J. & J.	1872	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,243,563	—	35
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	51
Delaware and Hudson	100	10,000,000	10	149
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	29½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	87
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	13½
" " (preferred)	50	2,888,988	—	22½
Susquehanna and Tide Water	50	2,043,220	—	12½
Union	----	----	—	1½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	80
Wyoming Valley	50	750,000	16	86

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton. 40 —	@ 42 —
Pig, American, No. 1	35 —	@ 36 —
Pig, American, No. 2	— —	@ 33 —
Bar, Refined, English and American	80 —	@ 85 —
Bar, Swedes, assorted sizes	(gold). 87 50	@ 92 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes	— —	@150 —
Bar, English and American, Refined	95 —	@100 —
Bar, English and American, Common	85 —	@ 90 —
Scroll	125 —	@170 —
Ovals and Half-round	120 —	@150 —
Band	125 —	@ — —
Horse Shoe	125 —	@ — —
Rods, ½ @ 3-16 inch	100 —	@160 —
Hoop	133 —	@185 —
Nail Rod	per lb. — 9	@ — 10
Sheet, Russia, Med. No.'s	— 16	@ — 16
Sheet, Single, D. and T. Common	— 5	@ — 7
Rails, English	(gold) per ton. — —	@ 53 —
Rails, American (at works)	79 —	@ 82 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb. — 18	@ — 22
English Spring.(2d and 1st qlty.)	— 10	@ — 12½
English Blister.(2d and 1st qlty.)	— 11½	@ — 20
English Machinery	— 13½	@ — 16
English German. (2d and 1st qlty.)	— 14	@ — 16
American Blister, "Black Diamond"	— 11½	@ — 17
American, Cast, Tool, do.	— 21	@ — 22
American, Spring, do.	— 13	@ — 14
American Machinery, do.	— —	@ — 14
American German do.	— 10	@ — 12

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

	All Cash.	
Sheathing, New	per lb. — —	@ — 33
Bolts	— 35	@ — —
Braziers'	— 35	@ — —
Sheathing, &c., Old	— 16	@ — 18
Sheathing, Yellow Metal	— 26	@ — —
Bolts, Yellow Metal	— 27	@ — —
American Ingot	— 23½	@ — 24

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. — —	@ — —
Spanish	(gold) 6 40	@ 6 50
German Refined	(gold) 6 40	@ 6 75
English	(gold) 6 45	@ 6 87½
Bar	(net) 10 50	@ — —
Pipe and Sheet	(net) 12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — 26	@ — 26½
Straits	(gold). — 24	@ — 24½
English	(gold). — 23	@ — 23½

	—Gold.—	—Currency.—
Plates, I.C.Charcoal.p.box	8 12½@ 8 50	11 75 @ 12 50
Plates, I. C. Coke	6 75 @ 7 25	9 75 @ 10 50
Plates, Coke Terne	6 25 @ — —	9 — @ 9 25
Plates, Charcoal Terne	7 75 @ 8 12½	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)-per gall.	— 11	@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 16½	@ — 16½
Refined, free, S. W.	— 41½	@ — 42
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— —	@ — 23
Refined, in bond, Standard White	— —	@ — 24½
Refined, in bond, prime White	— —	@ — 25
Naptha, Refined, (60 @ 63 gravity)	— 29½	@ — —
Rosidnum	per bbl. — —	@ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	Th 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12
Atlantic M. S. S. Co	96	96½	95½	96½	96½	96½
Boston, Hartford & Erie	15	----	16½	16½	16½	16
California 7s	----	----	132	----	----	----
Canton Co.	57½	59½	60½	60½	61½	----
Chicago & Alton	134½	134½	136	136	----	135½
" " pref.	138	----	----	138	----	----
" " 1 M.	----	----	----	----	101	101½
" " S. F.	----	----	----	100	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " 8 p.c.	110	----	----	----	----	110
Chic. & Northwest'n.	60	----	60	60	60½	61½
" " pref.	73½	74½	74½	76½	75½	75½
" " 1st M.	----	87½	----	87½	----	87½
" " 2d M.	----	----	----	----	----	----
" " S. F.	95	----	----	----	----	95
" " Consol.	----	----	----	----	86½	87
Chicago & Rock Isl.	97½	98½	99	99	98½	99½
" 1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	----	----	96	----	96
Clev., Col. and Cin.	----	----	----	----	110	110
Clev. and Pittsburg	95½	97½	97½	97	96½	96½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	111½	112½	112½	112	111½	----
" S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	36½	36½	36½	37½	----	37
Del. & Hudson Canal	149	150	149	149	----	149
Del., Lack. & West.	----	114	----	115	114½	114½
" 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	97½	----	----	----	----
Erie	78½	74	74½	75½	74½	75½
" pref.	80½	81½	81	81	81	81½
" 1 M. 7 p.c. '67	104	104	----	----	----	104½
" 3 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	146	147	147½	149	149	149
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S. F.	108	----	----	102½	103	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	138½	136	136½	140	138	138½
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	25	25½	----	26	26½	28
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8½	----	----	----	----	----
" " pref.	----	----	14½	----	14	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	112½	113	----	----	----	----
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	90½	91½	92½	93	93½	93½
" guar'd.	----	----	----	----	----	----
" 1M. S. F.	----	----	----	90½	----	----
" 2 M.	92½	93	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	99	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	89½	----	----	----	----	----
Milw. and St. Paul	48	49	49½	50½	50½	50
" pref.	65	66½	67	67½	67½	67½
" 1st mort.	89	----	90	----	----	----
" 2d mort.	----	----	----	----	----	----
Missouri 6s	103	103	104½	105	105	105
" iss. to H. & St. J. R.	----	----	85½	----	----	----
" " Pacific	103	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" 1st mort.	99	----	----	----	----	99
" 2d mort.	----	----	----	84	----	84
New York Central	127	128½	128½	130½	132	132½
" 7s, S. F. '76	101	101	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	93½	93½	----	----	----	----
" 6s, S. F. '87	----	----	----	----	----	----
N York & Harlem	----	----	----	----	----	130
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 3M. 7p.c. '87	----	----	----	----	----	----
N. Y. and N. Haven	----	----	140	140	140	
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	50½	50½	52	----	----	----
" new	----	50½	51	51	----	----
Ohio & Miss.	31½	32½	33	33½	33½	----
" " pref.	----	----	76	----	----	----
Pacific Mail S. S. Co.	111½	109½	110	110	109½	109½
Panama	----	----	----	----	315	----
Phila. and Reading	94½	95	94½	95½	95	94½
Pitts. Ft. W. & Chicago	101½	102½	102½	102½	101½	101½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	85	----	90	----
Quicksilver Mining Co.	25	25	25½	25½	25½	24
St. L., Alton & T. H.	----	50	51	----	----	50½
" " pref.	----	72	73	----	----	74
" " 1M.	----	93½	93½	----	94	----
" " 2M. pref.	----	85	----	----	----	----
" " Inc. b'ds.	81	----	80½	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	63½	64	64½	----	64½	64½
" new	60	60	60	59½	60	60
Tol. Wab. & Western	46½	46½	47½	47	----	47½
" Pref.	----	----	----	68	68	70
" 1M. ex.	90½	----	----	----	----	91
" 2M.	----	----	----	79	79	79½
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	44	44½	----	45	45½	
" new	41	----	41	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 1865, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	104½	104½	104¾	105	105	105
U. S. 5s, 10-40s, reg.	101¾	....	....	101¼	....	101¾
U. S. 6s, 1881, reg.	111¾	....	....	111¾	111¾	....
U. S. 6s, 1881, coup.	111¾	112¼	112¼	112¾	112¾	112¼
U. S. 6s, '81, O W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, " 1y.	....	....	....	....	....	....
U. S. 6s, 1867, reg.	....	....	....	....	....	....
U. S. 6s, 1865, reg.	....	....	....	....	....	....
U. S. 6s, 1868, coup.	141¾	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	108¾	108¾	....	108¾	....	108¾
U. S. 6s, 5-20s, c. '62	111¾	111¾	111¾	111¾	111¾	111¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '64	110	109¾	108¾	109	108¾	109
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '65	110	109¾	110	109¾	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	107¾	107¾	107¾	107¾	107¾	107¾
U. S. 6s, 5-20s, r. n. '67	....	....	....	....	....	108
U. S. 6s, 5-20s, c. n. '67	107¾	108	107¾	108	107¾	108
7.30 Notes, 2d series	107¾	....	107¾	107¾	107¾	107¾
" " 3d series	107¾	107¾	107¾	107¾	107¾	107¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	W.5	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa	....	....	....	....	....	....
" preferred	26¾	26¾	27¼	28	28¼	28
Camden & Amboy	....	125¾	125¾	125¾	126	126
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	....	....	....	....
" " 6s, '83	....	....	....	....	....	....
" " 6s, '89	....	....	....	....	....	....
" mort. 6s, '89	97	....	97¼	....	96¾	....
Del. Div. Canal	....	....	51	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Lehigh Navigation	28¼	29	29¼	29¾	29¼	....
" " 6s, '84	87¾	87¼	88	88¼	88¾	....
Lehigh Valley R. R.	....	52	52¼	52¾	....	52¼
" " 6s	....	....	90	95¼	95¼	....
Little Schuylkill R. R.	....	....	....	....	....	....
" " 7s	....	....	....	....	....	....
Minehill	56¼	56¼	57	57	57	....
Morris Canal	....	....	....	....	....	....
" " pref.	....	....	....	87	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	....	....	32	32	....	....
" " 6s, 90	....	....	....	....	....	....
" " 10s	....	....	....	....	....	....
Northern Central	....	44¾	....	....	44	44
Pennsylvania R. R.	54¼	54¼	56	55¾	56	56¼
" 1st m.	100	....	99¾	100	....	....
" 2d m.	....	....	96¼	97	....	97
Penn. State. 6s 1st series	105¾	....	....	....	107	107
" " 6s, 2d series	107	107¼	....	....	....	....
" " 6s, 3d series	....	108	....	....	109¼	....
" " 6s, W. L.	101¼	102	102	102	102	102¼
Philadelphia City, 6s	98	97¼	98	97¾	98¼	....
" " new	102	102¼	102¼	102¾	103	103¼
" " mune	....	....	....	....	....	....
Philad., Germ. & Nor.	....	....	....	67	....	....
Phila. & Reading	46¾	47¼	47¼	47¼	47¾	47¼
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	97¼	....	....	....	....
Philadelphia & Erie	27	27¼	....	27¾	27¾	27¼
" " 6s	....	94¼	....	....	....	....
Philad. & Sunbury, 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" " pref.	21¼	....	....	22¼	22¾	22¼
" " 6s '82	72	....	72	71¾	72	....
" " 6s '76	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	66¼
Susq. Canal	....	....	....	....	....	....
" " 6s '78	59¼	60	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	....	....	....
Wyoming Valley Canal	....	56	....	....	....	....
" " bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	28¼	....	....	....
2d and 3d streets, "	....	....	58	60	60	60
Spruce & Pine, "	26	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	99¼	99¼	99	99	99¼	....
" " 1886	....	....	....	....	....	....
" " 1870	....	....	....	....	....	....
" " 1890	99	99	99¼	....	....	99
" " 1893	....	....	....	....	....	....
Balt. and Ohio	130	130	....	....	....	131
" " b'ds, '62	....	....	....	....	....	....
" " " '75	96¼	96¼	....	....	....	....
" " " '80	....	....	....	....	....	....
" " " '85	....	....	....	....	....	98¼
Northern Central	44¼	44¼	44¼	44¼	....	43¼
" " b'ds, 1885	85¼	....	....	85¼	....	....
" " " 1900	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	18¼	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W 12
Boston and Albany	146	146	146	146	....	146
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	135	....	....	....	134¾
Boston and Providence	137	....	137	....	....	137½
Boston, Hartford & Erie	16	16¼	15¾	16	16¼	16
Cheshire, pref.	....	....	66¾	66¾	....	66¾
Concord	....	....	....	73	....	....
Connecticut River	....	....	....	....	....	120¾
Eastern, Mass.	112¼	....	114¼	112¼	....	113¾
Fitchburg	126	....	....	125¾	126	126¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	....	114	114
Northern, N. H.	....	113	....	....	....	....
Ogdens. & Lake Champ	60	60	....	60¾	61¼	62¾
Old Colony & Newport	92¼	....	92¼	....	92¼	91
Ph., Wil. & Baltimore	....	55¾	55¼	....	55¾	55¼
Portl'd, Saco & Ports.	....	....	....	....	....	....
Vermont & Canada	....	....	99	99¼	....	99¼
Vermont & Mass.	55	....	....	....	....	56¼
Broadway (Horse)	55	....	....	55	....	....
Cambridge "	....	....	....	....	....	97¼
Metropolitan "	....	....	60	59¾	59¾	59¼
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	28
Copper Falls "	....	23¾	....	23¾	....	23
Franklin "	....	....	14¼	14¼	....	14¼
Huron "	....	....	....	....	....	....
Isle Royale "	....	....	....	....	....	....
National "	....	....	5¼	....	....	....
Minnesota "	....	....	....	....	....	3¼
Pewabic "	....	6	....	6	....	8¼
Pittsburg "	23¼	24	....	25¼	25	26
Quincy "	25¼	26	28	30	....	31
Rockland	....	....	....	....	....	....

London Stock Exchange.

The following were the closing prices for American Securities Jan. 17th and 24th:

	Closing Prices. Jan. 24.	Jan. 17.
United States, 5-20s, 6 per cent 1882	71¾@ 72	71¾@ 72
Do. do. 6 do. 1884	70 @ 72	69 @ 71
Do. do. 6 do. 1885	70¾@ 71	70¾@ 71
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874	70 @ 72	71 @ 73
United States 10-40s, 5 per ct. 1904	67¾@ 68¼	67¾@ 68¼
Massachusetts State 5 per cent	85 @ 87	86 @ 88
Virginia State, 5 per cent	50 @ 52	50 @ 52
Do. 6 per cent	30 @ 32	29 @ 31
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	45 @ 52
Do. do., 2d mort., 1881	53 @ 58	45 @ 50
Do. Penn., 1st mort., 1877	55 @ 60	45 @ 52
Do. do., 2d mort., 1882	53 @ 58	45 @ 50
Do., consolid. mort. bonds, 1890	24¼@ 24¾	22¼@ 23¼
Detroit and Mil. 1st mort. 7 p. c. 1884	58 @ 61	58 @ 61
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)	48¼@ 49¼	47¼@ 48¼
Do., Preference ditto	71 @ 73	71 @ 73
Do., convertible bonds, 6 p. c.	.. @ ..	70 @ 72
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do. Redemption Bonds 6 per ct.	.. @ ..	90 @ 95
Do., $100 shares (all paid)	85¼@ 86	77 @ 79
Do., 7 p. c., 1875	78 @ 80	84¼@ 85¼
Marietta & Cin. R. R. bonds, 7 p. c.	66 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	.. @ ..	67 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	91 @ 93	92 @ 94
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	82 @ 84
Do. with option to be paid in Phil.	82 @ 84	82 @ 84

American Railroad Journal.

Saturday, February 15, 1868.

Stock Exchange and Money Market.

The available supply of Money in this market has been steadily increasing, since our last, the domestic exchanges being in favor of this point and the consequent influx of currency quite respectable in volume. The city banks have been gaining in their legal tender and deposit averages, and the U. S. Sub-Treasury has been augmenting cash balances, the latter partly through the transfer of funds from the country national depositaries. The local demand for accommodation at bank and through private channels has been fair, but not urgent, and altogether inadequate to the absorption of the floating balances, which have been seeking secure and profitable employment. Speculation at the Stock Boards has shown a little more animation; but there has been a less confident movement in the Gold Room, and not much improvement in mercantile line, outside of cotton, cotton goods, and the leading articles dealt in at the produce exchange, in which there has been more activity. Call loans close easy to the dealers in the public funds at 3½@4 per cent., and to other street houses at from 4@6, generally at 4@5 per cent. per annum. Discounts are quoted at from 5½@7 per cent. per annum, as the extremes on choice to really good short date business paper. The city banks, last week, added over four and a half millions to their deposit, offset by an increase of nearly $4,140,000 in their loan averages. They enlarged their legal tender reserve, about $650,000. Their specie hoard was diminished about $132,000. The U. S. Sub-Treasury gained nearly 2¾ millions in cash, during the week, and the reserve, in this line, has been augmenting thus far, in the current week. The city bank deposits have risen to nearly 218 millions, since Dec. 7, when they were only about 174 millions, or 44 millions less than at the date of the last weekly exhibit. These deposits are now nearly 20 millions more than the aggregate of the same date last year. According to the last monthly statement of the Treasury Department, no reduction of the greenback circulation, or the volume of outstanding compound interest notes, was made in January. The outstanding plain legal tender notes on the 1st inst., amounted to $356,159,127, and the compound of all dates unredeemed, to $46,244,780, as on Jan. 1. The Department reduced both its coin and currency balances, during the month, the former full $3,939,090, and the latter $192,199. The diminution of the coin balance was due mainly to the heavy coin interest disbursements of the Treasury, in January. The disbursements of the Department in January have been semi-officially reported at $42,799,800, including the following items. Civil, miscellaneous and foreign intercourse, $4,688,100; interest on public debt, $29,818,200; war, $5,897,400; navy, $2,331,400; and interior, pensions and Indians, $565,700. The warrant issued for the redemption of the public debt are not included in these amounts. The coin in the Treasury on the 1st inst., was $98,491,163, against $108,430,254 on the 1st ult., and the currency, $25,578,150, against $25,770,350 a month previous. The aggregate cash balances of the Treasury on the 1st inst. were $124,069,313, of which the Sub-Treasury in N. York held $98,698,120. The specie reserve of the city banks is now $23,823,372, against $16,157,257 same time last year. The city bank deposits are now $217,844,548, against $198,241,835 week ending Feb. 9, 1867. The legal tender reserve amounts to $65,847,259, against $67,628,992 same time last year. The circulation now stands at $34,096,834, against $32,777,000 same time last year. The loans are now $270,555,536, against $250,268,825 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $99,540,433 a day, against a daily average of $106,241,504 the preceding week, and $88,067,204 the week ending with Jan. 25, 1868. The current week's exchanges average about $94,794,382 a day. The city banks, last week, gained $650,106 of legal tender, and $4,514,024 in the deposit line, while they lost $131,948 of their specie reserve. They increased their

loans, $4,189,923; and their circulation, $34,318.

The Philadelphia Bank movement the past week shows an increase in loans, of $67,529; an increase of $39,205 in specie; a decrease in legal tenders of $465; a decrease of $525,934 in deposits; and a decrease of $3,001 in circulation. The Bank Clearings show an increase of $3,040,743, and the balances, a decrease of $1,296.

National Bank notes to the amount of $152,080 were issued last week, making the total issue to 1,673 banks thus far, $306,130,831, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $6,527,715, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date of $299,603,116. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,150,950; and for the public deposits, $37,967,950—making a total of $378,918,900. The Treasury Department last week redeemed and destroyed $571,800 of worn and mutilated fractional currency, and issued $532,500 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 8, were $12,915,062, including $2,058,911 from customs duties; payments, $10,176,337, including $968,000 of coin interest; balance at the close of the week, $101,436,846, against $98,698,120, at the close of the preceding week, showing an increase of $2,738,725. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,831,021 including $285,266 from customs; and payments, $1,423,184; on Tuesday, receipts, $1,727,576 including $318,426 from customs, and payments, $614,574. The balance at the close of business on Tuesday stood at $102,957,685, against $99,584,225 a week previous; and $110,648,141 on Jan. 28, 1868.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The last national debt exhibit made the outstanding amount of coin certificates on the 1st inst., $29,619,280, against $20,104,580 on the 1st of January.

The revenues of the Government were rather more prolific last week, on both the customs and excises. The excises, last week, yielded over six million, against $2,730,000 the preceding week; customs at the port of New York $2,058,911, and at the outports, about $670,000 (in coin) more, making the grand total income for the week equal to about ten millions in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $123,000,000.

Government received $7,541,247 from customs, through the port of San Francisco, from Jan. 1, to Dec. 31, 1867, against $7,189,763 in 1866, $6,812,368 in 1865, and $6,378,385 in 1864. The receipts from the same source, during the first ten days of January, 1868, were $187,956, against $98,080 same time last year.

The Gold speculation has been less active, during the week, and the later dealings have shown decidedly less firmness in the market. The customs and export inquiries have been less urgent, since our last, and the investment demand has been much less confident. There were in circulation on Tuesday and Wednesday reports of the renewal of sales of Treasury Gold, but they were wholly unfounded. Government has gold to spare, to the amount of some 10 or 15 millions which may be sold presently, should the exigencies of the public service call for such a disposition of the surplus. The range of the price in the open market this week has been from 143⅜ down to 141⅛. The latest quotations were 141¼@141⅜. About $350,000 in specie were shipped hence to Europe during the first half of the current week. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $280,866, against $155,514 same time last year. The customs demand for Gold last week, averaged $343,152 a day; thus far, this week, it has been equal to $299,346 a day, or equal to a weekly aggregate of $1,796,076. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $3,083, and from California, $1,255,333. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was $116,958,654, against $130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $66,379,723, against $75,076,889 same time in the preceding fiscal year. The total receipts of California gold at this port in 1867, were $27,677,556, against $42,740,913 in 1866, showing a decrease in 1867, of $15,063,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $19,967,774 against $27,634,913 same time in the preceding fiscal year, showing a decrease of $7,667,139 in 1867-'68. The exports of specie from this port, last week, were $1,644,057, against $276,507 same week last year. The exports of specie, hence, since July 1, 1867, have been $36,180,674, against $20,458,637 same time in 1866-'7. The total outflow of specie from the port, in 1867, was $51,841,678, against $62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $968,000, and since July 1, 1867, $50,433,520, against $33,341,408 same time in 1866-'7. The total coin interest disbursements through the Government office, in 1867, was $61,871,848, against $48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1867, reached $40,671,797, against $44,865,668 1866, $44,426,172 in 1865, and $55,707,201 in 1864. The exports from San Francisco, from Jan. 1, to Jan. 21, 1868, were $2,307,702, against $2,122,360 same time last year.

Foreign exchange has been in much less demand, since our last, and though the supply of prime bills available in the open market has not been very large, prices have declined a fraction, closing weak and irregular. Bankers' 60 day bills on London closed on Wednesday at 109⅜@109¾, and on Paris to 5.20c.@5.13¾; sight bills on London to 109⅞@110⅛, and on Paris to 5.12½c.@5.11¼. The offering of produce bills have been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,678,180, against $3,640,850 same week last year; total, since July 1, 1867, $110,399,778, against $115,112,138 same time in 1866-'67. The total value of exports of produce and merchandise in 1867, was $189,688,044, against $192,329,554 in 1866.

Government securities have been gradually improving in price, since our last, on very moderate offerings, especially of all the coin bearing bonds. The six per cents of 1881, of which there is an outstanding aggregate of $283,676,600 as on Jan. 1, have been in good request at the ruling prices. The Five-twenties of all issues have been in fair demand, those of 1862, 1864 and 1867 having attracted most attention. The outstanding issues of Five-twenties now amount to $1,898,488,850, against $1,873,804,750 on Jan. 1, showing an increase during the month, of $24,684,100. Ten-forty five per cents have been in unusual favor with both home and foreign investment buyers, and have shown much more buoyancy as regards price. There were $2,809,400 of five per cent. gold bearing bonds issued by the department in January, doubtless all in the Ten-forty form. Seven-thirties have been very steady in price and in quick request, mainly for banking purposes. There were $23,314,600 of these notes redeemed by the department in January, thus reducing the outstanding balance of this loan to $214,953,850, as against the original aggregate issue of 830 millions, through the Government Loan Agency of Mr. Cooke. The Compound Interest Notes have been in light supply and moderate demand at steady figures. New three per cent. certificates have been inquired for by banks and bankers, and have been quoted very firm. In January, $1,775,000 of these certificates were issued by the Treasury, augmenting the total issue to $25,040,000. The National Treasury in January disbursed nearly 43 millions, an amount largely ahead of the month's revenues from all sources, thus adding $19,189,728 to the net public indebtedness, which is now $2,527,315,378, against $2,508,125,650 on the 1st of January, 1868. The department accounts for the large increase in the debt by the very heavy payment of the semi-annual interest due on the 1st of January last, on the Five-twenty bonds and the bonds of 1881, amounting to $25,000,000, and the falling off in the receipts from customs and internal revenue during the month.

U. S. sixes of 1881 closed here on Wednesday at 112@112⅛; U. S. Five-twenties of 1862, 111⅛@111⅝; U. S. Five-twenties of 1864 at 109@109⅛; U. S. Five-twenties of 1865 at 110@110⅛; U. S. Five-twenties of 1865, consolidated, 108@108⅛; U. S. Five-twenties of 1867, 108@108⅛; U. S. Ten-forties at 104⅞@105⅛, and U. S. Seven-thirties at 107⅜@107¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865 ..... 117⅛	September, 1865.. 116⅛
August, 1865.... 116⅛	October, 1865.... 115⅞
U. S. three per cent. certificates 100¼	

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 29.	Feb. 5.	Feb. 12.
Consols	93½	93⅜	93¼
U.S. 5-20's of 1862	72	72	71¾
Erie	48¾	48	48
Ill. Central	86½	87	88½

The railway and miscellaneous share market has been quite active, since our last, and higher prices have been made on nearly all the list, dealt in at the Boards, the extreme ease in money stimulating purchases for a rise. The later dealings were indicative of firmness and buoyancy, as the tendency of values was upward.

The New York exports, exclusive of specie, for the week ending Feb. 11, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,640,850	$2,678,180
Prev. reported	16,789,651	16,578,718
Since January 1	$20,430,501	$19,256,893

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$2,414,479	$2,598,298
Gen. merchandise	3,314,829	2,448,706
Total for the week	$5,729,308	$5,047,004
Previously reported	19,163,477	13,505,613
Since January 1	$24,892,785	$18,552,617

The balance in the Sub-Treasury on Wednesday was $101,371,048 77.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 80⅜; do., 6s, 68; New York State Bounty Loan reg., 108; do., 6s, 1873, 103; Illinois coupon bonds, 1879, 99½; Ohio 6s, 1881, 102; Michigan 6s, 1878, 93; Brooklyn 6s, P. L., 93; do., W. L., 94¼; Great Western 2d mort., 77; Ohio and Mississippi 1st mort., 92; Chicago and Great Eastern 1st mort., 79; Galena and Chicago 1st mort., 99; Toledo, Peoria and Warsaw 1st mort., 82½; Toledo and Wabash Equipment bonds, 71¼; Pacific R. R. 7s, guar. by Mo., 105½; Lackawanna and Western 1st mort., 96; Buffalo N. Y. and Erie 1st mort., 93; Chicago and Milwaukee 1st mort., 86⅛; Long Island R. R., 45; Cleveland, Painesville and Ashtabula, 110; Rensselaer and Saratoga, 81; Hannibal and St. Joseph, 62½; do., pref., 75½; New Jersey Central, 116; do., 1st mort., 101; Boston Water Power Co., 21½; American Coal, 53; Adams' Express Co., 76; Am. Exp., 73½; U. S. Express, 76; Merchants' Union Exp., 36¼; N. Y. Guano, 12; Western Union Telegraph, 86¼; Bank of Commerce, 118; Butchers' and Drovers' Bank, 135; Am. Exchange Bank, 118; Bank of North America, 104½; Merchants' Bank, 115¾; Shoe and Leather Bank, 111; Ninth National Bank, 103½; St. Nicholas Bank, 104; Fourth National Bank, 104; Phœnix Bank, 105¼; Metropolitan Bank, 130; Manuf. and Mer. Bank, 103; Ocean Bank, 103; American Flag, 0.75; Black Hawk Gold, 4.50; Corydon, 0.40; Consol. Gregory Gold, 4.80; Davidson Copper, 0.25; Edgehill Mining, 3.05; Gunnell Gold, 1.25; Liberty, 0.43; La Crosse Gold, 0.48; Montana Gold, 0.50; Midas Silver, 0.75; Nye Gold, 0.03; Quartz Hill Gold, 1.40; Rocky Mt., 0.28; Smith and Parmalee, 2.90; Wallkill Lead, 0.37; Buchanan Farm Oil, 0.40; Bennehoff Run, 1.90; United States, 2.10.

Philadelphia.—Lehigh Coal and Navigation 6s, gold loan, 95⅞; Chesapeake and Delaware 6s, 93; Belvidere Delaware 6s, 80½; Warren and Franklin 7s, 80; Phila. and Erie 7s, 78; West Jersey R. R. 6s, 90; West Chester 8s, 87; Steubenville and Indiana, 10; Ridge Avenue R. R., 7; Philadelphia and Trenton R. R., 124; do., 6s, 101; Girard College R. R., 26½; Penna. State 5s, 1870, 99½; Pittsburg 6s, 89; Philadelphia 5s, 1873, 88; Butler Coal, 7¼; N. Y. and Middle Coal Fields, 3¼; Coal Ridge, 8; Hazleton Coal, 48; St. Nicholas Coal, 1; Shamokin Coal, 4½; Fulton Coal, 5; Southwark Gas, 10; Richmond Gas, 10; Germantown Gas, 50; Feeder Dam Oil, ½; McElheny Oil, ⅜; McClintock Oil, ¼; Ocean Oil, 2⅞; Philadelphia Bank, 160; Farmers' and Mechanics' Bank, 133; Western Bank, 99; Corn Exchange Bank, 72; City Bank, 70½; Mechanics' Bank, 31; Bank of North America, 245; Girard Bank, 59; Seventh National Bank, 105; Commercial Bank, 61. The latest quotations are: City 6s, 98@98⅛; do., free of tax, 103¼@103⅜; State 5s, reg., 99@100; do., coupon, 96@100; do., 6s, W. L., 102½@102⅝; Reading, 47⅛@47¼; do., 6s, 1870, 97½@—; do., bonds, 92½@93; Camden and Amboy, 126@126½; do., mort. 6s, 1889, 96@97; do., 1883, 88@89; Penn. R. R., 55@55¼; do., 1st mort., 99@100; do., 2d mort., 96½@97; Little Schuylkill R. R., 28@28½; Morris Canal, 30@40; do., pref., 84@88; do., bonds, 91@93; Wyoming Valley Canal, 36¼@37½; do., 6s, 73@78; Susquehanna Canal, 15@16; do., 6s, 60@60½; Sch. Nav., 12½@14; do., pref., 22¾@23; do., 6s, 1882, 71¾@72¼; Union Canal bonds, 15@17; Delaware Div. Canal, 51@52; do., bonds, 84@89; Elmira and Williamsport, 30½@31½; do., pref., 40@45; do., 7s, 1878, 93@96; do., 5s, 59@62; Lehigh Coal and Navigation, 29@29⅛; do., bonds, 1884, 87¾@88; North Pennsylvania, 31½@33; do., 6s, 89½@90; Philadelphia and Erie, 27¾@28; do., 6s, 94½@95; Minehill, 56½@57; Catawissa, 8@13; do., pref., 26⅝@27¾; Lehigh Valley, 52⅜@52½; do., bonds, 95½@96; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 59@60; West Philadelphia, 64½@65½; Spruce and Pine, 25@26¼; Green and Coates, 28½@29; Chestnut and Walnut, 43½@46; Thirteenth and Fifteenth, 17@18; Girard College, 26@27; Tenth and Eleventh, 64@64½; Union, 37@37½; Hestonville, 11@11½.

Boston.—Ogdensburg and Lake Champlain pref., 102¼; do., Equipment 8s, 102; New York and Boston Air Line 6s, 56; Boston, Hartford and Erie 7s, 68; do., scrip, 37½; Old Colony and Newport 7s, 1877, 101⅝; do., 6s, 1869, 98¾; Vermont Central and Vermont and Canada 8s, 1877, 102; Rutland and Burlington 2d mort., 55; Eastern R. R. 6s, 1874, 91; Vermont Central 1st mort., consolidated, 71; Union Pacific 6s, 1897, gold, 98; Granite Railway, 49½; Cape Cod R.R., 70; Sandusky and Cincinnati pref., 34¾; Rutland R. R., 30; Boston Water Power Co., 21½; Cary Imp., Co., 8; Boston and Roxbury Mill, 39¾; Ophir (N. S.) gold, 1.55; Cook Co., Ills. 7s, 96¾; Maine 6s, 1880, 100½; Connecticut 6s, 1881, 99⅜; Vermont 6s, 100; New Hampshire 6s, 1884, 100¾; Boston 6s, currency, 1877, 103¼; do., 1874, 102; Boston 5s, 1880, gold, 107½; Albany 6s, 1879, 95; St. Louis 6s, 1886, 84⅛; do., 1882, 84¼; do., 1877, gold, 97½; Chicago 7s, W. L., 1888, 99; do., River Imp., 97¼; do., 1892, 99; do., Tunnel bonds 1898, 97½; Augusta 6s, 1870, 96⅝; Portland 6s, 1887, 94; Cambridge Gas, 115; Suffolk National Bank, 117⅝; National Bank of Commerce, 121¼; Merchants' National Bank, 120; Everett National Bank, 106¼; North National Bank, 118¼; Eliot National Bank, 110; Old Boston National Bank, 65; Market National Bank, 108; Freemans' National Bank, 129¾; Allouez Mining Co., 3¼; Bay State, 2¼; Concord, 2¾; Calumet, 30; Eagle River, 50c.; Hancock, 6; Hecla, 40; Madison, 1; Mesnard, 1; Pontiac, 50c.; South Side, 1; Star, 62½c.; St. Clair, 3; Superior, 50c.; Tremont, 62½c.

Baltimore.—Marietta and Cincinnati 1st mort., 90; do., 2d mort., 69¾; N. W. Va. 2d mort., 92; Central Ohio R. R., 38; Parkersburg Branch, 18⅛; Western Maryland bonds, 73½; Virginia 6s, old, reg., 40½; do., 1867, 36½; Santa Clara Mining Co., 1.50; Balt. and Cuba S. & M. Co., 47¼; National Exchange Bank, 96¾; Bank of Baltimore, 111; Mechanics' Bank, 10½; Union Bank, 61; Third National Bank, 102½; Western Bank, 30; Farmers' and Mechanics' Bank, 46; Peoples' Bank, 18¼; Bank of Commerce, 27. The latest quotations are: Balt. and Ohio, 131@133; do., 6s, 1875, 96@96¼; do., 1880, 96@96½; do., 1885, 98½@98¾; Northern Central, 43@44; do., bonds, 1885, 85@86; do., 1900, 83@85; Parkersburg Branch, 18@18; N. W. Va., 1st mort., 94@—; do., 2d mort., 92@—; do., 3d mort., 1873, 90½@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 90@90¼; do., 2d mort., 69½@70; Central Ohio, 37¾@38; do., 1st mort., 88@89; Western Md. 6s, 1890, 73½@74; do., guar., 93@—; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99¼@99⅜; do., 1886, 97@98; do., 1890, 99@99⅛; do., coupon, 100@—; do., Park, 98½@98¾; do., 1893, 94@98½; do. 5s, 1858-'70, 80@80; City Passenger R. R., 18@19; Canton Co., 56½@—; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 68@70; Santa Clara, 1.50@1.70; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.72@0.80; Mineral Hill, 0.20@0.24; Baltimore Coal, 290@—.

Norfolk and Great Western Railroad.

The Norfolk (Va.) *Journal* states that $875,000 have already been subscribed to this road, as follows: Grayson, $150,000; Carroll, $200,000; Patrick, $200,000; Henry, $200,000; Danville, $125,000. Mecklenburg and Brunswick will each subscribe $300,000, which, with the proposed subscription by the city of Norfolk of $500,000, will make $1,975,000.

☞ Work was formally commenced on the Queen Anne's and Kent Railroad at Millington, Kent Co., Md., on the 6th inst. Addresses were made by Lloyd Tilghman, the President of the road, General Vickers, the President of the Kent Railroad, General Roberts and others. Colonel Roberts said that the road was to be constructed for the sum of $300,000 and explained that $240,000 was already raised.

☞ The Lehigh and Susquehanna Railroad has been opened for through travel. At Bethlehem the car for Philadelphia is switched and attached to the train on the North Pennsylvania Railroad. Those bound for New York are conveyed over the Morris and Essex Railroad. This road is new, and in splendid running order.

Railroad Earnings.---Weekly.

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of Feb., 1868, were $64,338 59
Same week in 1867..... 50,623 54

Increase $13,715 05

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Feb., 1868, were $70,932 00
Corresponding week of 1867 ..... 67,304 00

Increase $3,628 00

The earnings of the Michigan Central Railroad for the 1st week in Feb., 1868, were .. $65,325 90
Corresponding week of previous year.. 60,478 50

Increase $4,847 40

The earnings of the Chicago and Northwestern Railroad for 1st week in Feb., 1868.. $175,165 68
Corresponding week previous year .. 138,473 24

Increase $36,692 44

The earnings of the Detroit and Milwaukee Railroad for the week ending February 6, 1868, were $20,518 00
Corresponding week of 1867 ..... 22,487 00

Decrease $1,969 00

The earnings of the Western Union Railroad for the 1st week in Feb., 1868 ..... $9,214 25
Corresponding week previous year..... 7,854 67

Increase $1,359 58

☞ The grading of the Utica, Chenango and Susquehanna Valley Railroad is proceeding as rapidly as possible at this season of the year. Two hundred men are employed. The rails are now laid eight miles below Waterville, and the grading will be completed to Sherburne by the 1st of April. The town of Bridgewater has bonded itself $50,000 for the enterprise, and paid in ten per cent. The Colliersville Branch will be begun in a few days.

☞ The Rutland Railroad is soon to be changed in the vicinity of Vergennes, so that the road will run into and through that city. There is a steamer being built at Shelburne Harbor that may soon be conveying passengers and freight between Vergennes and Plattsburg. This arrangement will give the Rutland Railroad a direct communication with Canada and Northern New York.

☞ The Waterloo *Advertiser* is informed upon reliable authority that the Stanstead, Shefford and Chambly R. R. will be extended from Waterloo to Magog next summer. Hugh Allen, Esq., has taken the matter in hand, and is determined to push the road through.

☞ The New London Northern Railroad Company held their annual meeting at New London on the 5th inst. The old Board of Directors were re-elected. The officers for the ensuing year are: A. N. Ramsdell, President; Robert Coit, jr., Secretary and Treasurer; Geo. W. Bentley, Superintendent.

☞ The Morris and Essex Railroad Company earned for the last six months in 1866, $535,450 09, and in the last six months of 1867, $856,409 84. The increase in 1867 was $320,959 75.

☞ Two hundred and fifty men can find employment in grading the Derby Railroad by applying to the contractor in New Haven. The work is to be begun immediately.

Pittsburg and Connellsville Railroad.

We give below the decision of the Supreme Court of Pennsylvania in the case of The Commonwealth *vs.* The Pittsburg and Connellsville Railroad Company. The cause of action is fully stated in the opinion of the Court, and which was the unanimous opinion of all the Judges. It will be seen that the charter, of which the company had been deprived by the Legislature of the State, together with all its rights and franchises, has been restored. The rulings are all against the State, and the law repealing the charter declared unconsitutional. The opinion which was delivered on the 28th ult., by Justice SHARSWOOD, is as follows:

First. It is claimed, on behalf of the Commonwealth, that the defendants have forfeited their charter under the laws of Pennsylvania, by procuring a charter from the Commonwealth of Maryland. It has been contended that such an act is inconsistent with the allegiance which a corporation owes to the sovereign who created it; that it is *crimen laesæ majestatus*—a species of treason. No authority has been cited for this position. A corporation cannot transfer its allegiance by accepting a charter from another State. It does not thereby throw off its original charter, nor can it take shelter under the wing of its new relation from the consequences of any violation of its duties under its old one. The act can in no way harm the Commonwealth. The Courts will maintain and enforce all her rights against her own corporations, without regard to any immunities they may claim to possess beyond her territories and within the jurisdiction of another State. We are of the opinion that this cause of forfeiture is not sustained.

Second. Another ground on which the Common wealth demands judgment is that the defendants, under cover of their Maryland charter, have instituted proceedings in the Circuit Court of the United States for the Western district against another corporation created by this State and other persons praying that an act of the Legislature may be declared null and void. The premises for the purposes of this case may be safely admitted that a corporation which undertakes to drag its sovereign *ad forensicum examin* before the bar of the tribunals of another sovereign violates its first and paramount duty, and thereby subjects itself to the extremest consequences. But the next step in the argument fails. The Circuit Court of the United States is not the Court of another sovereign. The Federal Constitution is the Constitution of the State, having been ratified and adopted by the sovereign act of the people in convention December 12, 1787. "The Government of the United States," said Chief Justice McKean, "forms a part of the Government of each State." It follows that its Courts are the Courts of each State; they administer justice according to the laws of the State as construed and settled by its own supreme tribunal.

This has been more than once solemnly determined by the Supreme Court of the Union to be the rule of their decision, whenever the construction of the Constitution of the United States, treaties, or acts of Congress do not come in question. In this last class of cases the Supreme Court of the United States is the tribunal of the last resort, in which judgments and decrees of the higher Courts of the respective States upon such questions are to be reviewed. Indeed, upon being sued in an inferior Court of the United States upon a question involving the constitutionality of an act of Assembly, the grantees of the State have an advantage which in a State Court they do not possess. In the Supreme Court of the State, if the decision pronounced is against the constitutionality of the act of Assembly relied on, their judgment is final and conclusive. For by the 25th section of the Judiciary Act of Congress, passed September 24, 1789, it is only "when is drawn in question the validity of a statute of or an authority exercised under any State, on the ground of their being repugnant to the Constitution, treaties, or laws of the United States, and the decision is in favor of such their constitutionality," that a final judgment or decree in any suit in the highest Court of law or equity in a State can be carried for review to the Supreme Court of the United States.

Third. A third cause of forfeiture avowed is that the defendants intend to connect this road with a railroad in Maryland, and are engaged in constructing an extension with the purpose of connecting the same with the railroad of the Baltimore and Ohio Railroad Company. We might pass this point with the remark that no mere intention or purpose in a corporation to violate its duty can constitute a cause of forfeiture. Its officers and managers have, like individuals, *locus penitentece.* They may avail themselves of it. The design clearly evinced to do an unlawful act may justify the interposition of a Court of equity by a process of injunction, but it would be unjust before the act was consummated to visit the corporate body itself with the extreme penalty of civil death and confiscation. We propose, however, to rest our decision in this cause upon reasons which will make it final. Upon the proper construction of the various acts of Assembly authorizing these defendants to extend their road south and east from Connellsville, we are of the opinion that they are licensed by the Legislature to form a connection with the railroad of the Baltimore and Ohio Company.

Fourth. The fourth and last position which has to be encountered is that by the act of Assembly passed August 19, 1864, all the rights, powers, franchises and privileges conferred upon the defendants "for and in respect to all that portion of the lines of railway southwardly and eastwardly from Connellsville were resumed, revoked, repealed, and put an end to."

By the 20th section of the original act of incorporation of April 3, 1837, it is provided that "if the said company shall at any time misuse or abuse any of the privileges herein granted the Legislature may resume all and singular the rights and privileges hereby granted to the said corporation." The questions which naturally arise upon the construction of this provision are two—1. Is the Legislature constituted the sole and exclusive judge of the fact of misuse or abuse upon which their power to revoke is conditioned? And 2. If not, what effect ought to be given to their act? As to the first question upon the ordinary rules applied to the interpretation of language, no difficulty could arise. If this were a contract between man and man it could not be pretended that when one party reserves

the power to rescind in a certain event, he is thereby constituted the judge whether the event has occurred. It is a condition precedent to the exercise of the power, and the party exercising it must prove affirmatively the execution of the fact. The power of the Legislature in grants and contracts is not like the power of the English Parliament. It is limited and restrained by the provisions of the Federal and State Consitutions, so that it cannot impair contracts either made by itself or others. It corresponds more properly to the English crown—as to which it is certainly the established law of that country that the King cannot derogate from his own grant, and when an express power is reserved in a certain event or upon certain conditions, it must be proved affirmatively that the event has occurred, or the condition been fulfilled.

2d. What effect then are we to give to the act of August 19, 1864? The pleadings leave but one question open for consideration, namely, whether upon the true construction of the act of April 11, 1856, called in the argument the condoning act, all misuse or abuse of its corporate privileges by the company before that date was pardoned and released. We have no difficulty in saying that upon these pleadings it is admitted that no misuse or abuse had taken place, which would give any constitutional right to the Legislature under the twentieth section of the original act of incorporation, to resume the rights and privileges granted to the defendants, and that the right of eminent domain in this instance has not been constitutionally exercised. We have given to all the points presented by the Commonwealth the most careful consideration, and on the whole are of opinion that they have not been sustained. Judgment for the defendants.

☞ The Government of Nicaragua has appointed Senor Ozon, the Minister for Foreign Affairs, as a commissioner to negotiate with Colonel J. C. Woods the terms of a new railroad concession in the interest of Francis Morris and associates, of New York. These parties propose the construction of a road—partly under Captain Pim's grant—about eighty miles long in all, by which they claim that they can reach a good harbor at each terminus, and make the transit regularly in four hours.

☞ A company has been formed at Ellsworth, Kansas, to build a railroad thence to Fort Larned. The road will open up a fertile, rich and beautiful valley, along which a road can be constructed at a comparatively trifling expense. The distance from Ellsworth to the valley is about thirty-seven miles, and there are no engineering difficulties in this part of the route. After the valley is reached the route is a direct one on a level route to Fort Larned.

☞ The directors of the New Haven and Derby Railroad have broken ground for their contemplated new road, at the base of the range of hills just west of the old West Haven road, about a half mile south of the Milford Turnpike. The directors were accompanied by members of the press and Mr. Chapman, the contractor. The work of piling over the river at the West Meadows is now nearly completed. The entire line will soon be ready to place in the hands of the subcontractors.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States January 1, and February 1, 1868:

	Jan. 1, 1868.	Feb. 1, 1868.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$204,929,500.00	$207,739,200.00
Six per cent. bonds of 1867 and 1868	14,690,941.80	9,458,391.80
Six per cent. bonds of 1881	283,676,600.00	283,676,600.00
Six per cent. Five-twenty bonds	1,373,804,750.00	1,398,488,850.00
Navy pension fund	13,000,000.00	13,000,000.00
Total	$1,890,102,091.80	$1,912,363,041.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$20,713,000.00	$22,470,000.00
Three-year compound interest notes	46,244,780.00	46,244,780.00
Three-year seven-thirty notes	238,268,450.00	214,953,850.00
Three per cent. certificates	23,265,000.00	25,040,000.00
Total	$328,491,230.00	$308,708,630.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867	$2,022,950.00	$1,742,650.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867	9,952,810.00	6,900,390.00
Bonds of Texas indemnity	257,000.00	256,000.00
Treasury notes, acts July 17, 1861, and prior thereto	162,811.64	162,311.64
Bonds, April 15, 1842	54,061.64	6,000.00
Treasury notes, March 3, 1863	716,192.00	716,192.00
Temporary loan	2,674,815.55	2,474,625.56
Certificates of indebtedness	31,000.00	30,000.00
Total	$15,871,640.83	$12,288,169.19
DEBT BEARING NO INTEREST.		
United States notes	$356,159,127.00	$356,159,127.00
Fractional currency	31,597,583.85	32,246,438.51
Gold certificates of deposit	20,104,580.00	29,619,280.00
Total	$407,861,290.85	$418,024,845.51
Total debt	$2,642,326,253.48	$2,651,394,686.50
AMOUNT IN THE TREASURY.		
Coin	$108,430,253.67	$98,491,162.70
Currency	25,770,349.71	25,578,150.61
Total	$134,200,603.38	$124,069,313.31
Amount of debt less cash in the Treasury	$2,508,125,650.10	$2,527,315,373.19

By comparing this with the statement of January 1, it is shown that the debt bearing coin interest has increased $22,260,950; the debt bearing currency interest has decreased $19,782,600; the matured debt not presented for payment has decreased $3,583,471 64; and the debt bearing no interest has increased $10,163,554 66—making the increase in the total debt since January 1, 1868, $9,058,433 02. The amount of coin in the Treasury during the same period has decreased $9,939,090 97, and the amount of currency has decreased $192,199 10—leaving the amount of debt less cash in the Treasury February 1, $19,189,723 09 more than on January 1.

☞ The contract for building the road bed of the Woodstock Railroad (from White River Junction to Woodstock, fourteen miles,) was given to Ralph Jones & Co., of Canada, on the 23d of January. They commence work upon it immediately, and will push it with energy and despatch to completion. It is expected that the road from Woodstock to Rutland will be commenced in the Spring.

Oil Creek and Allegheny River Railroad.

A consolidation has been effected of the Warren and Franklin, the Farmers', and Oil Creek Railroad companies, whereby the three corporations are merged into one, named "The Oil Creek and Allegheny River Railway Company," with a share capital of $4,259,000. The length of the road consolidated is:

	Miles.
Warren and Franklin Railroad—Irvineton to Oil City	51
Oil Creek Railroad—Corry to Petroleum Centre	38
Farmers' Railroad—Oil City to Petroleum Centre	8
Farmers' Railroad—Cherry Run Branch—Rousville to Plummer	3.11
Total	100

The consolidated company have purchased the Reno Railroad, and intend, it is said to take up its track, and use the rails to lay down the wide gauge from Petroleum Centre to Oil City, and the narrow gauge from Oil City to Franklin, thus making both gauges continuous and unbroken between Corry and Franklin. The merger stipulates that one common charge shall be imposed on oil irrespective of distance carried over the consolidated line; minimum specified fifty cents per barrel. Hence, according to present information, the charge will be the same on a barrel of oil, whether it be carried from Petroleum Centre to Oil City, eight miles, destined down the Allegheny Valley, or from Petroleum Centre or Corry, thirty-eight miles, destined for the Erie or Lake Shore roads, or from Petroleum Centre, by way of Oil City, to Irvington, fifty nine miles, destined for the Philadelphia and Erie Railroad.

Milwaukee and St. Paul Railway.

The lines of this company will in future be known and designated as follows:

From Milwaukee to Prairie du Chien and from Milton to Monroe, as the Prairie du Chien Division.

From Milwaukee to La Crosse via Watertown, and from Watertown to Sun Prairie, as the La Crosse Division.

From North Milwaukee to Portage, and from Horicon to Berlin and Omro, as the Northern Division.

From McGregor to Minneapolis, as the Iowa and Minnesota Division.

We annex a table showing the length of each of the four divisions above:

	Miles.
La Crosse Division	222
Prairie du Chien Division	235
Northern Division	148
Iowa and Minnesota Division	220
Total present length	825

Little Miami Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: E. W. Woodward, Larz Anderson, John Kilgour, W. H. Clement, L. B. Harrison, Charles P. Cassilly, Edmund Dexter, Joseph C. Butler, Henry Hanna, John Bacon, of Springfield, Abraham Hivelong, of Xenia, and Joseph R. Swan, of Columbus. President, E. W. Woodward; Secretary, Charles P. Cassilly; Treasurer, S. E. Wright; Auditor, D. G. A. Davenport; General Superintendent, John Durand; Gen'l Ticket Agent, William L. O'Brian General Freight Agent, E. F. Fuller.

Railroads in Southern California.

The San Francisco *Bulletin* says that some practical movements for the construction of railroads are already under way in Southern California. The arrangement between Santa Clara county and the San Francisco and San Jose Railroad Company, whereby the latter is released of $100,000 of its obligation to the former on condition of extending its road to Gilroy, thirty miles southward, seems to ensure the speedy extension of railway communication to a point eighty miles from this port, touching the heart of one of the most fertile grain districts in the State. It is asserted that earnest efforts will be made to complete the road to Gilroy in season to transport the next crop. San Jose would then be the terminus of three railroads—the San Francisco, Western Pacific and Gilroy.

But the railroad southward will not stop at Gilroy. The section of thirty miles from San Jose to that point may be considered as the initial section of the Southern Pacific, which is certain sooner or later to traverse the whole southern end of the State. Watsonville—the centre of Pajaro Valley must next be reached. Already application has been made for a franchise to build a separate road from Watsonville to Monterey, around the bay of Monterey, a distance of about sixty miles. If the Watsonville and Monterey Railroad is built, it must ultimately connect across the mountains with the Gilroy and San Jose road, and a branch may ultimately be run to Santa Cruz. Still further south, a railroad is projected in Los Angelos County. The great desideratum is to reach the best market for surplus products in less time and at less expense. If any or all of these enterprises are seriously prosecuted, the immediate effect will be to stimulate immigration in that direction. The fact that no extensive floods are known in the counties especially referred to is greatly in their favor, and with the division of the large estates and the building of railroads, must hereafter bring them into more prominent notice.

Whitehall and Plattsburg Railroad.

The project for a railroad from Whitehall to Plattsburg, running along the west shore of Lake Champlain, through the Counties of Washington, Essex and Clinton, is one of the most important enterprises now in progress in this State. It will lead into the inexhaustible iron mines of that region, and afford an outlet for vast quantities of lumber and wood. The people along the line of the route are struggling to hurry it forward, and are raising the necessary means as rapidly as possible. The road will more than double the value of property through these counties. It will afford an outlet for travel and business at all times of the year and prove to be the most direct route from Albany to Montreal.

Ten miles of the road from the village of Plattsburg south, is already graded, and ten miles more is under contract, and a large amount of work is being done this winter on the heavy coultings. We understand that seventeen miles is Essex county will be placed under contract the coming spring. The construction of this road will be of great advantage to Albany, and our citizens should have a deep interest in its progress and completion.—*Albany Argus.*

☞ Colonel Paxton, Agent of the Covington and Ohio Railroad, promises that the road will be completed to the White Sulphur Springs in time for the next visiting season, and will then be pushed west rapidly.

Illinois Central Railroad.

The statement of this Company for the month ending January 31, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	13,163.55 for	$135,896 01
Acres Int. Fund Lands sold	426.78 for	6,121 93
Acres Free Lands sold	4,401.79 for	56,337 83
Total sales during month of January, 1868	17,992.12 for	$198,335 77
To which add Town Lot Sales		415 00
Total of all	17,992.12 for	$198,770 77
Cash collected in January		$252,685 05

TRAFFIC DEPARTMENT.

Receipts from Freight		$323,019 00
do. Passengers		116,478 04
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		70,000 00
Total Receipts in January, 1868		$519,855 37
Total Receipts in January, 1867		$660,488 29
Estimated earnings in the month of January on the D. & S. C. R.R., not included above		$52,509 01

Canadian Railway Traffic Returns.

FOR THE YEAR ENDING 31ST DECEMBER, 1867.

Names of the Railways.	Passengers.	Mails and Sundries.	Freight.	Total. 1867.	Total. 1866.	Miles in operation 1867.	Miles in operation 1866.
Great Western Railway	$1,521,088	$192,899	$2,010,302	$3,725,169	$3,264,402	349¾	345
Grand Trunk Railway	2,341,079	261,150	3,908,837	6,506,966	6,689,260	1,377	1,377
London and Port Stanley Railway	17,252	1,865	26,652	42,759	39,108	25	25
Welland Railway	11,919	12,177	44,519	68,615	106,946	25	25
Northern Railway	136,450	26,040	400,402	562,892	512,872	94	94
Port Hope, Lindsay and Beaverton Railway and Peterborough Br.	38,025	2,820	194,631	233,476	174,816	56	56
Cobourg, Peterborough & Matamora Railway	265	.....	20,808	21,073	.....	22	.....
Brockville and Ottawa Railway	42,028	7,033	86,711	135,772	111,086	86	86
St. Lawrence and Ottawa Railway	58,582	7,271	39,562	105,415	104,429	54	54
Carillon and Grenville Railway†	8,696	357	479	9,532	9,969	12	12
Stanstead, Shefford & Chambly R.*	.....	.....	.....	.....	.....	.....	.....
St. Lawrence and Industry Railway†	2,616	.....	5,234	7,850	6,008	12	12
New Brunswick and Canada Railway	12,894	498	66,389	79,781	65,320	107	88
European and North American R.†	.....	.....	.....	.....	.....	.....	.....
Nova Scotia Railway	107,678	6,029	120,527	234,229	196,784	145	92¾
Total	$4,298,347	$518,129	$6,917,053	$11,733,529	$11,229,950	2,864¾	2,286¾

§ 1st July to 19th Nov. * No Returns. † Not complete.

From Lake Superior to the Pacific.

There is a bill pending in Congress that provides for extending the Sioux City branch of the Pacific railroad to the Northeast *via* Mankato and St. Paul to Lake Superior. It was introduced by Mr. Donnelly, and provides that the government subsidies and land grants that have been conferred on the Pacific road shall be granted also to the Minnesota Valley and to the Superior lines. The subsidy alone would go far toward completing the track from Sioux City to Mankato, and from here to the Lake.

These roads, when finished, will open up a rich and magnificent country, will add more than they cost the government to the value of the public lands, and the aid conferred will be the best investment that the United States can make in railroad enterprises. Nebraska, Iowa, Minnesota, Wisconsin and Michigan, with nearly 4,000,000 people, are directly interested in this line of railroad, and its benefits will extend to all the sections of the country that border upon the great lakes and the lines of navigation and land carriage with which they are connected.—*St. Paul Pioneer.*

Railroad Consolidation.

We have just learned from a reliable source that a consolidation of the railroads between Baltimore and Chicago, *via* Cincinnati, has been definitely settled within a few days. The understanding is that the Baltimore and Ohio Railroad will control and direct the line through, and that the Parkersburg Branch will be made the main stem of this short continuous route between the East and the West. With a view to accomplish this at as early a day as possible, arrangements have been concluded upon to put a force of 500 workmen on the Parkersburg bridge over the Ohio river on the first day of March proximo.—*Parkersburg Times.*

☞ The Lee and New Haven Railroad project, which proposed to connect Lee with Collinsville or Winsted, is still under consideration. Sandisfield people have subscribed $40,000, Tolland has voted as a town to take $10,000 of the stock, and Otis $25,000. The road can be built for $600,000.

☞ We learn that the engineers in charge of the extension of the Cumberland Valley railroad from Hagerstown to Williamsport, Maryland, have completed their survey and submitted their estimates. The construction of the road will probably be commenced next spring.

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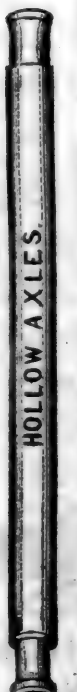
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The New York Central Railroad Company,
Treasurer's Office.
Albany, Jan. 21, 1868.

TWENTY-NINTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of Three Per Cent. on the capital stock thereof, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City National Bank.

The transfer books will be closed at the close of business on Friday, the 31st day of January inst., and be re-opened on the morning of Monday, the 24th day of February next.

E. D. WORCESTER, Treasurer.

TO BRIDGE CONTRACTORS,

LOUISVILLE, CINCINNATI, AND LEXINGTON RAILROAD,

Chief Engineer's Office,
Louisville, Ky., January 13, 1868.

SEALED PROPOSALS will be received at this office until February 15, 1868, for about twenty-six hundred lineal feet of Bridge superstructure (in iron and timber) for the Kentucky river and other streams crossing the Louisville and Cincinnati Railroad. Thirteen hundred feet will be in spans of 200, 150, 125, and 100 feet, and the residue in 75 feet spans and under; all upon plans and specifications exhibited on and after the 20th inst.; but proposals upon other plans will be considered. Each bid will cover materials, labor of all kinds, transportation, and erection. For a portion of the Bridge work completion will be required July 1st, 1868, and for all by September 1st ensuing. Payments cash, with the usual reservation on partial payments to secure fulfillment of contract. Right reserved to reject any or all bids.

Proposals will also be received for the temporary trestling on the line.

4t4 I. M. ST. JOHN, Chief Engineer.

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4.	" 14	"	1½ to 1	16.	"	24 "	1½ to 1
5.	" 15	"	1½ to 1	17.	"	25 "	1½ to 1
6.	" 13	"	1 to 1	18.	"	26 "	1½ to 1
7.	" 14	"	1 to 1	19.	"	28 "	1½ to 1
8.	" 15	"	1 to 1	20.	"	30 "	1½ to 1
9.	" 16	"	1 to 1	21.	"	30 "	1½ to 1
10.	" 18	"	1 to 1	22.	"	30 "	1½ to 1
11.	" 18	"	¾ to 1	23.	"	32 "	1½ to 1
12.	" 18	"	½ to 1	24.	"	32 "	1½ to 1

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SECOND QUARTO SERIES, VOL. XXIV., No. 8.] SATURDAY, FEBRUARY 22, 1868. [WHOLE No. 1,662, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, February 22, 1868.

Bridge over the Great Miami.

The building of the iron bridge over the Great Miami, on the Ohio and Mississippi Railroad, is considered a rapid feat in railroad construction. This structure required the driving of three thousand piles, the laying of 6,200 cubic yards of masonry, the dredging of four difficult foundations in a quicksand, and the construction and erection of 630 feet of iron bridge, in three spans, and weighing 1,100,000 pounds. The first train crossed on the 15th of December last—just 120 days from the time the first pile was driven, and *nine days and four hours* from the time the *last stone* was put in place. The work was carried on night and day, and telegraphic communication kept up throughout the whole of the basin drained by the Miami, so that all storms were prepared for, hours before they or their effects reached the bridge site. The stone for the mason work, which is all first class ashlar, was quarried fifty-two miles from the bridge. The truss is the iron Fink truss, and consists of three spans 210 feet each. The masonry and foundations were carried on under the personal direction of Messrs. T. D. Lovett and J. W. Conlogue, the Chief Engineer and Superintendent of the railway, and the construction and erection of the truss under Mr. Frederick H. Smith, Superintendent for Messrs. Smith & Latrobe, of Baltimore, contractors for the superstructure.

Boston and Albany Railroad.

At the annual meeting of the stockholders of this company held in Boston on the 12th inst., the following gentlemen were chosen directors for the ensuing year: Chester W. Chapin, of Springfield; Daniel Denny, of Boston; Josiah Stickney, of Watertown; Ignatius Sargent, of Brookline; Ginery Twichell, of Brookline; D. Waldo Lincoln, of Worcester; William Claflin, of Newton; James D. Colt, of Pittsfield. It was voted that the annual meeting of the company should be held on the second Wednesday of February in each year, in Boston. A new by-law was adopted to the effect that the by-laws shall not be altered or amended, unless notice of the alteration or amendment be inserted in the call for the meeting. The President stated that the business of the company in the two months that have elapsed since its organization, had been satisfactory and encouraging.

Rondout and Oswego Railroad.

This road will be 100 miles in length, extending from Rondout on the Hudson River to Collidersville, where the Albany and Susquehanna Railroad is crossed; adjoining this and extending to the vicinity of Cooperstown, a distance of 16 miles, the road is to be built by the Susquehanna Valley Railroad Company, and is now under contract; and from Cooperstown to Utica, 24 miles, the Utica, Chenango and Susquehanna Company cover the ground; of this latter road some 20 miles were opened last fall. The entire length of new road between Rondout and Utica will therefore be 140 miles. From Utica to Rome, the New York Central Railroad is to be used, a distance of 15 miles; from Rome to Richland the Rome and Watertown Railroad is to be used, a distance of 42 miles; from Richland to Oswego the Oswego and Rome Railroad is to be used, a distance of 29 miles; The total distance from Rondout to Oswego being 226 miles.

Of the Rondout and Oswego Railroad there is now located 73 miles, extending from Rondout on the Hudson river to Stamford, a town at the head of the west branch of the Delaware river. The road ascends from the valley of the Hudson to the table lands, then crosses the country until it reaches the valley of the Esopus creek, which it follows to its head; then crossing over a spur of the Catskill Mountains it reaches the East Branch of the Delaware river, near Margaretsville, which it follows to its head near Moresville; thence follows the valley of the Bearkill, a tributary of Schoharie creek, until it reaches Stamford.

On the eastern division, comprising the first 26 miles, the curves are mostly light—the smallest radius being 819 feet. On the mountain division, 22 miles in length, the smallest radius is 600 feet. On the Delaware division there is one curve of 675 feet radius—the radii of the others being over 1,000 feet.

The grade from the Hudson River to the table lands is 100 feet per mile. Crossing the Catskill Mountains it is 90 feet per mile for 10 miles ascending, and 80 feet per mile descending for 6½ miles. Ascending the Bearkill to Stamford the grade is 58 feet per mile for 5 miles. With these exceptions the grades are all under 40 feet per mile going west, and 26 feet per mile going east.

On the Mountain division there are several heavy pieces of work; a tunnel of 1,600 feet through Rose Hill; an embankment at the Smith Bushkill of 65 feet greatest height, and 125,000 cubic yards content; a rock cut at Mill brook of 50,000 cubic yards; an embankment at Birch creek 100 feet greatest height and 700 feet in length, containing 230,000 cubic yards.

On Delaware division the work is light, the estimated cost of grading and masonry on first sixteen miles being less than $6,000 per mile.

The estimated average cost per mile of the Eastern Division is $40,000; Mountain Division, $50,000; Delaware Division, $25,000.

The contract of the Eastern Division was awarded to Collins Bros. & McFadden of Philadelphia, who are now working a force of 200 men, which force is to be greatly increased when spring opens. The company now propose to place the whole of the 73 miles under contract during the next summer.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1866 and 1867, were as follows:

	1866.	1867.
From passengers	$1,685,815 98	$1,503,297 62
" frgt. & express	720,554 90	818,511 77
" rents	7,728 10	9,482 87
" mail	39,712 52	39,667 29
" miscellaneous	17,647 14	61,571 57
	$2,470,958 64	$2,432,531 12
Add earnings of New Castle and Frenchtown line	55,875 15	74,269 73
Total of both roads	$2,526,833 79	$2,506,800 85
Expenses, viz:		
Repairs of road	$115,133 06	$314,889 43
" bridges	45,893 70	28,982 26
" engines	127,502 79	109,827 96
" cars	78,933 99	219,163 98
" buildings	60,481 68	105,046 42
Passenger department	252,822 72	243,808 80
Freight department	139,981 87	159,839 06
Susquehanna Ferry	49,980 68	12,613 89
Fuel for locomotives	121,485 68	90,703 92
Oil, waste, etc.	38,265 51	32,690 83
Taxes and insurance	110,645 43	70,934 77
Salaries	54,414 94	49,823 84
Tools	35,913 32	14,314 84
Switch, watchmen, etc.	47,854 53	48,517 52
Telegraph	16,751 88	4,803 92
Rents and repairs	9,920 53	9,794 84
Law	13,866 43	8,898 93
Loss and damage	10,002 31	10,283 90
Office expenses, etc.	11,619 59	6,861 72
Operating New Castle and Frenchtown line, including taxes and bonus to State of Delaware and New Castle County	45,975 87	60,975 65
Less in operating Delaware Railroad	34,608 95	.....
New work	77,450 55	.....
	$1,493,851 01	$1,602,776 48
Earnings less exp	$1,032,982 78	$904,024 87
Interest on bonded debt, ground rents, etc., less interest received	51,187 51	126,513 67
	$981,795 27	$777,510 70
Add gain from Delaware Railroad	12,907 35	
Balance		$790,418 05
Add balance to credit of revenue November 1, 1866		1,234,694 10
Total		$2,025,112 15
From which deduct—		
Dividend, Jan. 1, 1867, 5 per cent. and U. S. tax	$474,936 84	
Dividend July 1, 1867, 4 per cent. and U. S. tax	381,402 10	
		856,338 94
Leaving		$1,168,773 21
Add for difference in value of heavy rails laid on Delaware R. R. in 1864 and 1865, in place of light rails re-rolled		9,795 00
		$1,178,568 21
Deduct for probable depreciation of assets caused by doubtful value of sundry accounts which have been standing over four years		90,000 00
Balance to credit of revenue November 1, 1867		$1,088,568 21

The company have 59 locomotives, (15 of which are in use on the New Castle and Wilmington, New Castle and Frenchtown, Delaware, and Eastern Shore Railroads;) miles run by locomotives, 892,376. The President in his report says:

The passenger business was smaller by more than ten per cent. than that of last year; but so soon as business at the South revives, a considerable increase of passenger receipts may reasonably be expected.

The freight and express receipts were larger by more than thirteen per cent. than the receipts from the same sources in 1866, and the increase was principally in local freight traffic.

The gross earnings from all sources, as compared with those of the preceding year, are the smaller by about twenty thousand dollars.

The operating expenses were larger than they were in the year preceding, by more than fourteen per cent. Nearly the whole of this excess is found in the item "Repairs of Road." These repairs have been made in the most thorough manner. A large quantity of ballast has been distributed, and new rails of steel or of iron have been extensively substituted for worn iron rails. The track has been left in such a condition as to render a smaller outlay necessary in 1868; although the policy adopted, of laying some steel rails every year, will for some years swell the cost of the repairs of track. Our experience after more than three years use of steel rails proves that true economy demands their substitution for iron, as rapidly as the receipts of the road will allow.

The Susquehanna Bridge proves to be as great a benefit as was anticipated, and has been in use without interruption during the year 1867. The successful resistance of its piers to ice and flood, in so exposed a situation, reflects great credit upon the engineering skill of Geo. A. Parker, Esq., who designed and constructed this great work. In a letter written about the 1st of December, 1867, by the consulting engineer, Benj. H. Latrobe, Esq., immediately after a thorough personal investigation, that distinguished engineer remarks: "The safe passage of the most exposed piers, through three winters, encourages the conviction that the bridge will safely withstand the danger from ice, heretofore regarded as the most serious which a bridge at the mouth of the Susquehanna would encounter"—"and that no injury to the bridge need be feared unless from windstorms of unprecedented violence."

The Delaware Railroad business resulted in a small direct profit: and, inasmuch as several branch roads which must prove valuable feeders to that road, are in various stages of completion: it is believed that henceforth the Philadelphia, Wilmington and Baltimore Railroad Company will annually derive a direct profit from the lease of the Delaware road.

The Chester Creek Railroad is under contract to be finished in 1868; and its grading is being vigorously pushed. That road will connect the Eastern terminus of the Philadelphia and Baltimore Central Railroad, with the Philadelphia, Wilmington and Baltimore Railroad, at Chester.

The Philadelphia and Baltimore Central Railroad is under contract and nearly completed so far as the Susquehanna River, where, by the means of the Columbia and Port Deposit Railroad, now in process of construction, a connection will be opened with the Philadelphia, Wilmington and Baltimore Railroad Company's Port Deposit Branch Railroad, and an outlet for all traffic leaving the Philadelphia and Baltimore Central Railroad both for the East and the West, will be found by way of the Philadelphia, Wilmington and Baltimore Railroad.

During the year, bonds to the amount of $415,000, payable in 1887, have been sold; and the proceeds applied towards payment of cost of constructing the Susquehanna Bridge and Port Deposit Branch. This series of bonds was limited by vote of the Board to $500,000, and it is believed that no further loan will be required, until the few miles still unfinished in the second track be completed, or some other work of "construction" be undertaken.

Condensed Balance Sheet.

Railroad		$8,090,535 85
Second track		359,195 19
Susquehanna Bridge		1,466,091 72
Port Deposit Branch Railroad		211,471 10
Tramway, Washington Avenue		15,378 84
Terminus on the Delaware		76,400 06
		$10,220,072 26
Stock owned by the company		744,425 00
Real estate		168,684 37
		$11,132,181 63
Assets:		
Stocks, etc., at cost	$554,234 21	
Agents balances	54,680 16	
Sundry accounts	195,631 65	
Other roads and lines	102,098 53	
Transp. of troops, etc.	51,759 24	
Bills receivable	4,293 08	
Post office department	15,800 14	
Materials on hand, including wood lands	171,248 13	
Cash	34,824 44	
		1,184,569 58
Advances to roads leased by the company		150,347 95
		$12,467,099 16
Capital stock		$9,058,300 00
Mortgage loan (convertible) July 1, 1884		410,000 00
Bonds, April 1, 1871	$600,000	
Bonds, April 1, 1876	400,000	
Bonds, April 1, 1887	415,000	
		1,415,000 00
Mortgage on real estate		9,000 00
Ground rents		20,000 00
		$10,913,300 00
Current liabilities:		
Dividends unclaimed	$2,133 50	
Interest unclaimed	24,094 50	
Real estate, waiting order of Court	17,500 00	
Sundry accounts	356,858 66	
Other roads and lines	8,064 33	
Interest—balance accrued to Oct. 31, 1867	19,671 58	
Delaware R.R. lease, interest from July 1, to Oct. 31, 1867	31,013 09	
Treasurer, the N. C. & F. Turnpike & R.R. Co.	5,895 29	
		465,230 95
Balance to credit of revenue November 1, 1867		1,083,568 21
		$12,467,099 16

President.—Isaac Hinckley.

Directors.—Samuel M. Felton, Samuel Welsh, William Sellers, John A. Duncan, Jesse Lane, Joseph Bringhurst, Frederick A. Curtis, J. I. Cohen, Jr., Thomas Kelso, Columbus O'Donnell, Thomas Donaldson, Jacob Tome and Nathaniel Thayer.

Secretary and Treasurer.—Alfred Horner.

Superintendent.—H. F. Kenney.

European and North American Railway.

The Augusta, Me., correspondent of the Boston *Journal*, writing under date of February 14, 1868, says: "All the controversies affecting this company have been amicably adjusted, at a hearing before the Legislative Railroad Committee, and a bill has been reported that extends the time for completing the line to Lincoln; consolidates in view of the loan of $1,000,000 by the city of Bangor, in lieu of previous grants, and grants the fee of the public lands lying on the Penobscot and St. Johns waters, amounting to three-fourths of a million of acres. The loan act is more liberal in its terms than the previous ones as to time of

payment. Since the adjustment, the Bangor subscription of $300,000, the payment of which some refused, on account of the controversy in the board, will be paid without a doubt. Col. George H. Pierce, the contractor, retires from the contract, and the stockholders outside of Bangor sell their stock, so that the outside contractors, and others in Bangor, come into full possession of the line on the 3d of March next. The payment of the Massachusetts debt due on the lands will probably be waived by the State, in which event the company will issue $2,500,000 worth of land bonds, which will sell in the large markets of the country, or in England, and secure the completion of the line. The work is in progress at both ends, although the largest piece is in New Brunswick."

Eastern (Mass.) Railroad.

The receipts of this company for the fiscal years ending November 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$1,009,563 04	$957,833 54
" freight	346,936 37	348,844 53
" parcel post and car	28,743 64	32,496 39
" extra baggage.	959 24	1,247 47
" U. S. mail	9,824 00	10,934 73
" miscellaneous.	6,628 86	42,950 62
" property acc'ts.	19,512 20	22,739 40
" P., S. & P. R. R. surplus	.....	30,000 00
	$1,422,167 35	$1,447,046 68
Expenditures, viz:		
Maintenance of way	$197,843 12	$201,402 30
Locomotive power	165,729 99	146,889 21
Fuel	133,804 50	118,282 71
Train expenses	260,293 85	242,871 44
Station expenses	121,002 12	119,959 89
Mail expenses	1,614 29	1,121 39
Office establishment	36,329 52	41,356 98
Insurance and taxes	24,621 41	26,317 29
U. S. tax	31,805 67	24,215 05
	$973,044 47	$922,416 26
Balance	$449,122 88	$524,630 42
Rent of B. & M. R. R.	$3,215 04	$3,215 04
Int. paid and accrued.	118,527 80	124,563 70
Total rent and interest.	$121,742 84	$127,778 74
Net income	$327,380 04	$306,851 68
Balance December 1, 1866		201,586 11
Premium on shares sold and taxes refunded		32,392 76
Property accounts		94,599 21
Total receipts		$725,430 76
Payments during the year—		
East Boston wharf		$830 50
Legal expenses		16,214 38
U. S. tax on repairs, and stamps		3,827 69
Exchange and premium on gold, etc.		11,559 45
Gravel pit at Rowley		200 00
Damages to freight		3,579 28
Loss in operating South Reading road		8,852 49
Tax to State of Massachusetts		53,022 42
Dividends January and July, 1867		325,784 00
U. S. tax on dividends		17,146 32
Rail iron		34,985 37
Balance to new account		249,428 71
Total, as above		$725,430 76

Compared with 1866, the gross earnings of 1867 show an increase of $24,879 33; with a decrease in expenses of $50,628 21—making the increase in net earnings, $75,507 54. The net income, after payments of rent and interest, is $69,471 64 greater.

The taxes paid by this company in 1866 and 1867, compare as follows:

	1866.	1867.
United States taxes	$59,934 38	$41,361 57
State of Massachusetts.	40,782 39	53,022 42
" New Hampshire	9,174 25	9,703 03
Town and city taxes	9,347 16	11,012 26
Totals	$119,238 18	$115,099 28

If to this sum be added the amount paid on materials and on cars and engines manufactured, it will considerably exceed three per cent. on the entire capital of the company. "It may be questioned," says the report, "whether any business can be prosecuted with success permanently under such a weight of taxation. Not that railroads are likely to be taxed out of existence; although the building of new ones may be checked, and the business of some localities remain undeveloped; but the burden must ultimately fall upon the internal traffic and travel of the country, in the form of increased rates of fares and freights."

The principal extraordinary expenditures in 1866, part of which are properly chargeable to capital account, are as follows:

New engines and cars	$202,078 12
Machine shop and machinery	49,238 43
Land and improvements	53,841 38
New railroad and bridges at Newburyport	145,671 05
Rebuilding Boston bridge	17,035 51
Rail iron	12,326 53
Loan to South Reading R. R	10,656 94
	$490,847 96

There were laid down in that year 1,200 tons of new iron and 600 tons of welded rails, and about 30,000 sleepers. Upwards of a mile of new side track was built, besides large ordinary repairs on the road bed. There were purchased 6 new engines, 4 were entirely rebuilt, 17 had large and complete repairs, and the remainder had all needful repairs from time to time. Two passenger cars were purchased and two built in the company's shops; 21 freight cars were purchased and 14 built by the company; 20 were rebuilt, and many others repaired and painted.

During the fiscal year 1866–'67, two new engines were purchased, and one built, and extensive and complete repairs put upon 26 others, while the remainder were more or less repaired as necessary. The company have now 41 engines in efficient working order, 14 of which have been added within the last four years. One other is in process of construction in the company's shops. During the same time, 2 passenger and 20 freight cars, and 1 express car have been purchased; 2 passenger, 2 baggage, 30 freight, 4 hand and 12 rail cars have been built; and 6 passenger, 37 freight and 3 hand cars rebuilt; and all the others more or less repaired.

The company have now 41 locomotives; 70 passenger, 1 passenger express, 20 baggage, 168 long box and 93 short-box freight cars; 130 platform, 191 coal, 24 cattle, 14 hay and 55 gravel cars, and 7 snow ploughs.

	1866.	1867.
Number of miles run	805,800	863,222
Passengers carried	2,644,679	2,488,848
Tons carried	273,695	250,450
Locomotives	38	41
Passenger cars	65	70
Freight, etc., cars	612	699
Miles of road	118	102

During the past year there have been laid down 2,845 tons of new rails and 537 tons of repaired rails, equal to laying 33.8 miles of new track; and 54,270 sleepers. Nearly 2 miles of turnouts have been built, and 18 miles of track raised and ballasted. The principal extraordinary expenditures in 1866–'67, were as follows:

New engines and cars, and rebuilding.	$149,471 91
New wharf at East Boston	20,294 75
Machine shop "	21,180 88
Newburyport bridge	123,898 67
New iron	101,408 18
Second track Salem and Beverly	43,900 85
Lands and improvements	92,025 48
	$552,180 72

Balance Sheet, November 30,

	1866.	1867.
Cost of road	$4,452,998 76	$4,616,276 13
" equipment	506,090 23	622,333 84
Bonds and stock	419,812 91	424,085 51
Land	148,995 32	171,952 54
Notes receivable	5,918 00	4,178 00
Portsmouth Br. stock.	32,000 00	32,000 00
South Reading branch	10,656 94	10,656 94
Rail iron	.....	73,439 46
New work unfinished.	227,217 92	409,819 95
Coal and iron on hand	164,080 28	108,249 99
Balances due	50,813 64	189,689 52
Cash	25,400 13	54,067 16
	$6,043,984 13	$6,716,999 04
Share capital	$3,578,800 00	$3,883,300 00
Mass. State Loan	350,000 00	275,000 00
Bonds due 1872	394,000 00	391,000 00
" 1874	750,000 00	750,000 00
" 1876	194,400 00	194,400 00
" 1885	160,000 00	160,000 00
Temporary loan	291,200 00	663,200 00
Dividends and interest	18,560 00	53,481 30
Balances	105,938 02	97,189 03
Profit and loss	201,586 11	249,428 71
	$6,043,984 14	$6,716,999 04

President.—George M. Browne.

Directors.—George M. Browne, Samuel Hooper, Nathaniel Thayer, Franklin Haven and Benjamin E. Bates, of Boston; Wm. L. Dwight, of Portsmouth; Henry L. Williams, of Salem.

Treasurer.—John B. Parker.

Superintendent—Jeremiah Prescott.

New York and Albany Railroad.

We learn that the negotiations for the purchase of the Northern New Jersey Railroad by the Hudson River West Shore Railroad Company, have been successful, and the latter will enter upon possession shortly. This will have a powerful influence toward bringing to a successful issue the completion of the West Shore line.

The bill to facilitate the construction of the New York and Albany Railroad has been reported favorably in the Assembly at Albany, and indications are favorable to its successful passage. The President, Mr. Joseph H. Ramsey, is indefatigable in his efforts to bring about this result. The report of C. W. Wentz, Chief Engineer, indicates two routes for the projected road, one by way of the Wallkill Valley, and the other known as the Kingston route, nearer the Hudson River. The probability is that the one will be adopted which will enable the company to realize the largest amount in the way of subscriptions. The bill before the Assembly authorizes town subscriptions, like those in similar cases.

☞ The Lake Superior *Miner* says the construction of the Mississippi and Lake Superior Railroad, extending from St. Paul, Minn., to Lake Superior, is a fixed fact.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 12th inst.

A proposition was presented from the city of Cumberland for the transfer of certain lands to the company, providing a rolling mill for the manufacture and re rolling of rails should be erected in that city. The President stated that in view of the difficulty of securing iron of satisfactory and uniform quality, a number of railway companies in England and this country had decided upon manufacturing the rails required for their own use. After full and protracted investigations of the subject, the officers of the company were unanimous in expressing their judgment that the company should erect a rolling mill. Numerous sites had been proposed, and liberal offers made to supply the requisite land.

As Cumberland was a central location, near the region from which coal could be procured for the supply of the mill, and as the Connellsville road might be expected at an early day to be connected at this point, that city seemed to present a suitable location. The President felt sure it would gratify the Board to meet the unanimous wishes of the people of Cumberland in adopting that location, if it were determined to erect the mill, and thus aid in advancing the population and prosperity of the second city of the State of Maryland. The Committee of Finance had unanimously determined to recommend the erection of the mill, and the acceptance of the proposition of the city of Cumberland, in accordance with the recommendations in the report of the Master of Road. The President cordially joined in this recommendation.

It was stated that about twenty thousand tons of iron was now required annually by the road and its branches. Also, that it was due to the Abbott Iron Mill, a very extensive establishment, erected within the past two years in Baltimore, to state that the iron furnished by that mill had, as far as tested, proven to be of superior quality. But even with this additional facility, a mill, under the charge of the officers of the company, who would select the quality of iron to be placed in the rail, was deemed advantageous.

Subsequent to the remarks of the President, it was decided, without division, to accept the proposition and construct the mill.

Favorable action was also adopted upon the application of the Orange, Alexandria and Manassas Railroad Company for financial assistance for the construction of their road from Strasburg to Harrisonburg, explanations in reference to which, and of other subjects before the Board, were made in the following address of Mr. Garrett:

ADDRESS OF THE PRESIDENT.

Gentlemen—The present affords a suitable occasion to call attention to some important events which have recently occurred and are about to transpire, and which are, to an important degree, connected with the interests of this company and of this community.

The Marietta and Cincinnati Railroad Company which has heretofore not been successful financially, has proposed, through its chief officers and owners, that a new Board of Directors shall be elected, composed of leading citizens of Baltimore and Cincinnati, with representatives also of the local interests of that line. They further propose that the Vice President of this company, Mr. John King, Jr., shall be elected President of that company, in order to bring about a closely harmonious and co-operative policy in working that road in connection with the Parkersburg Branch and Baltimore and Ohio Company.

This company has steadily pursued the policy of perfecting the Parkersburg Branch road. The twenty-three tunnels on that line are being arched rapidly, although at enormous cost. The length of these tunnels is about three and a half miles. Two-thirds of this difficult work is already completed, and forces sufficiently large are engaged to insure that the remainder will be finished within the present calendar year. The expenditures in prosecuting this work continue to be fifty thousand dollars per month. Arrangements have also been made to proceed with the construction of the bridge to connect the Parkersburg road with the Marietta and Cincinnati road. Under these circumstances it was apparent that it was proper to enter into the proposed arrangements, so as to insure to Baltimore and Cincinnati, and the connected territories and railways west of Cincinnati, the most effective use of this great route.

The western combinations being formed by the managers of the New York Central and Pennsylvania roads, are creating the neccessity for alliances on the part of important Western lines with the Baltimore and Ohio road. Geographical relations, with the strong bonds of mutual interests require these alliances.

On the completion of the Metropolitan road the passenger from Cincinnati to Washington using this route will save 126 miles of travel compared with the routes *via* Pittsburg and the Pennsylvania road, as he can now save by this route to Baltimore, as compared with the Pennsylvania line, 59 miles. The completion and thorough working of these roads cannot fail to accomplish the most important results.

The Board has had the gratification of observing that the Supreme Court of Pennsylvania recently decided with unanimity that the repeal by the Pennsylvania Legislature of the charter of the Pittsburg and Connellsvile Railroad Company, was unconstitutional and therefore void. The Board has doubtless noted, too, the highly satisfactory action of the Legislature of Pennsylvania, which, upon learning the decision of the Supreme Court of that State, repealed the act rescinding the charter of the Pittsburg and Connellsville road, by a unanimous vote in both the Senate and House of Representatives.

Thus the incubus which has so long and so unjustly rested upon the Pittsburg and Connellsville Railroad has been swept away, and that grand avenue is now within the reach of Baltimore and Pittsburg.

You will remember that fifty-eight miles of that road, from Pittsburg to Connellsville, have been constructed, and that but ninety-nine miles, from Connellsville to Cumberland, remain to be built, and that much work has been done upon the Sand Patch Tunnel, which is the heaviest section of the unfinished line. The expenditure, however, to complete the road will be large, as much heavy work is to be encountered. Not less than four millions of dollars will be required to accomplish the object. The city of Baltimore aided the Pittsburg and Connellsville road to the extent of a million of dollars by a loan of its stock. Upon that million of dollars, in consequence of the non-completion of the road, that company has been unable to pay the interest, so that the debt now exists with the accumulated interest.

In 1856 the city of Baltimore enacted an ordinance which assented to the subordination of its lien upon the Pittsburg and Connellsville road in favor of a mortgage to be created for a sum sufficient to complete the road. This ordinance was subsequently repealed under hostile influences. The Pittsburg and Connellsville Company is about applying to the City Council for the renewal of legislation of a similar character, and the subject will doubtless at once become as prominent as its great importance demands.

It is hoped that the city of Baltimore will cordially co-operate and adopt such legislation as may be necessary to insure the early commencement and rapid prosecution of this great work. Prompt and judicious action on the part of the City Government will, without additional investment on the part of the city, aid that company in obtaining the necessary means for construction, and thus insure the advantages of the road, as well as the ultimate remunerative character of the investment which must result from the completion of the road.

There is no point in the West more important for a direct connection with the city of Baltimore than the city of Pittsburg. The population of the city and its suburbs has swollen until it is now estimated at two hundred and fifty thousand. It is the centre of an immense railway business—the Pittsburg and Fort Wayne, the Allegheny Valley, the Cleveland and Pittsburg, and other great roads terminating at Pittsburg.

Among the most interesting developments since the decision of the Supreme Court of Pennsylvania, has been the efforts of parties connected with those roads to arrange for the joint use of the Pittsburg and Connellsville road in connection with the Baltimore and Ohio Railroad. All can appreciate its vast importance and the advantages to Baltimore of that connection when attention is called to the fact that whilst the distance from Pittsburg to Philadelphia by the Pennsylvania road is but 355 miles, the distance from Pittsburg to Baltimore by the Connellsville road is but 326 miles. We thus obtain a *direct* line under Baltimore and Pittsburg influences—less so materially than the distance between Pittsburg and Philadelphia. We cannot only command this difference of twenty-nine miles, but with a line of superior grades.

Whilst the maximum grade of the Pennsylvania road is ninety-six feet to the mile, it is expected that the Pittsburg and Connellsville road will be constructed with a maximum grade of but fifty feet to the mile. Thus in the equation the distance will be further largely in favor of the Connellsville road. Pittsburg will thus obtain her *shortest path to the sea*, an advantage which must necessarily add to her prosperity. The entire Northwest will participate in this marked and practical advantage of securing the shortest and *cheapest* outlet to the ocean.

The Pittsburg and Connellsville road presents in a national point of view, a very important relation. The distance from Pittsburg to Cumberland *via* Connellsville is 148 miles; from Cumberland to the Point of Rocks, 109 miles; from the Point of Rocks to Washington, by the Metropolitan road, 42 miles, making the distance from Pittsburg to Washington *via* Connellsville road 299 miles. From Pittsburg to Washington *via* the Pennsylvania Central and Harrisburg and Northern Central roads the distance is 374 miles, making a difference in favor of the vast travel of the Northwest, as well as of Western Pennsylvania, from Pittsburg to Washington of 75 miles when the Pittsburg and Connellsville, and Metropolitan Railroads are completed.

The Baltimore and Ohio Company will be enabled to bring Western passengers, *via* the Metropolitan road and the city of Washington, to Baltimore—thus giving them the advantage of visiting or seeing the National Capitol *en route*, and avoiding the curves on the present line in the valley of the Patapsco, whilst, practically, the new line can be thus used with equal economy.

Surrounded by such facts and circumstances, it cannot be doubted that the city of Baltimore will join promptly and energetically in carrying out this great programme for the advancement of her interests.

The President stated that he had not the slightest hesitation in expressing, as a matter of deliberate judgment, that if the Pittsburg and Connellsville Road, be built, within a single year after its construction, the value of that road to the community in increasing the business that will fall into the lap of Baltimore will exceed the whole

amount the city of Baltimore has invested in that road.

The Committee of Finance authorized the purchase of the property of the Baltimore and Cuba Smelting and Mining Company, at Locust Point, for one hundred and fifty thousand dollars. That purchase has been made, and the improvements are in progress at that point which will be needed in connection with the general interests of the company.

The Board is aware that a contract was made a short time since with parties in New York, who have leased extensive grounds and are arranging facilities for a very large business in petroleum at Locust Point. It is confidently expected that when the Connellsville Road is built a very large portion of the oil business of Pennsylvania in addition to that from West Virginia, will concentrate at Baltimore as the most economical point of shipment; and these sagacious capitalists from New York made their contract having in view the large business in oil which the completion of the Connellsville Road would command from Pennsylvania to Baltimore. The President of the Allegheny Railroad Company, whose road reaches the most important oil regions, expresses much anxiety for the early completion of the Pittsburg and Connellsville Road, to which he looks as a leading outlet for the oil transported upon that line. The grain trade of Western Pennsylvania and the Northwest will also be induced to Baltimore by the economy and facilities of the line.

The policy of the Baltimore and Ohio Company has been to prepare for the Connellsville connection. Its faith has never faltered that ultimately obstructions would be removed and the road built. The company, therefore, pressed the construction of its double track, which has been completed at large cost, so that now, at the moment arrangements are being made to complete the Connellsville road, you offer a first-class double-tracked road from Cumberland to Baltimore, by which every possible accession of business can be conveniently and economically transported on the Baltimore and Ohio Road.

Extensive as the present arrangements at Locust Point are, it is evident that the demands of trade will require their immediate enlargement. Enterprising parties from Northern cities are arranging to erect warehouses for storage purposes, and to furnish receipts upon the system pursued in New York, so that advances can be obtained upon the goods so stored. Propositions are also pending for the erection of extensive grain elevators, so that the best and most economical facilities may be furnished for this important increasing trade.

The company entered into an engagement with the North German Lloyd Steamship Company for the construction of a pier at Locust Point, to be ready in season for the use of the steamers of the Bremen Line. The President had the gratification to state that four hundred feet of the pier have been completed and prepared for use, so that the first steamer which arrives will have ample and excellent accommodation. The plan adopted is to build the pier 650 feet in length by 85 feet in breadth, to be covered the entire distance, thus supplying 55,250 square feet of covered pier space.

The President had also the satisfaction to state that Messrs. Albert Schumacher & Co., the agents of the North German Lloyd, are officially advised that the first steamer of the Bremen line, the "Baltimore," will leave Bremen for Baltimore on the first of March, and the "Berlin" on the first of April, and that arrangements have been made for the return of these steamers from Baltimore to Bremen on the first of April and first of May, respectively, and regularly thereafter a steamer from each port on the first of each month. Each of these steamers will touch at Southampton on each voyage for passengers and freight.

The steamers of the Baltimore and Liverpool line, viz: the Worcester, Somerset and Carroll have their schedules arranged for the coming season, the first sailing on the 25th of this month. It is designed to so arrange the arrival and departure of the Bremen and Liverpool steamers that Baltimore will have a fortnightly arrival and departure of European steamers—that twice each month there will be communication between England and the Continent by steamers running directly between Baltimore and the European ports.

Under these circumstances, with so vast and comprehensive a system, long since planned by the managers of this company, and now about being put into execution, promising results so valuable, the President did not doubt the expectation would be realized that the community will cordially join in aiding those plans and securing the objects designed.

As the Baltimore and Ohio Company has still before it the cost of the completion of the arching of the tunnel on the Parkersburg road, the building of the great bridges to connect the Parkersburg road and the Marietta and Cincinnati road at the Ohio river, and the main stem of the Baltimore and Ohio with the Central Ohio road at Bellaire, which latter works will probably exceed in cost a million and a half of dollars, and has also the necessity of preparing large quantities of additional machinery to meet the necessities of its increasing business, it is evident that the resources of the company will be severely taxed to proceed with these improvements as rapidly as the interests of the community demand.

The community has not been asked for aid heretofore in carrying out many improvements benefitting largely the city of Baltimore. The Bremen line has been established without other contribution than that afforded by the Baltimore and Ohio Railroad. The capital for the Liverpool line has been supplied exclusively by the Baltimore and Ohio Railroad. And now, when our fellow citizens will be asked to aid by subscriptions to the Winchester and Strasburg Road to the extent of four hundred thousand dollars, and thus open a line extending one hundred miles from Harper's Ferry, through the great Valley of Virginia, and the city of Baltimore is asked to co-operate in arrangements to secure the early construction of the Pittsburg and Connellsville Road, it is trusted that such enery will be infused, and such efforts made as will accomplish both results at an early day.

Baltimore, by these means, can be placed in a position to realize all her geographical advantages, and thus prepare to accomplish the great commercial destiny that awaits her. Her business and connections can be rapidly increased and developed, and in time her great natural advantages, combined with proper energy and enterprise on the part of her citizens, will cause her to rank in the very first class of the commercial cities of the world.

The Board has decided to aid the Orange, Alexandria and Manassas Railroad in extending its line from Strasburg to Harrisonburg upon agreement for the working of that line in connection with the Baltimore and Ohio Road upon terms mutually satisfactory.

The company has also authorized the subscription of $100,000 to the stock of the Winchester and Strasburg Road. This road will be nineteen miles in length, extending from Winchester to Strasburg. The condition of the subscription is that $500,000 of stock must be subscribed before any of the subscriptions will be binding. That amount is estimated to be the cost of the road. By the completion of this short link of nineteen miles, as the Baltimore and Ohio Company now has permanent control of the Winchester and Potomac Road, in connection with the agreement with the Orange, Alexandria and Manassas Roads, the merchants of Baltimore will have opened for them a line extending from Harper's Ferry to Harrisonburg, being one hundred and one miles through the fertile Valley of Virginia. Subscriptions in this case will not be gratuities, as it is expected the road will be productive. It will doubtless be the policy of the Baltimore and Ohio Company, when the Winchester and Strasburg Road is constructed, to lease the line and pay interest upon its cost.

By immediate action on this subject, the line being remarkably free from difficulties, can be constructed in a brief period; so that within twelve months the line through to Harrisonburg can be in operation. When this road shall be opened, efforts can be properly made for the extension of the Valley line to connect with the Virginia and Tennessee road in the vicinity of Salem, and a route can be thus obtained which will afford to the productive region extending through to Louisiana, the advantage of transacting their business with Baltimore by an economical route.

Mr. Garrett having concluded, ex-Governor Bradford stated that he had listened with lively interest to the remarks of the chair, and felt the importance particularly of the policy of completing, at the earliest possible day, the Connellsville Road. He stated that all remembered that in its inception the Connellsville Road was a favorite project with the city of Baltimore, and that the delay in the completion of that road, brought about by the adverse legislative action of Pennsylvania, had caused us, perhaps, to some extent, to lose sight of the importance of this interest as we formerly contemplated it.

He advocated the appointment of the city directors as a special committee to aid the President of the Pittsburg and Connellsville Railroad by effecting the requisite arrangements with the city of Baltimore. He made a motion to this effect, which was unanimously adopted.

The Board then adjourned.

Detroit and Howell Railroad.

This road is now being pushed with an efficient force. The bridges are being rapidly constructed, and the ties and timber for culverts and cattle guards delivered along the line preparatory to still more energetic operations as soon as Spring shall open. The twenty miles between Detroit and Plymouth are to be ready for the iron on or before the 31st of July next, and the remainder on or before January 31st, 1869. The officers expect to be able to follow closely behind the contractors with the iron, as they have a considerable surplus of means above the contract price to apply toward iron and rolling stock, and a wealthy country at their back, only needing confidence in the safety of the investment to induce the furnishing of the means necessary to put the road in operation. The right of way is being secured for its extension to Lansing, together with a preliminary survey, and when opened up to that point, its prospects will be of the most encouraging character.

Iron Mountain Railroad.

Our dispatches announce the passage by the Senate of a bill which provides to restore to Mr. Allen the Iron Mountain Railroad. The strength of the vote in its favor shows that the views of the Senate are nearly unanimous. The vote was 23 ayes to 5 noes. The bill provides for the transfer of the ownership of the road to Thomas Allen and his heirs, and for a completion of the road to a junction with the Cairo and Fulton Railroad in two years, and to Belmont in three. It also provides that there shall be no forfeiture of the road in the future, except upon action taken thereon by the Legislature, and directs the Governor to release the road to Mr. Allen.—*St. Louis Rep. 12th.*

☞ The town of Rock Island, Ills., has subscribed $50,000 to the stock of the Peoria and Rock Island Railroad. The town of Moline, Ills., also proposes to subscribe $50,000 to the same project.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ...100	5,345,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref.. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct.'67 4
Do. Washington Br.....100	2,500,000	A. & O.	Oct.'67 5
Baltimore City Passenger....	670,000		Jan.'68 3
Boston and Chelsea 100	110,000	A. & O	Oct.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J. A J&O	Jan.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston, Concord & Mont..100	459,800		
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,000	J. & D.	Dec.'67 4
Boston and Maine.....100	4 076,974	J. & J.	Jan.'68 5
Boston and Providence ...100	3,880,000	J. & J.	Jan.'68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan.'68 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul.'67 5
Brooklyn City 10	1,000,000	F. & A.	A '67 3½
Brooklyn City & Newt'n.100	399,800		
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jan. 68 3½
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110		Jan '68 4½
Central of Georgia.....100	4,666,900	J & J	Jul. '67 5
Central of New Jersey....100	13,000,000	J. A. J&O	Jan.'68 2½
Central Ohio..... 100	400,000	J. & D.	Dec.'67 3
Do. pref.....		J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000		Dec.'67 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton.....100	3,886,843	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy . 50	10,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jan.'68 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,160,927		
" " pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	A. & O.	Oct. '67 5
Cincinnati City Passenger....		J'n & J'ly	Jan.'68 2
" Street		J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,350		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov. '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo* 50	4,841,600	J & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan.'68 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,060		
Detroit & Milwaukee..... 100	452,359		
" " pref.100	1,500,000		
D. Dock, R. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Au. '67 2½
Elmira & Williamsport... 50	600,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg.....100	4,740,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly		M. & N.	M'y '67 5
Forty-Sec. St. & G. st Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		J. & J.	J an.'68 4
Great Western (Ca.).....	16,802,745		..... 1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan.'68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Jan. '68 5
Hannibal and St. Joseph..100	1,900,000		
Do. do. pref.100	5,258,836		
Hanover Branch..... 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River..... 100	13,937,100	A. & O.	Oct. '67 4
Hazleton..... 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top ... 50	494,390		
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central..... 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 4
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 335,000		
Lehigh and Mahanoy..... 50	2,138,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,650	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	J'n. 68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island.....	3,000,000	F.M.A.N.	Aug.'67 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,584	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000		Jan. '68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central..... 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '68 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.
Memphis and Charleston..100	5,312,725	M. & S.	Mar
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	268,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014.000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	
" " " pref..... 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,608	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,583,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N.	Nov. '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck..... 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey..... 100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	6,256,050	J. & J.	Jan.'68 4
" " pref. 50	1,508,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston .100	1,756,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	195,000		May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		F'b.'68 5e
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,556		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri..... 100	3,581,000		
Panama..... 100	7,000,000	J.AJ&O.	Jan.'68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,386,500		
Philadelphia and Erie*... 50	5,068,450		Jan.'68 3
Philadelphia and Reading 50	21,191,667	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,,00	J. & J.	Jan.'68 5
Phil., Germ'n'n & Nor'n 50	1,507,858	A. & O.	Oct.'67 5
Phila. and Trenton*.....1 0	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt..... 50	9,919,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan.'68 4
Pittsburg & Connellsville. 50	2,794,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jan.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,560,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia ... 50	605,019		
Rensselaer and Saratoga ..100	160,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred..... 100		F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	293,757	J. @ J.	Jan. '68 5
Schuylkill Valley*..... 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke...100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	860,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi..... 100	1,000,000		
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	260,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,709,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,800,000	M. & N.	N. '67 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'l'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	500,000		
Union Pacific..... 100			
Union Pacific (E. D.)..... 100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River 100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central..... 100	8,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Vermont Valley..... 100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,452,815		
Western (Mass.).....100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237		
West Jersey 100	731,950		Feb.'68 4
West Philadelphia..... 50	249,160	J. & J.	Jan. '68 5
Wilm. and Manchester.....100	1,130,470		
Wilm. and Weldon.....100	1,340,223		
Worcester and Nashua ... 75	1,141,900	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb. '68 5
Delaware and Raritan.....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,297	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,895	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,683		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh'p.....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'67 2
Central Coal 100	2,800,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J. & J.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '68
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 2
American Express..... 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express.... 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single t'k.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6¾	....	37
30 Nov.'66	5.78	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	55½
30 Nov.'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	....	98½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46,000	—	—	20,399	3,261	—	....	—
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,580	200,000	50,000	50,082	164,742	8,253	—	....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,901,478	1,250,000	—	139,096	752,414	113,472	—	....	59½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	157,176	11,437	—	....	46
30 Nov.'66	3.22	—	—	—	—	Northampton & Williamsb.	300,000	300,000	—	4,627	2,686	211	—	....	—
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,635	—	....	—
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	—
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,800	33,000	—	—	9,628	1,991	6	....	—
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	—
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	85½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	....	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '66	9.85	—	87	6	6	Albany	128,622	89,350	40,000	.....	46,365	1,841	—	....	....
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	241,424	103,590	—	100	....
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,26[illegible]	23,408	8	100	....
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,196	268,445	4	100	....
30 Sep. '66	8.00	—	—	16	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,656	12	10	....
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep. '66	0.09	9.41	—	—	—	Brooklyn City & Bidgewood	187,200	164,600	20,000	3,200	—	—	—	100	....
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	—	....
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	—	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	—	....
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	143,000	36,545	123,014	loss.	—	100	....
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,861	89,549	—	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	.....	.....	—	—	....
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	—	725,724	61,207	9	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	200,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	....
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Completed Sept., 1867.)					—	—	....
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	—	....
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	58,296	9,042	—	100	....
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	51,026	—	100	55
30 Sep. '66	8.37	—	—	78	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,230000	70,000	1,09[illegible]3	260,333	12	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	—	....
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Leased.)		—	—	....
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no report.)				—	—	....
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	....
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	....	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	....	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,600	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.08	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	....
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	36
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	86,294	294,683	121,721	20	—	27
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	.....	—	104,934	17,340	15½	50	25½
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	29
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	....
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	30,388	—	50	10½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct. '66	5.92	....	45	10	2	Philadelphia and Darby	118,383	100,000	17,000	.....	39,291	13,479	....	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,238	23,058	16	50	....
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,080	10.600	—	80,135	29,938	20½	50	....
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50.000	.....	.....	(op. by S. & P.)	.....	—	—	....
31 Oct. '66	19.39	—	485	72	4	Second & Third st. (Phila.)	485,823	389,007	114,200	41,229	407,923	131,588	50	50	89½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,388	120,000	.....	.....	57,662	12,333	—	50	12
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'n F.)	250,253	250,157	.....	.....	101,996	38,491	8	50	26
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	.....	.....	206,845	99,612	31½	50	64½
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	.....	.....	128,955	45,196	2	50	18½
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	37
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	65½
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	....	....
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	8½
						OHIO.									
31 Dec. '62	5.06	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	....	....
31 Dec 62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	....
Brooklyn City					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage was antied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	..
Maldon & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt, st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Feb. 1, 1868.					
Loan of Jan. 28, 1847 registered	9,458,892	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	139½
Texas Indemnity, of Sep. 9, 1850 coupon	258,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	116
" " " coupon		5	" "	1874	111½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	119½
" " " coupon		5	" "	1871	121
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	111½
" " " coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,245,600	6	Jan & July.	1881	111½
" " " coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	107½
" " (5-20s) coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	108
" " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108
" " (5-20s) coupon		6	" "	1885	109½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	107½
" " (5-20s) coupon		6	" "	1886	107½
" " 3d series (5-20s) registered		6	" "	1887	107½
" " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	180,717,200	5	Mar. & Sept.	1904	101½
" " " (10-40s) coupon		5	" "	1904	105½
Pacific R. R. Bonds (currency)	22,470,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	214,953,850	7.3	June & Dec.	1868	107½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107½
Matured Debt not presented	12,032,169	---	presentation.	----	----
Gold Certificates of Deposit	29,619,280	---	presentation.	----	----
Compound Interest Notes 1864 '65	46,244,780	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,159,127	---	----	----	----
Three per cent. certificates	25,040,000	---	----	----	----
Fractional currency	32,246,438	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	132
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	----
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	90
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	100
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1'65 (free)	2,000,000	6	" "	1895	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	275,000	7	various.	'72-'74	82
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	68
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	----
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,181,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	99½
" — " " "	309,000	6	May & Nov.	1886	98½
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	98
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,422,000	6	April & Oct.	'70-'71	----
" — " " "	412,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	----
" " " 1863 "	525,000	6	Mar. & Sept.	1883	99
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	98½
" —War Loan of 1864 "	2,932,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	I. A. J. & O.	1890	100
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	98½
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1890	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	----
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	102
" — " " (Bounty)	601,000	6	"	abt.'74	100
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	100½
" — " " (Balt. & Susq. R.R.)	429,333	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117
" —Union Fund Loan	600,000	6	Jan. & July.	'77-'78	----
" —Coast Defense Loan	848,000	5	" "	1883	105
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	106½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'77-'78	----
" — " " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	104
" —Western R.R. Loan (sterling)	4,819,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	968,500	5	" "	'91-'93	----
" — " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1898	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	101½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	87
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	105
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	99½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	600,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	98
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	100
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,909	7	Jan. & July.	1877	106
" — " " " registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	500,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	103
" — " " "	6,000,000	6	" "	1873	103
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,460,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal and Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,900	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	52½
Ohio—State Bonds (Union Loan)	280,566	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	99
" — " " "	1,000,000	6	" "	1875	101½
" — " " "	4,095,309	6	" "	1881	102
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	99
" — " " registered	8,093,052	5		'68-'70	99
" —Inclined Plane Bonds	400,000	5	April & Oct.	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	107
" — " " 2d series	7,909,620	6	" "	1882	107½
" — " " 3d series	9,270,017	6	" "	1892	109½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds of 1861	469,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	101½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,888	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,216,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,766,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,906,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	62½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,900	5	" "	long.	----
" — " " coupon	21,69,398	6	" "	long.	40½
" — " "	10,990,000	6	" "	long.	----
" — " (new) registered	1,379,500	6	" "	1876	36½
" — " (") coupon	489,300	6	" "	1886	41½
" — " " (")	39,600	6	" "	1890	36½
Wisconsin—State Bond	405 100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
1864	150,713	164,438	166,493	194,992	200,807	266,626	295,512	356,408	401,103	357,228	353,344	328,828	3,236,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	575,446	634,243	676,365	5,525,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	394,771	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,494
1865	280,506	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,894	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,299	322,638	360,223	323,080	271,247	3,696,153
1867	240,238	142,947	238,362	283,921	338,691	343,471	356,142	421,484	422,164	430,108	364,196	302,408	3,884,122
1868	259,539	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,154	1,959,287
1864	158,736	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,315,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	506,403	568,200	415,400	351,600	4,153,912
1868	383,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,234	296,169	473,186	551,122	435,945	407,698	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,376	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,681	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	528,566	399,917	523,745	537,519	855,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,369	9,999,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,008	56,859	59,196	61,447	58,999	53,683	69,018	77,113	81,676	80,867	61,955	735,005
Erie:													
1863	845,695	859,949	956,445	943,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,489,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 .....including Buffalo Division...	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 .....including Buffalo Division ...	906,796	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,289,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
Illinois Central:													
1863	290,944	271,085	275,843	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	508,266	505,466	411,606	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,366	477,607	496,616	497,879	684,377	705,259	761,499	679,180	.....	.....
1868	519,855	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	58,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,088,185
1865	96,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,626	96,535	106,594	114,716	121,217	142,823	132,337	123,383	1,286,971
1868	92,433	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,926 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,555	429,546	352,218	4,650,278
1867	305,557	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,436	453,341	370,757	4,613,744
1868	371,041	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	230,453	208,221	193,328	215,449	308,168	375,488	339,794	306,186	3,138,065
1864	252,435	278,848	348,802	338,276	271,568	265,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,501	476,651	490,694	447,670	328,870	4,620.560
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,936	359,646	429,161	493,640	414,604	306,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	393,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	340,511	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	366,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,561	1,041,622	1,045,401	1,157,818	11,089,853
1864	921,831	886,587	959,024	1,105,864	1,004,436	1,029,736	1,056,798	1,273,117	1,450,076	1,237,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,650	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,536,839	1,486,356	1,117,854	14,578,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	1,580,518	1,211,106	935,857	14,183,215
1867	901,571	845,858	1,076,773	1,227,286	1,093,781	934,636	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
1868	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,486	309,251	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,006
1866	207,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,320,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	318,165	358,901	379,367	336,065	272,083	3,440,542
1868	211,978	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	338,725	414,707	448,994	483,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	553,053	608,305	116,215	923,283	416,341	568,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,201	996,841	1,252,336	833,742	887,793	874,974	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	463,509	505,814	466,300	487,842	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,260	761,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	648,995	554,523	712,496	795,938	848,501	712,383	580,964	8,489 082
1866	559,982	480,986	662,163	599,806	692,510	633,667	552,378	648,201	654 926	757,441	679,735	555,242	7,457,217
1867	542,416	525,497	677,960	565,557	561,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,804	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,808	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,866	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,081,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	224,834	212,227	177,364	2,220,142
1867	149,658	149,842	174,152	158,162	171,736	156,066	172,933	220,788	219,160	230,840	204,095	171,499	2,207,931
1868	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,060,422
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,894,975
1867	237,674	200,793	270,630	317,062	329,078	304,810	309,591	364,724	382,996	403,766	351,759	307,943	3,783,816
1868	278,712	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	62,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	609,388
1866	45,102	36,006	39,301	43,332	56,913	102,913	85,276	60,698	84,462	100,313	75,248	54,466	814,026
1867	39,078	27,667	36,292	40,710	57 852	60,558	58,262	73,525	126,496	120 268	79,431	64,719	774,967
1868	46,415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,706	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	99
" " " 1850	602,000	6	Jan. & July.	"	1880	96½
" " " 1855	894,250	6	Jan. & July.	"	1875	96½
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	97
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	106½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '60, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1830	
American Loan	2,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	108
" " $800,000	388,040	6	"	"	1870	97
" " $675,000	675,000	6	"	"	1875	93
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	89
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,565,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67-'80	
Central Pacific of California:						
1st Mortgage	1,886,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,800,000	7	" "	"	1883	99½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plan Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort a.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101½
1st Mortgage pref. S. F.	488,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1893	91

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	86½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	80
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,099 000	7	Jan. & July.	" "	1896	92½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94
General 1st Mortgage	3,600,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.		1915	86½
Equipment Bonds	166,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	99
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	77
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,900	6	June & Dec.	Boston.	1876	96½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	106½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	233,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	95
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99½
2d Mortgage	1,068,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	800,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	68-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,430					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	---- ---- ----	---- ---- ----	1891	----
Free Land, 2d Mortgage	200,000	8	---- ---- ----	---- ---- ----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	97½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1864	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	77½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	87
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	----	---- ---- ----	---- ---- ----	----	----
Mortgage	125,000	7	---- ---- ----	---- ---- ----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	----
Construction	6,668,500	7	April & Oct.	London.	1875	----
Construction	2,628,000	6	" "	New York.	1875	115
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	358,500	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	390,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	280,000	7	---- ---- ----	---- ---- ----	----	----
2d Mortgage (convertible)	1,000,000	7	---- ---- ----	---- ---- ----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	600,000	6	" "	" "	1870	----
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1861	----
1st Mortgage	120,000	6	" "	" "	'68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7	---- ---- ----	---- ---- ----	'80-'85	----
Memphis Branch 1st Mortgage	267,000	7	---- ---- ----	---- ---- ----	'70-'75	----
Bardstown and Louisville	30,000	7	---- ---- ----	---- ---- ----	1870	----
City of Louisville bonds	1,074,000	---	---- ---- ----	---- ---- ----	'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	96
Maine Central:						
Loan $1,100,000	1,092,900	6	---- ---- ----	---- ---- ----	'80-'81	----
Loan $400,000	314,100	6	---- ---- ----	---- ---- ----	'70-'71	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6	---- ---- ----	---- ---- ----	----	----
Mortgage	24,000	7	---- ---- ----	---- ---- ----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,285	7	Feb. & Aug.	Baltimore.	1891	60½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	----
2d Mortgage	----------	---	May & Nov.	"	----	70
Scioto & Hocking Val. R. mort.	800,000	7	" "	"	1885	----
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	$10,000	6	---- ---- ----	---- ---- ----	----	----
Memphis and Ohio						
State [Tenn.] Loan	340,000	6	---- ---- ----	---- ---- ----	----	----
Memphis and Charleston						
State [Tenn.] Loan	$1,595,580	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,264,000	7	May & Nov.	"	1880	----
2d Mortgage	237,000	7	Jan. & July.	"	1885	----
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1860	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	110½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	651,000	7	Feb. & Aug	" "	1865	97
Detroit and Toledo	924,000	7	" "	" "	1876	85
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	99½
2d General Mortgage	2,693,000	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1898	90
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500	--	---- ---- ----	---- ---- ----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	99½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	---- ---- ----	1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	----	----
2d Mortgage	1,517,300	7	Feb. & Aug.	" "	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	539,000	6	---- ---- ----	---- ---- ----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	---- ---- ----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	---- ---- ----	" "	----	----
1st Land Grant	3,612,000	7	---- ---- ----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		8	" "	Mobile	----	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	6	" "	Mobile.	'62-'65	----
" ten years	75,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	---- ---- ----	---- ---- ----	'63-'65	----
Mortgage	61,500	8	---- ---- ----	---- ---- ----	1866	----
Bonds	100,000	---	Jan. & July.	---- ---- ----	1870	----
Bonds	299,200	---	" "	---- ---- ----	1876	----
Bonds	639,500	---	" "	---- ---- ----	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	94
Muscogee:						
1st Mortgage	249,000	7	---- ---- ----	---- ---- ----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	---- ---- ----	---- ---- ----	----	----
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	---- ---- ----	---- ---- ----	----	----
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	108,000	6	---- ---- ----	"	----	----
New Jersey:						
Company's (various)	855,600	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	----
2d Mortgage Bonus	241,000	---	---- ---- ----	---- ---- ----	----	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6	---- ---- ----	---- ---- ----	----	----
New Orleans City Subscription	1,500,000	5	---- ---- ----	---- ---- ----	----	----
1st Mort. Construction	1,730,600	8	---- ---- ----	---- ---- ----	1889	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	83½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	103
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	----
" " ["]B & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	130½
Bonds of Aug. 1859, Convertible	458,000	7	Feb. & Aug	" "	1876	85
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	85
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	96
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,520	---	---- ---- ----	London.	1876	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1876	----
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb.	Aug New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	85½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1857	118
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	5	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	98,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	88
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100½
Oswego and Syracuse:						
1st Mortgage	336,000	6	Jan. & July.	Oswego.	70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	105½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	8	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	94½
2d Mortgage	3,000,000	7	" "	"	1885	78
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	97½
" 1861, "	106,000	6	Jan. & July.	"	1871	93½
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	93
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	96
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	63½
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	580,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	151
2d Mortgage	937,500	7	" "	"	1868	55
3d Mortgage	440,000	7	" "	"	1868	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	76
3d Mortgage	148,000	7			1875	
Six per cents	78,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	123,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	645,500	7	April & Oct.		'69-'91	
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	800,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steuben'v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	68
Sunbury and Erie:						
1st Mort. (Sunbury to W'mspt)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,800,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,030,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72½
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25½
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	} Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	} New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1890	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	228,000	6	March & Sep.	Camden,	1883	87
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	896,000	6	Jan. & July.	Baltimore.	1890	74½
1st Mortgage guaranteed	200,000	6	" "	"	1890	94
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1896	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Year ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,338	*	—	877,953	503,500	105,256	1,515,704	64.0	.....	101,102	37,866	—	—
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	516,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	134,906	—	1,067,906	777,777	240,486	2,476,028	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	.....	.....	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,796	66,483	8,256	306,900	100,000	—	.....	23.8	53,585	108,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,433	644,726	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,982	254,000	1,403,095	3,000,000	927,000	104,183	4,946,077	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,534	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	.....	—	15	13	316	New London Northern	1,402,287	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000,000	1,079,500	258,046	8,272,132	117.4	787,826	2,068,260	704,016	10	140
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,468,983	149,711	642,852	2,363,800	629,500	9,172	3,380,337	66.4	364,521	640,438	201,086	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,182	870,000	277,877	1,807,634	84.3	136,631	133,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	13,535	744,520	—	5,024	749,544	5.0	.....	27,253	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,817	3,535	—	—
— — '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	88.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,564	1,232,200	25,500	56,576	1,346,632	86.7	.....	391,477	68,880	3½	—
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	20.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,082,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,949,923	4,666,800	786,000	183 940	6,686,956	229.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	.....	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,999,561	4,156,000	386,000	241,932	7,176,241	242.0	.....	1,136,142	246,356	6½	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	228,241	404,618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,886,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,895	3,202.900	437,000	146,067	3,855,711	228.8	306,238	1,006,958	332,561	9	—
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	—	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	230.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280 0	1,934,118	3,695,153	1,484,616	8½	125
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,064,327	2,753,986	10,399,010	5,458,250	365 542	18,957.034	400.0	2,421,566	6,146,862	2,798,463	20	152½
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864.322	1,152	.....	10,151,735	2,226,967	—	60
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,900	Chicago, Rock Isl. and Pacific	15,313,322	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	4,074,034	1,413,997	10	98½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '66	454.8	252.5	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,838	23,415,780	12,144,000	—	41,478,280	708.3	3,603,962	5,546,741	2,175,447	10	129
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,325,939	1,600 000	121,658	5,299,533	111.0	288,524	861,663	171,567	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,566	—	50
								INDIANA.													
— — —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,884	1,240,000	4,562	2,726,187	132.0	246,148	559,128	246,720	—	20
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,061	26,641	611,050	1,254,500	15,900	2,102,763	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	80
31 Dec. '64	84.0	—	....	—	15	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,569	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40.	—	86
30 Nov. '66	73.0	—	....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73 0	448,884	1,049,720	297,126	12	189½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.718	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,048	*	172,160	3,662,123	960,000	653,965	5,429,208	156 5	319,880	805,271	237,861	—	—
31 Dec. '67	162.0	—	....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,892,000	795,004	5,507,234	162.0	.....	785,587	309,615	—	53
30 Jun. '66	135.0	95.0	....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,146,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,962	111.8	.....	426,408	227,434	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	699,976	29.0	248,221	510,319	153,217	7	—
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	135.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,156,330	*	2,672,765	5,492,038	2,965,060	444,172	12,841,065	334 0	929,456	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,328.793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,635	206.0	.....	1,683,042	886,268	—	—
31 Aug '60	53.7	—	....	125.3	.....	.....	.....	*Vicksburgh, Shreveport & Texas.*	1,562,691	*	—	1,283,015	248,989	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	.....	.....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	138.0	—	....	—	.....	.....	.....	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	138.0	.....	340,898	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070.665	7,268,989	234,438	16,017,543	329.3	1,902,008	4,325,490	1,498,713	10	113½
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,662,517	1,745,796	10,661,200	9,135,840	736,951	20,473,991	523.8	2,886,193	4,673,193	1,609,387	—	92½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	256.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	150,018	—	798,285	458,949	275,060	1,974,444	59.7	.....	176,462	116,423	—	—
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,600	.....	.....	206.5	579,224	1,047,567	430,626	—	—
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	315,063	286,715	2,469,540	4,400,000	106,235	8,026,854	182.0	.....	1,020,089	267,804	—	73
31 Dec. '62	152 0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,695	2,049,574	433,089	8,609,115	9,200,000	1,356,135	16,593,448	309.0	1,199,660	2,675,876	719,230	—	—
28 Feb. '67	90.0	—	3.9	206.0	6	3	60	*South West Pacific*	5,000,000	119,738	1,208,000	1,280,000	2,000,500	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '66	88.5	3.0	3.9	.....	16	13	519	*St. Louis and Iron Mountain*	5,487,063	360,029	—	1,971,222	3,501,500	40 891	6,982,109	90.1	288,180	899,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,638	205,584	757,331	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	108.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	18	15	238	Maine Central	4,272,201	*	57,991	1,447,060	2,733,800	120,537	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,435	1,500,000	—	—	1,858,668	51.3	227,394	529,325	230,625	6	102
								MARYLAND.													
30 Sep. '65	379.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,460,621	3,621,755	18,810,717	16,151,962	9,756,011	1,000,221	43,083,124	298.8	3,798,323	10,096,706	4,437,983	10	130
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,848	916,286	550,992	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,789,039	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,739,704	4,042,126	1,167,978	8	44
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.5	269.5	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	3,623,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	14½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,196,644	71.0	326,671	978,068	234,804	8	125
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	135
30 Nov. '67	47.0	7.0	45.0	—	31	47	412	Boston and Providence	3,152,560	207,400	399,367	3,360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,393	10	137½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	38,362	6,144,615	65.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 50)	945,761	88,884	66,962	721,926	—	6,184	1,098,587	42.1	88,388	197,981	61,251	6½	69½
30 Nov. '66	50.0	3.4	11.9	—	14	25	206	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	122½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,888,300	1,776,400	663,280	6,316,000	94.5	863,222	1,447,046	545,630	8	114½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	468,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	128
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,558	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	382,884	30,274	5,345	200,000	73,000	2,160	388,503	(O. b	y B. & L.	21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,884	81,122	725,000	—	15,000	856,725	14.8	881,529	440,341	74,679	10	128
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,982	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,964	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	908,677	4,848,320	2,870,000	123,000	7,618,306	141.0	826,061	1,881,065	836,310	6	91½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,060	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov. '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,643	6,679	243,306	226,900	486	470,692	(O b	y B & L.	17,500	16,688	1¼	110½
30 Nov '67	11.1	0.6	1.0	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	298,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,066	207,343	93,908	2,880,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	68
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,829	Western (incl. Alb. & W.S. etc.)	11,108,521	1,585,340	4,699,622	8,725,100	5,764,520	—	17,391,983	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '66	45.7	—	10.6	—	11	14	229	Worcester & Nashua (par 83½)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10½	116½
								NEW HAMPSHIRE.													
31 Mar. '67	98.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,188	78.6	422,417	661,617	148,897	2½	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	73
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	122½
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,282	82.2	342,540	681,391	242,998	8	114
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,091	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,552	1,444,705	15	126½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,084,776	167,432	2,244,201	60.2	.....	393,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,817,268	10.	117
31 Dec. '66	63.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 121	208,699	3,500,000	5,516,950	124,822	9,625,429	93.0	.....	1,026,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,585	1,680,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,016	10	182
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	—	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961	—	—
31 Dec '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,498,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	one.	—	65
31 Dec '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	51.0	.....	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	61.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	98.5	191,672	385,199	180,002	—	—
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	238,100	13½	108½
30 Sep. '66	88.3	—	29 0	—	38	23	736	Buffalo and State Line	2,277,833	506,576	*	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	338.0	—	371	180	5,825	Erie	19,122,686	*	5,166,188	25,101,121	22,429,927	5,085,864	54,287,874	786.0	7,109,139	13,979,514	3,109,801	4	74½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	148
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	129.0	366,439	890,225	352,550	6	45
30 Sep. '67	297.8	296.0	462.6	—	289	296	5,620	New York Central	29,759,528	6,854,377	9,429,180	28,537,000	12,069,820	688,879	46,023,536	693.2	6,401,420	13,979,514	3,109,801	6	132½
30 Sep. '66	130.8	2.1	45.5	—	42	132	648	New York and Harlem	9,946,064	1,492,431	—	6,786,050	6,152,365	—	12,937,415	164.0	1,820,129	2,788,700	534,804	8	129
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	2,875,893	942,441	—	3,077,000	1,494,900	—	3,818,331	122.0	451,196	851,783	284,606	—	68½
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sept. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,800	19,876	1,057,787	36.3	90,280	252,175	89,872	8	—
30 Sept. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	33
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	—
30 Sep. '65	141.1	43.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g.	3,439,989	563,315	—	2,385,300	1,575,794	55,968	4,008,304	139.6	555,492	1,066,866	364,668	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	Incl	uded in	Central.	—	—	—
30 Sept. '66	21.0	—	1.0	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	430,684	Incl	uded in	Rens. &	Sara.	7	—
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	980,207	—	—	800,000	400,000	—	980,207	"	"	"	"	7	—
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	367,004	45,676	600,000	680,000	200,000	95,000	985,000	13.0	48,168	283,524	118,408	10	—
30 Sep. '66	81.9	—	3.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,967,620	—	—	1,200,000	1,635,470	83,132	2,967,620	81.0	299,025	510,917	174,456	—	—
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	807,111	1,497,000	376,886	2,479,997	112.0	408,408	641,486	211,173	—	—
30 Sept. '66	34.9	—	2.6	51.5	5	7	66	Utica and Black River	871,348	65,234	—	811 000	—	—	936,581	34.9	83,648	141 888	78,832	7½	—
30 Sept. '66	10.2	—	—	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.8	19,920	49,891	21,767	8	—
								NORTH CAROLINA.													
31 May, '66	94.0	—	6.6	—	.....	.....	.....	Atlantic and North Carolina	2,157,808	*	—	1,546,228	400,000	276,572	2,419,401	94.9	.....	108,962	38,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	309,679	4,000,000	339,000	344,832	5,290,436	223.0	371,012	593,199	loss.	—	—
— —	180	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	978,300	125,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	—	—	17	10	127	Wilmington and Manchester	3,290,173	*	498,206	1,147,018	1,201,000	671,984	3,773,439	171.9	.....	432,069	152,543	—	—
30 Sep. '66	161.9	—	.....	—	28	14	181	Wilmington and Weldon	3,038,896	*	501,835	1,463,775	674,564	822,468	3,560,526	171.0	.....	611,590	258,351	—	—
15 Mar. '60	81.0	3.0	—	172.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,360	354,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	288	Bellefontaine and Indiana	3,430,357	*	289,017	2,582,231	1,040,350	118,574	3,719,374	118.2	522,741	978,881	279,068	—	—
31 Aug. '65	137.0	—	.....	—	41	39	808	Central Ohio	4,879,608	972,670	106,138	1,628,366	3,673,000	1,126,458	6,510,482	141.0	662,028	857,701	350,271	—	37
31 Mar. '67	90.8	—	.....	—	34	30	452	Cin., Hamilton and Dayton	3,936,422	991,190	1,278,919	3,288,800	1,789,000	775,180	6,197,537	202.0	.....	1,201,537	345,700	10	78
31 Dec. '64	133.3	—	.....	31.0	18	14	332	Cincinnati and Zanesville	2,888,212	*	—	1,888,212	1,000,000	—	2,888,212	133.3	.....	.....	.....	—	—
31 Dec. '66	136.4	55.3	.....	—	44	24	747	Cleveland, Columbus and Cin.	4,070,000	790,000	1,912,240	6,000,000	430,000	220,888	6,771,240	192.2	2,033,897	2,952,700	617,906	6	106
31 Oct. '66	96.5	23.5	1.0	37	32	1,017		Clev., Painesville & Ashtabula	2,581,070	666,537	—	1,500,000	1,500,000	—	3,000,000	96.5	983,062	2,563,534	862 041	10	106
30 Nov. '66	101.9	102.8	.....	—	66	36	1,268	Cleveland and Pittsburg	9,066,596	*	499,267	5,903,983	3,972,861	189,197	9,066,262	209.5	1,440,961	2,252,906	884,720	3	67½
31 May '67	108.3	79.4	.....	—	40	30	890	Cleveland and Toledo	4,901,816	974,991	797,546	6,000,000	2,872,184	133,992	8,978,761	196.8	1,225,320	2,492,315	1,207,277	14	112
30 Nov. '66	44.8	18.8	12.9	—	—	—	—	Columbus and Xenia	1,425,363	—	697,451	1,798,300	252,200	70,248	2,198,814	ope	r. with	Little	Miami.	9	—
31 Mar. '67	142.9	—	7.9	—	43	—	412	Dayton and Michigan	5,661,304	484,443	64,297	2,858,064	3,686,000	844,000	6,417,069	141.0	.....	663,363	209,512	—	—
30 Nov. '66	52.5	—	11.8	—	15	10	284	Little Miami	3,718,356	*	1,215,123	3,872,000	1,000,000	33,789	5,225,433	148.2	1,162,900	1,956,035	469,305	9	156
31 Dec. '66	175.8	77.6	15.1	—	80	30	450	Marietta & Cincinnati, re-org.	10,850,779	*	1,578,900	12,667,668	2,682,385	315,434	17,429,777	250.8	730,980	1,234,069	445,302	—	—
30 Apr. '66	192.3	—	.....	—	48	24	928	Ohio and Mississippi	16,963,614	744,478	*	6,246,980	9,870,000	4,843,042	20,648,439	192.3	.....	839,983	119,083	—	31½
30 Jun. '66	132.0	14.0	.....	—	28	17	422	Sandusky and Cincinnati	3,998,284	326,400	391,292	3,872,162	1,218,972	109,918	4,972,766	226.0	846,671	694,529	134,661	—	99½
31 Dec. '66	115.8	3.0	.....	—	16	8	230	Sandusky, Mansfield & New'k	1,982,434	*	106,628	900,200	2,041,600	26,223	2,978,060	126.0	280,785	420,483	126,800	—	—
31 Dec. '66	212.6	46.3	—	—	88	47	1,902	Toledo, Wabash & Western	13,880,000	*	2,288,900	6,700,000	14,440,000	785,901	22,113,900	260.0	.....	2,717,284	906,200	—	47

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	298,573	1,948,400	614,000	318,542	2,870 343	44.0	134.201	856,277	123,992	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,550	*	83,348	29,564,405	29,992,900	1,156,819	60,721,124	507.0	2,041,771	4,883,490	1,476,050	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,341	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,087	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,788,496	714,825	20	114½
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	617,631	loss.	5	81
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	98.6	318,902	618,566	235,158	—	—
31 Oct. '66	36.0	13.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	—	oper. by	Penn.	R.R. Co.	7	55½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	686,130	1,462,140	—	2,188,496	59.7	194,282	250,906	53,596	—	15
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,336,000	2,401,645	68,680	3,812,145	82.0	484,750	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	158.5	1,078,411	3,718,680	2,280,027	20	52½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	585,000	73,556	3,604,655	(oper. by	Reading	R. R.)		2	27
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	2,775,600	—	—	2,775,600	(	"	"	)	8	56½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,256	67.8	345,588	902,218	382,500	—	32½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,871,215	15,238,686	20,000,000	18,038 256	—	44,251,544	365.5	7,080,026	16 563,883	5,967,529	9	55½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,480	409,986	1,491,860	159,800	—	1,817,556	24.2	274 879	605,346	247,446	9	66½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,783	—	—	5,063 700	13,000,000	600	18,064,300	287.5	1,424,110	2,541,062	454,077	—	26½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,408	3,765,774	2,399,368	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10,9 2,819	6,016 531	10	47
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	124½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,326	2,470,958	1,057,687	10	55
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,129	1,500,000	78,108	3,349,237	70.9	524,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,560	1,062,243	26,927,540	468.5	4,945,418	7,467,217	2,319,531	10	101
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,500	113,865	1,760,501	35.4	144,402	357,590	143,650	—	15
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	122,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,000	625,641	160,823	12	84
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	268,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	.....	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	217,776	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	843	South Carolina	8,611,957	*	649,110	5,819,275	3,534,798	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	.....	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	164,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,268	657,700	2,175,500	541,853	4,224 347	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,555	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,431,517	291.0	786,331	1,661,612	71,490	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,016,107	*	—	825,399	1,069,600	962,039	3,016,107	99.2	.....	367,252	173,729	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	817,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	25,806	12,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	5,632,882	*	—	2,066,544	1,781,000	.....	.....	159.0	.....	734.118	237,384	6	—
1859.....	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	.....	45.8	57,950	127,958	67,343	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,982	413,000	406,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	—	—	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	976,000	309,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,561	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	186,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	100
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	798,200	.....	.....	23.6	.....	90,278	34,858	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,063,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	58,852	—	—
								VIRGINIA.													
1 Aug. '58	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,909,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,188	—	1,500,124	500,610	155,161	6 months	79.2	47,702	64,121	16,382	—	—
30 Sep. '65	103.6	—	.....	.....	.....	.....	.....	Northwestern Virginia	5,322,150	*	—	5,680 685	891,000	.....	.....	103.5	436,729	758,853	42,878	—	72
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,855	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	12½
30 Sep. '66	123.8	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,338,272	*	—	1,366,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.2	.....	—	14	17	131	Petersburg and Roanoke	883,200	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	.....	226,564	213,852	74
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,438,500	2,000,000	1,717,500	900,338	7,301,982	190.5	239,951	572,734	294,739	—	—
30 Sep. '66	75.1	—	4.5	—	11	10	196	Richm., *Fredericks & Potomac*	2,305,979	*	32,360	2,042,330	643,900	96,428	.....	75.6	169,951	279,945	145,355	7	—
30 Sep. '66	22.2	2.8	1.1	—	3	10	122	Richmond and Petersburg	979,274	*	19,376	847,100	519,000	44,534	1,210,634	43.5	67,904	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,564	—	657,512	85,000	.....	.....	23.7	12,842	.....	.....	—	—
28 Feb '67	30.0	—	—	—	12	9	153	Seaboard and Roanoke	1,611,866	*	221,084	668,200	409,893	112,266	2,032,947	80.0	168,037	391,577	220,526	—	—
30 Sep. '67	206.0	—	21 3	7.0	32	15	196	Virginia Central	5,540,788	541,614	296,428	3,365,679	1,919,550	37,297	8,379,040	221.3	800,400	884,611	185,648	—	—
30 Jun. '65	204.7	9.4	10.6	—	29	18	276	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,322	7,362,250	214.9	278,839	856,022	93,892	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,606,392	10,983,900	5,229,000	—	16,606,374	275.0	998,737	1,588,800	984,163	—	50½
31 Dec. '66	220.0	125.0	28.3	—	47	31	662	*Milw'kee and Prairie du Chien*	1,725,203	*	—	4,144,696	390,500	—	.....	225.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '68	161.0	—	—	—	31	21	46	Buffalo and Lake Huron (Ly)	11,385,000	*	—	11,750,000	138,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '67	49.0	—	—	—	16	17	214	Montreal and Champlain	2,462,989	*	15,311	1,831,130	911,029	22,984	2,663,273	49.0	.....	342,798	117,642	—	55
30 Jun. '67	229.0	127.0	—	78.0	204	180	1,200	Grand Trunk	.....	*	—	15,123,430	54,750,510	7,208,406	77,220,346	1,098	.....	4,368,870	1,164,665	—	—
31 July '67	1,099	225.5	60.0	—	92	130	1,880	Great Western	25,935,750	*	1,260,000	16,302,745	9,281,435	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	229.0	1.6	—	—	18	20	327	Northern (O. S. & H.)	4,456,213	—	—	—	4,900,980	785,959	5,878,939	96.2	482,970	487,266	187,132	—	—
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	13.6	—	13	13	170	European & North American	4,747,713	—	—	4,858,706	—	—	—	108.0	—	148,132	65,777	—	—
July, '62	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,746	62,356	—	1,380,000	13,100	156,000	1,709,227	80 0	—	132 451	84,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	20.5	—	—	20	15	180	Nova Scotia	4,273,401	*	—	4,273,231	—	—	4,273,231	92.0	158,416	128,167	87,181	—	—
	8.			—	—	11	22	NEW GRANADA.													
							120	Pan Rd	8,000,000	*		4,811,...			10,195,...	48.1		1,257,484	1,128,984		250

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds. Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26½
Catawissa (preferred)	1,150,000	7	---	27½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	86½
Chicago & Alton (preferred)	2,425,400	7	7	138
Chicago & Northwestern (pref.)	14,789,125	7	7	74
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,873,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-sport (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	79
Hannibal & St. Joseph (preferred)	5,253,856	7	---	80
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	872,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	31½
" " (2d pref.)	4,051,744	7	3	13
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99½
" " " (2d pref.)	841,400	7	7	93
Milwaukee & St. Paul (preferred)	7,370,900	7	---	67
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	130
Niagara Br. & Canandalgua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	74
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70½
Toledo, Peoria & Warsaw (1st pref.)	1,651,214	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,447,240	6	J. & J.	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1875	----
" " sterling	4,333,333	3	"	1885	----
Preferred bonds	3,700,000	6		18..	35
Delaware Division:					
1st Mortgage	900,000	6	J. & J.	1879	93
Delaware & Raritan:					
Mortgage	641,000	6	M. & S.	1890	110
Delaware & Raritan Canal Co.					
Erie and Penn.:					
Bonds	972,000	3	J. & J.	1865	----
Interest Certificates	148,500	3	"	1865	----
Lehigh Navigation:					
1st Mortgage	414,188	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	87,000	6	" "	1866	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	93
2d Mortgage	302,780	6	----	----	81
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86½
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	66
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	6	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	68
Wyoming Valley,	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.a.	$
Chesapeake and Delaware	100	1,343,563	---	30
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	50
Delaware and Hudson	100	10,000,000	10	148½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,963,146	10	28½
Monongahela Navigation	50	726,300	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	85
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,903,207	---	12½
" " (preferred)	50	2,888,983	---	22½
Susquehanna and Tide Water	50	2,048,200	---	16
Union	---	---	---	1½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	30 — @ 42 —
Pig, American, No. 1	36 — @ 37 —
Pig, American, No. 2	33 — @ 34 —
Bar, Refined, English and American	80 — @ 85 —
Bar, Swedes, assorted sizes (gold)	87 50 @ 92 —
—Store Prices.—	
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	85 — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ¼ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod per lb.	9 @ — 10
Sheet, Russia, Med. No.'s	16 @ — 17
Sheet, Single, D. and T. Common	5 @ — 7
Rails, English (gold) per ton	— — @ 53 —
Rails, American (at works)	70 — @ 82 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	— 14 @ — 28
English Spring.(2d and 1st qlty.)	— 10 @ — 12½
English Blister.(2d and 1st qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½ @ — 17
American, Cast, Tool, do.	— 21 @ — 22
American, Spring, do.	— 13 @ — 14
American Machinery, do.	— — @ — 14
American German do.	— 10 @ — 12

COPPER.—Duty: Pig, Bar and Ingot 1¢; old, Copper, 2 cents per lb; Manufactured, 24 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 24 @ 34 oz. per square foot, 3 cents per lb.

All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 34 @ — —
Braziers	— 36 @ — —
Sheathing, &c., Old	— 29 @ — 29
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— 27 @ — —
American Ingot	— 23½ @ — 24½

LEAD.—Duty: Pig, $1 per 100 lb.; old Lead, 1¢ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 40 @ 6 50
German Refined (gold)	6 40 @ 6 75
English (gold)	6 45 @ 6 87½
Bar (net)	10 50 @ — —
Pipe and Sheet (net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 26 @ — 26½
Straits (gold)	— 24 @ — 24½
English (gold)	— 23 @ — 23½

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	8 12½ @ 8 50	11 75 @ 12 50
Plates, I. C. Coke	7 — @ 7 75	10 — @ 11 —
Plates, Coke Terne	6 25 @ — —	9 — @ 9 25
Plates, Charcoal Terne	7 75 @ 8 12½	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 11½ @ — 12
Crude, 40 @ 47 gravity (in shipping order)	— 17 @ — 17½
Refined, free, S. W.	— 41½ @ — 42
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 23
Refined, in bond, Standard White	— 24½ @ — 25
Refined, in bond, prime White	— — @ — 25
Naptha, Refined, (80 @ 68 gravity)	— 35 @ — 36
Residuum per bbl.	3 — @ 3 —

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.

	Th. 13	F. 14	Sat. 15	M. 17	Tu. 18	W. 19
Atlantic M. S. S. Co.	97½	97	97½	97½	97	98½
Boston, Hartford & Erie	16	16½	16	----	----	14½
California 7s	----	----	----	----	----	----
Canton Co.	61½	61½	60½	----	60½	60½
Chicago & Alton	136	135	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	102½
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	147	----	----	150	152	----
" " " 8 p.c.	----	----	----	----	----	----
Chic. & Northwest'n	61½	60½	60½	60	60	59½
" " pref.	75½	74½	75	75	74½	73½
" " 1st M.	----	87½	----	87½	87½	87½
" " 2d M.	----	----	----	----	----	----
" " S. F. '85	94	----	----	----	----	----
" " Consol.	----	----	86½	86½	86½	----
Chicago & Rock Isl.	99½	98½	98½	99	98½	98½
" '1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	98½	95	95	----	----
Clev., Col. and Cin.	107½	107½	108	108	----	----
Clev. and Pittsburg	97½	96½	96½	97½	98½	97½
" " 2 M.	----	----	99	----	----	----
" " 3 M.	96	----	----	----	----	----
" " 4 M.	77	----	----	----	----	----
Clev. and Toledo	113½	112½	112½	112½	112½	110½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	----	----	37½	36½	----	36
Del. & Hudson Canal	----	----	----	140	----	----
Del., Lack. & West.	114½	----	----	114½	----	114½
" " 1M. 8 p.c. '71-5	----	----	----	----	----	99½
" " 2M. 8 p.c. '81	97½	----	----	----	----	----
Erie	76½	76	76½	77½	78½	76½
" pref.	81½	80½	80	79½	80½	80
" 1 M. 7 p.c. '67	104½	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	100	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Hudson River	148½	148	----	----	148	----
" 1 M. 7 p.c. '69	----	----	100½	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	138½	138	----	----	139	----
" bonds	115	----	----	----	----	----
Marietta & Cin. 1st pref.	31	32	34	35	33	31
" " 2d "	----	12	13½	16	14	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8	----	----	----	----	----
" " pref.	----	13½	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	113	114	114	----	----	113½
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	93½	93	93	92½	92½	92
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	100	98	100	99½	----	----
" " 2d pref.	92½	93	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St. Paul	50½	----	50	50½	50	50½
" " pref.	67½	67	67½	67½	67½	67
" " 1st mort.	89½	89½	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	104½	104	----	----	104½	----
" lea. to H. & St. J. R.	86	86½	----	----	87	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	98½	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
New York Central	134½	134½	134	133½	134½	133½
" " S. F. '76	----	----	----	102	----	----
" " conv. '76	----	----	----	----	----	----
" " do. S. F. '83	----	----	----	94½	95½	94
" " do. S. F. '87	----	----	----	90	----	----
N. York & Harlem	129½	128	130	130½	130	----
" " pref.	----	----	----	----	----	----
" " (N. Y. p. a. '76	----	----	----	----	----	----
" " 2 M. 7 p.c. '97	----	----	----	----	----	----
N. Y. and N. Haven	140	140	140	----	140	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	51½	52	54	56	56	55½
" new	----	51½	54½	56	56	55½
Ohio & Miss.	32	32½	32½	32½	----	32½
" " pref.	----	----	----	75	----	----
Pacific Mail S.S. Co.	110½	109½	109½	108½	110	108½
Panama	318	320	321½	----	----	320
Phila. and Reading	95½	94½	94½	94½	94½	93½
Pitts. Ft. W. & Chicago	102	102	102½	101½	101½	101
" " 1M.	----	----	----	----	----	108
" " 2M.	97½	----	----	----	----	----
" " 3M.	----	91	----	91	91	91½
Quicksilver Mining Co.	----	25	25	24½	----	24½
St. L., Alton & T. H.	50½	50½	----	----	----	50
" " pref.	----	75	----	----	74½	74
" " 1M.	----	90	----	----	----	----
" " 2M. pref.	----	----	86½	----	87	86½
" " Inc. b'ds	----	82	----	----	----	82
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon	64	64½	64½	64½	65	66
" new	60½	60½	61½	63	63	62½
Tol. Wab. & Western	47½	47½	47	----	47½	47½
" Pref.	70½	70½	71	71	74½	74
" " 1M. ex.	91	----	----	----	----	----
" " 2M.	80	80	81	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
" ex-coupon	46	46½	46	46	----	46
" new	----	41	41	41	41½	----

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	110	----	----	110½	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 6s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	105	105	104½	105	105	105½
U. S. 5s, 10-40s, reg.	----	----	----	101½	101½	101½
U. S. 6s, 1881, reg.	----	----	----	----	111½	111½
U. S. 6s, 1881, coup.	112	112	112	111½	111½	111½
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	139½
U. S. 6s, 5-20s, reg. '62.	108½	----	108	108½	108½	108
U. S. 6s, 5-20s, c. '62	111½	111½	111½	111½	111½	111½
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	109	108½	108½	----	109	109½
U. S. 6s, 5-20s, reg. '65	----	----	----	108	----	----
U. S. 6s, 5-20s, c. '65	109½	----	----	----	109½	109½
U. S. 6s, 5-20s, r. n. '65	----	----	----	107½	----	----
U. S. 6s, 5-20s, c. n. '65	107½	107½	107½	----	107½	107½
U. S. 6s, 5-20s, r. n. '67	108	----	104½	----	----	----
U. S. 6s, 5-20s, c. n. '67	108½	107½	108½	108½	108½	108½
7.30 Notes, 2d series	----	107½	----	107½	107½	----
" " 3d series	107½	107½	----	107½	107½	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	W.12	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa	----	----	----	----	----	----
" preferred	27½	28	----	----	----	----
Camden & Amboy	126	125	126	126	----	127
" " 6s, '70	----	----	97	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	89	88½	88½	88½	88½	88½
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	96½	----	----	96½	----	96½
Del. Div. Canal	51	----	----	----	50	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	40	----	----
" " 7s	----	----	----	----	96	----
Lehigh Navigation	29	29	----	----	29	29
" " 6s, '84	----	87½	87½	87½	----	88
Lehigh Valley R. R.	52½	52½	52½	52½	52½	52½
" " 6s	----	96½	----	95½	----	96
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	57	----	56½
Morris Canal	----	----	----	----	----	----
" " pref.	85	85	85	----	----	----
" " 6s '76	93	----	----	----	----	----
North Pennsylvania	32½	32½	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	44	----	----
Pennsylvania R. R.	55½	55½	55½	55½	55½	55½
" 1st m.	99½	100	----	----	97	----
" 2d m.	----	----	96½	----	----	----
Penn. State, 6s 1st series	107	----	----	----	----	----
" " 6s, 2d series	107½	----	----	----	----	----
" " 6s, 3d series	----	109½	109½	109	109	108½
" " 6s, W. L.	103	103	----	----	----	----
Philadelphia City, 6s	----	98½	98½	----	98½	98½
" " new	104½	105	105½	105	105	105
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	47½	47½	47½	47½	47½	47½
" " 6s, '84	----	----	----	----	----	----
" " 6s, '95	----	----	----	----	----	----
Philadelphia & Erie	23½	----	23½	23½	23½	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	12½	----	----
" " pref.	23½	----	----	23½	----	23½
" " 6s '82	73½	----	----	73½	----	73½
" " 6s '96	66	----	----	----	----	----
" " 6s '72	86½	----	----	----	----	----
Susq. Canal	----	----	16	16	17½	16
" " 6s '78	60	----	----	61	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	11	10½	----	----	----	----
Chestnut & Wal. "	----	45½	----	----	----	----
Green & Coates, "	28	----	----	----	29	----
2d and 3d streets, "	59	----	----	----	----	59½
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	W.12	Th.13	F.14.	Sat.15.	M 17.	Tu.18
Baltimore City 6s, 1875	99½	99	----	----	99½	----
" " 1886	----	----	----	----	----	97
" " 1870	----	----	----	----	----	----
" " 1890	99	----	99	----	----	99
" " 1893	----	----	94	----	----	----
Balt. and Ohio	131	----	----	----	----	130
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	96½
" " " '80	----	----	----	----	----	----
" " " '85	98½	----	----	----	----	99
Northern Central	----	----	----	----	----	44
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Boston and Albany	146	----	142½	143½	----	143½
Boston and Lowell	----	----	125	----	----	----
Boston and Maine	135	----	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston, Hartford & Erie	15½	16	15½	15½	15½	15
Cheshire, pref.	----	66	66½	66	----	66½
Concord	----	----	----	----	----	----
Connecticut River	----	----	122½	----	----	----
Eastern	114½	----	115	----	114½	114½
Fitchburg	127	----	----	128	128	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	113½
Northern, N. H.	----	----	113½	----	114	----
Ogdens. & Lake Champ	65	63½	63½	----	----	----
Old Colony & Newport	----	94½	94½	94½	94½	----
Ph., Wil. & Baltimore	55½	----	----	55½	----	55
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	99½	----	99½	----	100
Vermont & Mass.	87	----	----	----	----	88
Broadway (Horse)	----	----	----	----	55½	----
Cambridge "	97½	----	99	99	99	98½
Metropolitan "	59½	----	60	----	59½	59½
Middlesex "	----	----	46	----	----	----
Central Mining Co.	----	27	27	28	----	----
Copper Falls "	----	22½	23	----	----	----
Franklin "	14½	----	----	14½	14½	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	7	6	----	----	7	----
Minnesota "	3½	----	----	----	----	----
Pewabic "	----	9½	9½	----	9	9
Pittsburg "	27	----	----	----	----	----
Quincy "	30	----	----	----	----	28
Rockland	----	----	4½	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Jan. 24th and 31st:

	Closing Prices.— Jan. 24.	Jan. 31.
United States, 5-20s, 6 per cent 1862	71½@ 72	72 @ 72½
Do. do. 6 do. 1864	70 @ 72	70 @ 72
Do. do. 6 do. 1865	70½@ 71	71 @ 71½
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874	70 @ 72	70 @ 72
United States 10-40s, 5 per ct. 1904	67½@ 68½	67½@ 68½
Massachusetts State 5 per cent	85 @ 87	85 @ 87
Virginia State, 6 per cent	50 @ 52	50 @ 52
Do. 6 per cent	30 @ 32	30 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	58 @ 62
Do. do., 2d mort., 1881	53 @ 58	55 @ 60
Do. Penn., 1st mort., 1877	55 @ 60	58 @ 62
Do. do., 2d mort., 1882	53 @ 58	55 @ 60
Do., consolid. mort. bonds, 1890	24½@ 24½	25 @ 26
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	58 @ 62
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)	48½@ 49½	48½@ 49
Do., Preference ditto	71 @ 73	72 @ 74
Do., 3d mort., 1883, 7 p. c.	52 @ 56	52 @ 56
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., $100 shares (all paid)	85½@ 86	86 @ 87
Do., 7 p. c., 1875	78 @ 80	78 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	95 @ 97	95 @ 97
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 6 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	@ —	67 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	102 @104
Penn. R.R. bonds, 2d mort. con. 6 p. c.	91 @ 93	91 @ 93
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.	92 @ 95	92 @ 95
Do. with option to be paid in Phil.	82 @ 84	82 @ 84

American Railroad Journal.

Saturday, February 22, 1868.

Stock Exchange and Money Market.

Money has been quite abundant all the week, and rates have been barely steady, at 4@5 per cent. on call, and 5½@7 per cent. per annum in the discount form. The banks have been losing ground a little, in the line of deposits and legal tender reserve, partly through the drain into the Sub-Treasury, and partly through the moderate increase in the requirements of general business; while they have been gaining slowly in the specie reserve. They report a loss of $2,375,497 in legal tender, and $1,084,720 in deposits, with a gain of $369,582 in specie, as the result of the past week's business. Their loans have been increased $460,434, and their circulation has been reduced $58,588. The exhibit was not regarded by the speculative element of the street as an encouraging one; yet it did not materially affect Stock or Gold values. The Sub-Treasury has added some *two and a half millions to its cash balances.* The improvement in general trade, though confined *thus far to* the leading kinds of domestic produce, including cotton and cotton goods, has tended to quicken the mercantile demand for accommodation; but this inquiry has been by no means active. According to the latest Washington advices (to Feb. 18,) the coin balances of the Treasury Department have been augmented over 5½ millions since the 1st inst., or from 98½ millions to 104 millions, and there have likewise been some additions made to the currency reserves. The specie reserve of the city banks is now $24,192,954, against $14,792,626 same time last year. The city bank deposits are now $216,759,828, against $196,072,292 week ending Feb. 16, 1867. The legal tender reserve amounts to $63,471,762, against $64,642,490 same time last year. The circulation now stands at $34,043,296, against $32,956,309 same time last year. The loans are now $271,015,970, against $253,131,328 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $91,753,531 a day, against a daily average of $99,540,433 the preceding week, and $106,241,504 the week ending with Feb. 1, 1868. The current week's exchanges average about $91,600,000 a day. The city banks, last week, lost $2,375,497 of legal tender, and $1,084,720 in the deposit line, while they gained $369,582 of their specie reserve. They increased their loans, $460,434; and their circulation, $58,538.

The Philadelphia Bank movement the past week shows a decrease in loans, of $9,502; a decrease of $24,721 in specie; a decrease in legal tenders of $113,772; a decrease of $836,188 in deposits; and a decrease of $1,598 in circulation. The Bank Clearings show a decrease of $3,998,956, and the balances, a decrease of $97,719.

National Bank notes to the amount of $151,318 were issued last week, making the total issue to 1,673 banks thus far, $306,282,641, against $282,555,440 at the close of the fiscal year ending June 30, 1868. *From the total issue is to be deducted the currency returned, including worn out* notes, amounting to $6,553,415, leaving, with the existing 1,639 banks, (having an aggregate capital of $418,845,738,) an actual circulation at this date, of $288,628,265. The United States bonds held by Treasurer Spinner in trust for National Banks as *security for circulating notes amount to* $341,319,800; and for the public deposits, $37,877,950—making a total of $379,197,750. The Treasury Department last week redeemed and destroyed $597,700 of worn and mutilated fractional currency, and issued $520,500 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 15, were $9,483,311, including $2,312,666 from customs duties; payments, $6,566,483, including $438,000 of coin interest; balance at the close of the week, $104,353,674, against $101,436,846, at the close of the preceding week, showing an increase of $2,916,848. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,340,718 including $592,281 from customs; and payments, $1,101,178; on Tuesday, receipts, $1,706,727 including $547,109 from customs, and

payments, $1,162,507. The balance at the close of business on Tuesday stood at $105,137,429, against $102,957,685 a week previous; and $99,584 225 on Feb. 4, 1868.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 18th inst., $28,700,000, against $20,104,580 on the 1st of January.

Government revenues have been on a more liberal scale, in the customs line; but have been unusually limited in the form of excises. The excises, last week, yielded over six million, against $1,452,627 the preceding week; customs at the port of New York $2,312,666 and at the outports, about $800,000 (in coin) more, making the grand total income for the week equal to about $5,966,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $125,000,000.

Government received $7,541,247 from customs, through the port of San Francisco, from Jan. 1, to Dec. 31, 1867, against $7,189,763 in 1866, $6,812,368 in 1865, and $6,378,385 in 1864. The receipts from the same source, during the first ten days of January, 1868, were $187,956, against $98,080 same time last year.

A much less confident speculative movement has been noted in gold, since our last. The offerings, even for prompt delivery, have been more extensive; while the investment demand has been on a reduced scale. There has been a somewhat livelier call from the importing interest for custom house purposes; but the export inquiry has been quite moderate, despite the increased firmness and buoyancy in the foreign exchange market. The range of the price, through the week, has been from 141¾ down to 139½, and the latest figures were 140¼ on a drooping market. The specie shipments on Wednesday were unexpectedly light, having been confined to $108,200 by the *Java* for Liverpool. On Tuesday of this week, the Treasury Department held a coin reserve of 104 millions, of which $28,700,000 belonged to private deposits, as represented by outstanding coin certificates, issued through the Government office in this city. A Washington dispatch states that it has been informed that the receipts of gold from customs from this date to May 1, will be $28,000,000, making an aggregate of $103,000,000, out of which there is payable on the 1st of March next, $4,500,000, due on the ten-forty bonds; and on the 1st day of May, about $27,000,000, interest due on the five-twenty bonds; leaving a balance on hand of gold, after paying all expenses, of $98,500,000, or $71,000,000 after the coin certificates are deducted. These estimates are in case no sales of gold are made between the periods.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $410,580, against $159,664 same time last year. The customs demand for Gold last week, averaged $385,444 a day; thus far, this week, it has been equal to $569,695 a day, or equal to a weekly aggregate of $3,418,170. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $129,714, and from California, none. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was $116,958,654, against $180,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $68,703,723, against $77,828,889 same time in the preceding fiscal year. The total receipts of California gold at this port in 1867, were $27,677,556, against $42,740,913 in 1866, showing a decrease in 1867, of $15,063,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $19,967,774 against $28,422,940 same time in the preceding fiscal year, showing a decrease of $8,455,166 in 1867–'68. The exports of specie from this port, last week, were $767,394, against $563,497 same week last year. The exports of specie, hence, since July 1, 1867, have been $36,949,068, against $21,022,134 same time in 1866–'7. The total outflow of specie from the port, in 1867, was $51,841,678, against $62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $438,000, and since July 1, 1867, $50,871,520, against $33,431,408 same time in 1866–'7. The total coin interest disbursements through the Government office, in 1867, was $61,871,348, against $48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1867, reached $40,671,797, against $44,365,668 1866, $44,426,172 in 1865, and $55,707,201 in 1864. The exports from San Francisco, from Jan. 1, to Jan. 29, 1868, were $2,915,476, against $3,692,507 same time last year.

The offerings of prime bankers' drafts on London and Paris have been less extensive, since our last, while there has been a rather more liberal supply of produce bills. The demand has been moderate; yet the leading dealers have advanced their asking rates a fraction, the market closing firmly, though without special actively, for the steamers of Wednesday.

Bankers' prime sixty day bills on London closed on Wednesday at 109¾@109⅞, and on Paris to 5.17½c.@5.13¾; sight bills on London to 110@110¼, and on Paris to 5.12½c.@5.11¼. The offering of produce bills have been more extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,686,417, against $3,297,924 same week last year; total, since July 1, 1867, $114,086,195, against $118,420,062 same time in 1866–'67. The total value of exports of produce and merchandise in 1867, was $189,688,044, against $192,329,554 in 1866.

A less active trade has been reported in the line of the public funds, which, however, have not been offered freely. In the absence of anything like a brisk movement, prices have yielded a fraction. The depression in Gold has had but little influence on values. At the close, the available supply of both bonds and notes was quite meagre, particularly of the new 5-20s, of the Ten-Forties, and of the Seven-Thirties. Government has not been recently marketing any of the new Five-Twenties, and, we believe that none of the authorized but unissued Ten-Forty bonds have been disposed of, during the week. The latter class of bonds have grown rapidly in favor with export buyers, in view of the specific promise in the creating act of the payment of the principal, as well as the interest, in coin. Government was bidding 107½ for Seven-Thirties on Wednesday in this market, but it secured no considerable amount of the notes at this rate, which was also freely bid by the street brokers. The conversions of Seven-Thirtes thus far in February have been very light, less than two millions. The outstanding balance of this loan on the 1st inst., was $214,953,850, as against the original aggregate issue of 880 millions, through the Government Loan Agency of Mr. Cooke.

Government through the Sub-Treasury in this city, has paid off $4,807,800 of the matured loan of 1847–'67, since Jan. 1, 1868.

U. S. sixes of 1881 closed here on Wednesday at 117⅞@112; U. S. Five-twenties of 1862, 111¼@111⅜; U. S. Five-twenties of 1864 at 109@109⅛; U. S. Five-twenties of 1865 at 109¾@109⅞; U. S. Five-twenties of 1865, consolidated, 107¾@108; U. S. Five-twenties of 1867, 108⅛@108¼; U. S. Ten-forties at 105⅛@105¼, and U. S. Seven-thirties at 107½@107⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	117½	September, 1865	116⅛
August, 1865	116½	October, 1865	116
U. S. three per cent. certificates			100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 5.	Feb. 12.	Feb. 19.
Consols	93⅜	93¼	92¾
U. S. 5-20's of 1862	72	71¾	72
Erie	48	48	49⅜
Ill. Central	87	88½	88¾

The railway and miscellaneous stock market has been quite active, excited, and variable, since our last. The prominent movement has been in Erie shares, in which there have been unusual fluctuations, as the result of the daring intrigues of the conflicting speculative interests. The whole market sympathized more or less closely, all through the week, with the disturbed course of Erie. The dealings on Wednesday indicated much hesitancy and weakness in the general speculation.

Domestic produce has attracted more attention, particularly plain, Grain, Provisions, Cotton and Cotton Goods. Prices have been firmer as a rule, especially for Cotton, which closed buoyantly on Wednesday on the basis of 24 for middling uplands, per lb. The stock of cotton now here is estimated at about 45,000 bales. The receipts at the port this week, have averaged about 3,500 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 1,410,000 bales, against 1,240,000 bales

same time last year; exports, same time, 851,000 bales, against 607,000 bales same time last year; stock on hand at latest dates, 350,000 bales, against 640,000 bales same date last year. At the Live Stock Market, this week, beeves have been in good demand and firmer ranging from 12@20 cents per lb.; week's receipts, 4,926. Veal calves, at from 9@13½ per lb.; receipts, 582. Sheep and lambs, at from 4¾@8¾c. per lb.; receipts, 23,301. Swine, at from 8⅞@9¼c. per lb., all live weight; receipts, 8,388. In the line of foreign goods, more activity has been reported in dry goods, and groceries, with a moderate trade in other articles. The total imports of foreign dry goods, last week, were $1,278,902, and the total amount marketed $1,616,960. The value of foreign merchandise imported last week, was $2,758,918—making the grand total specie value of last week's imports of dry goods and merchandise, $4,037,820, against $5,772,153, same week last year; total since July 1, 1867, $140,007,798, against $169,038,354 same time in 1866-'67. The aggregate for the year 1867, was $242,478,575, against $277,043,050 in 1866. The ocean freight market has been less active; rates have been quoted easier. For Liverpool we quote flour at 2s. 6d@3s. by sail, and 3s. 6d.@4s. by steamer, per bbl.; grain at 8½d.@9d. by sail, and 9½d.@10d. by steamer, per bushel; cotton at ⅜@$\frac{7}{16}$d. by sail, and $\frac{7}{16}$@½d. by steamer, per lb.; and heavy goods at 30s.@35s. by sail, and 40s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday 509.

The New York exports, exclusive of specie, for the week ending Feb. 18, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,297,924	$3,686,417
Prev. reported.....	20,430,501	19,256,893
Since January 1.....	$23,728,425	$22,943,310

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$1,699,087	$1,278,902
Gen. merchandise.....	4,073,066	2,758,918
Total for the week.....	$5,772,153	$4,037,820
Previously reported....	24,892,785	18,552,617
Since January 1.....	$30,664,938	$22,590,437

The balance in the Sub-Treasury on Wednesday was $105,725,647 57.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo N. Y. and Erie 1st mort., 94; Chicago and Great Eastern 1st mort., 80; Chicago and North Western Interest bonds, 90; Toledo and Wabash Equipment bonds, 72½; Toledo, Peoria and Warsaw 1st mort., E. D., 82; Great Western 2d mort., 77⅛; Cleveland, Painesville and Ashtabula R.R., 108; New Jersey Central, 117; do., 1st mort., 101¼; Hannibal and St. Joseph, 73; do., pref., 80; Dubuque and Sioux City, 53; Rensselaer and Saratoga, 83; Lehigh Valley, 104; Joliet and Chicago, 95; Georgia 7s, 82; Ohio 6s, 1886, 102; New York State 7s, Bounty Loan reg., 109; do., 6s, 1872, 103; Illinois coupon bonds, 99½; Kentucky 6s, 95; Indiana 5s, 93½; Central Coal, 41; N. Y. Guano, 11; Boston Water Power Co., 20; Adams' Express Co., 75; Wells-Fargo Exp., 41; Merchants' Union Exp., 35; Am. Exp., 70; U. S. Express, 73¾; Western Union Telegraph, 34½; do., 7s, 81½; Phœnix Bank, 105; Bank State of New York, 112; Bank of Commerce, 120; Am. Exchange Bank, 121; Metropolitan Bank, 130; Ocean Bank, 103; Fourth National Bank, 104; Continental Bank, 103; Gallatin National Bank, 108; Tenth National Bank, 100; Importers' and Traders' Bank, 120; Merchants' Ex. Bank, 110; Bank of Commonwealth, 109; Bank of North America, 106; American Flag, 0.87; Alameda Silver, 1; Benton Gold, 0.40; Consol. Gregory Gold, 4.75; Corydon, 0.42; Combination Silver, 60.00; Davidson Copper, 0.50; Edgehill Mining, 3.25; La Crosse Gold, 0.75; Liberty, 0.05; Midas Silver, 0.80; Montana, 0.60; New York Gold, 80; Quartz Hill Gold 1.80; Rocky Mt., Gold, 0.35; Smith and Parmalee, 3.15; Texas Gold, 0.12; Wallkill Lead, 0.41; United States Pet., 2.25; Buchanan Farm, 0.41; Rynd Farm, 0.10; Bennehoff Run Oil, 1.80.

Philadelphia.—West Philadelphia R. R., 65½; Harrisburg and Lancaster R. R., 55¼; Philadelphia and Trenton R. R., 124¼; North Penna. 7 per cent. scrip, 80; Steubenville and Indiana 1st mort., 68; West Jersey R. R. 6s, 89; West Chester 7s, 97½; Phila., Wil., and Balt. 6s, 95; Phila. and Reading 6s, 1844-'80, 93½; Pittsburg 5s, 73; Allegheny County coupon 5s, 74⅛; Pennsylvania State 5s, 1870, 99; Chesapeake and Delaware Canal, 39; Lehigh Coal and Navigation 6s, gold loan, 94; New Creek Coal, ¼; Fulton Coal, 5⅜; Shamokin Coal, 4⅞; Green Mt., 3¼; Big Mt., 4½; St. Nicholas Coal, 1; Ocean Oil, 2¾; Feeder Dam Oil, ⅝; Corn Planter, ¼; Manufacturers Bank, 81; Mechanics' Bank, 32; Girard Bank, 60; First National Bank, 140. The latest quotations are: City 6s, 98@99; do., free of tax, 102⅞@103; State 5s, reg., 98@99; do., coupon, 98@99; do., 6s, W. L., 102½@103; Reading, 46¾@46⅞; do., 6s, 1870, 98@—; do., bonds, 92½@94; Camden and Amboy, 126½@127; do., mort. 6s, 1889, 96¾@97; do., 1883, 88½@88¾; Penn. R. R., 55@55⅛; do., 1st mort., 100@100¼; do., 2d mort., 97@97; Little Schuylkill R. R., 26@28½; Morris Canal, 30@40; do., pref., 85@87; do., bonds, 90@93; Wyoming Valley Canal, 36@40; do., 6s, 73@78; Susquehanna Canal, 15¾@16½; do., 6s, 61@62¼; Sch. Nav., 12¾@14; do., pref., 22@23; do., 6s, 1882, 71½@72; Union Canal bonds, 16@17; Delaware Div. Canal, 50@50¾; do., bonds, 84@89; Elmira and Williamsport, 30@31½; do., pref., 40@40½; do., 7s, 1873, 95@97; do., 5s, 59@62; Lehigh Coal and Navigation, 28½@28¾; do., bonds, 1884, 87½@88; North Pennsylvania, 32@33; do., 6s, 88@89; Philadelphia and Erie, 26⅜@26⅞; do., 6s, 94¾@95¼; Minehill, 56½@57; Catawissa, 8@10; do., pref., 27⅝@28; Lehigh Valley, 51¾@52; do., bonds, 95@95⅛; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 59@59½; West Philadelphia, 65@66; Spruce and Pine, 25@26; Green and Coates, 29@29½; Chestnut and Walnut, 45@46; Thirteenth and Fifteenth, 17¼@17¾; Girard College, 26@27; Tenth and Eleventh, 64@64½; Union, 37@37½; Hestonville, 10⅝@10⅞.

Boston.—Vermont Central 1st mort., consolidated, 72; Old Colony and Newport 6s, 1875@1876, 95½; do., 7s, 102¼; Cheshire R. R. 6s, 1880, 95; Vermont Central and Vermont and Canada R. R. 8s, 1887, 102; Boston, Hartford and Erie 7s, 67; do., scrip, 40; Ogdensburg 1st mort., 100⅛; Eastern R. R. 6s, 1874, 95½; Union Pacific R. R. 6s, 1895, 95; New York and Boston Air Line 6s, 57; Rutland R. R., 80¼; Boston and Lowell, new, 107½; Cape Cod R. R., 69¾; Ogdensburg and Lake Champlain pref., 102¾; do., Equipment 8s, 102; Boston Water Power Co., 20⅜; Cary Imp. Co., 8⅜; Maine 6s, 1880, 100¼; Rhode Island 6s, 1883, 101⅜; New Hampshire 6s, 1884, 100; Connecticut 6s, 100; Cook Co., Ills. 7s, 97; Bath 6s, 1889, 91; Roxbury 5s, 1877, 92¼; Boston 6s, 1877, currency, 103; Augusta 6s, 1887, 93¼; Cairo City 6s, 1886, 75¼; Chicago 7s, sewerage, 99½; Albany 6s, 1886, 95½; St. Louis 6s, gold, 100; do., 1866, currency, 85; Chicago 7s, W. L., 1888, 98¾; do., school fund, 98; Eliot National Bank, 110¼; Merchants' National Bank, 119⅞; North National Bank, 119; National Bank of Commerce, 123⅛; National Bank of Redemption, 115; Allouez Mining Co., 3¼; Bay State, 2⅛; Concord, 2¾; Calumet 30¼; Dana, 70c.; Dudley, 50c.; Hancock, 5½; Hecla, 40; St. Clair, 3; Star, 50c.; Tremont, 62½c.

Baltimore.—Virginia coupon 6s, new, 41¾; do., old, reg., 40¾; Baltimore City 5s, 80½; Marietta and Cincinnati 1st mort., 90¾; do., 2d mort., 70; N. W. Va. 3d mort., 93; Richmond and Danville R. R. bonds, 63¼; Western Maryland R. R. bonds, 74½; do., guar. by Washington Co., 77; Central Ohio R. R., 87; do., 1st mort., 89; George's Creek, 68; Balt. and Cuba S. & M. Co., 48¼; Bank of Baltimore, 112; Franklin Bank, 13⅞; Marine Bank, 34; Farmers' and Planters' Bank, 32¾; Peoples' Bank, 18¼; Farmers' and Merchants' Bank, 46; Western Bank, 30; Howard Bank, 11½; Union Bank, 61½; Third National Bank, 102⅞; National Exchange Bank, 97. The latest quotations are: Balt. and Ohio, 130@130¾; do., 6s, 1875, 96½@96¾; do., 1880, 96@96½; do., 1885, 98½@98¾; Northern Central, 43¾@44; do., bonds, 1885, 84¼@85; do., 1900, 83@85; Parkersburg Branch, 20@—; N. W. Va., 1st mort., 94@—; do., 2d mort., 93½@—; do., 3d mort., 1873, 92½@92½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 90½@90¾; do., 2d mort., 70@72½; Central Ohio, 37@38; do., 1st mort., 89@90; Western Md. 6s, 1890, 70@70½; do., guar., 94@94½; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99@99; do., 1886, 97½@98; do., 1890, 98¾@99; do., coupon, 100@—; do., Park, 98½@98¾; do., 1893, 94@98½; do., 5s, 1838-'70, 80@80; City Passenger R.R., 18½@19; Canton Co., 56½@—; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 68½@70; Santa Clara, 1.50@1.70; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.72@0.80; Mineral Hill, 0.20@0.24; Baltimore Coal, 290@—.

☞ A company has been formed at Ellsworth, Kansas to build a railroad thence to Fort Larned. The road will open up a fertile, rich and beautiful valley, along which a road can be constructed at a comparatively trifling expense. The distance from Ellsworth to the valley is about thirty-seven miles, and there are no engineering difficulties in this part of the route. After the valley is reached the route is a direct one on a nicely level route to Fort Larned.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railroad for 2d week in Feb., 1868...$177,267 37
Corresponding week previous year .. 143,287 42

Increase $33,979 95

The earnings of the Detroit and Milwaukee Railroad for the week ending February 13, 1868, were $19,718 00
Corresponding week of 1867 ..... 24,623 00

Decrease $4,905 00

The earnings of the Atlantic and Great Western Railway for the first week in Feb., 1868, were $88,094 00
Corresponding week previous year... 83,243 00

Increase $4,851 00

The earnings of the Chicago and Rock Island Railroad for the first week in January, 1868, were $73,800 00
Corresponding week of previous year.. 53,200 00

Increase $20,600 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Feb., 1868, were $74,150 00
Corresponding week of 1867 ..... 72,683 00

Increase $1,467 00

The earnings of the Toledo, Wabash and Western Railroad for the 2d week of Feb., 1868, were $59,731 56
Same week in 1867..... 53,950 94

Increase $5,780 62

Columbus, Chicago and Indiana Central Railway.

At a meeting of the stockholders of this company held at Columbus, Ohio, on the 12th inst., the following gentlemen were elected directors for the ensuing year: W. D. Thompson, Frederick R. Fowler, W. D. Judson, Amos Tenney, Henry Morgan, James W. Elwell and Lawrence Wells of New York; Joseph T. Thomas, of Pennsylvania; Joseph E. Young, of Illinois; John S. Newman and J. T. Conness, of Indiana; Benj. E. Smith, W. Dennison, J. Gardner and John R. Hillyard, of Ohio. Benj. E. Smith was elected President, Gordon Moodie, Secretary, and James Alexander Treasurer.

☞ The Cumberland *Alleghanian* says that Mr. Hughert, the President of the Pittsburg and Connellsville R. R. Co., has promised that the cars shall run from Connellsville to Cumberland within one year from the date of the restoration of the charter.

☞ The Pittsburg *Gazette* of 10th inst., says: "We feel warranted in announcing that within 30 days the work requisite to complete the Connellsville Railroad will be advertised for letting, and the whole will be finished probably in the space of a year, or at furthest, within 16 months."

☞ Books of subscription to the capital stock of the Sussex Valley R. R. Co. were recently opened at Deckertown. Two gentlemen, one from Goshen, and the other of Branchville, each subscribed $90,000, thus covering the whole amount of the capital stock ($175,000) and $5,000 over.

☞ The Directors of the Whitehall and Plattsburg Railroad Co., have placed under contract the grading and bridging of about sixteen miles of their road, from Fort Henry to Ticonderoga, to be completed and ready for the ties by the 1st of Nov. next. Messrs. George F. Harris & Co., the parties who are constructing the northern portion of the road, are the contractors.

Journal of Railroad Law.

LIABILITY OF RAILROADS AS COMMON CARRIERS.

The facts in the recent case of Coyle *vs.* Western Railroad Co. (47 Barb. 152) were as follows: The action was brought against the defendant as a common carrier, to recover the value of one hundred and one half beer barrels which were delivered to the defendant at one of its freight depots at East Albany, N. Y., on the 5th day of July 1861, for transportation to Boston, directed to a person in that city. On the evening of this day, the barrels, while in the possession of the defendant were destroyed by fire, which took place accidentally. On previous occasions, it had been the habit of the plaintiff to send receipts for the company to sign, on delivery of the last load. This practice was omitted at this time. The defendant who was the appellant had in its employ a receiving and shipping clerk, whose duty and practice it was, when notified of the delivery of the goods for transportation to correct, tally and check them and hand his account to the bookkeeper, who entered them in a book kept for the express purpose, and by this book the goods were shipped. Unless receipted the goods were not shipped. The barrels which were afterwards consumed by fire, had not been tallied, counted, booked or receipted. Some evidence was produced to show the receiving agent was present at the delivery of some of the articles and was notified of such delivery. Among other things it was found by the Judge, that the barrels were delivered for transportation, and received by the defendant as a common carrier, and that the plaintiff was entitled to recover for their value and interest $220 22; for which amount judgment was entered, and the defendant then appealed to the general term.

By the Court, MILLER, J. The question to be determined in this case is whether the defendant sustained the relation of common carrier, or warehouseman in reference to the property which was delivered by the plaintiff, and which is the subject matter of this controversy.

I think it is quite clear that the defendant received the barrels as freight, to be transported on the railroad of the company and was liable as a common carrier, for the loss occasioned by the fire which consumed them.

The evidence establishes that the barrels were delivered at one of the freight houses of the defendant, at the usual place for transacting such business and received by persons in the employ of the railroad company. The defendant's agent was present when a portion of the property was delivered, and according to the testimony of one of the witnesses, directed where it should be put.

I think there can be no doubt that the barrels were placed by the defendant's employees in the freight house, for the convenience of the company, with a view and for the purpose of facilitating their transportation to the place of destination for, which they were designed, and to which they were directed. These were not placed there to remain for any period of time, but to be forwarded at the earliest practicable period. Under such circumstances it is manifest that the defendant received the property for the purpose of transportation and not as a warehouseman, and that the company is liable as a common carrier. (Angell on carriers § 181, 144, Story on Bailm, 536, Edw. on Bailm, 446, 489. Redf. on Rail 246, 248. Blossom *vs.* Griffin 13 N. Y. Rep. 569 Ladue *vs.* Griffith 25 id. 364).

Several objections are urged to the alleged delivery of the property, but I am of opinion that they are not valid, and cannot be upheld.

It appears to me, that there is sufficient evidence to warrant the conclusion that the parties, received the property, were authorized to do so; that the delivery was brought home to the knowledge of the defendant's, that notice was given to those who acted for the defendant and the property was accepted for carriage.

The delivery was complete, so far as the plaintiff was concerned, as he had nothing more to do. The taking of a receipt for the property was not essential to complete the delivery. It was for the plaintiff's benefit and the defendant cannot complain, because he thus failed to protect himself by a written acknowledgement of the delivery, instead of relying upon verbal proof of that fact, should it be required.

Nor do I think that anything remained to be done by the consignor, or his agent, after the delivery of the property to the railroad company before they were ready to transport it.

The counting, checking and entering the property upon the books of the company for shipment were matters connected with the course of business of the defendant which were for the protection and the benefit of the railroad company, and which could not in any way effect the delivery. Suppose these had all been entirely neglected and the goods had been shipped before they were consumed and had been lost or destroyed; would the defendant have been exonerated? certainly not, for the very apparent reason, that these were acts of the defendant, and the plaintiff could not be made to suffer by their omission.

The property having been received into the possession of the defendant, in accordance with the usual course of business, the delivery was perfect and complete and the defendant is liable as a common carrier, for its loss. There was no error in the finding of the court, or in the refusals to charge as requested. The latter were based upon the questions already discussed, and it is therefore not essential to examine them at length.

The judgment must be affirmed, w;th costs.

[Albany Gen. Term, March 5, 1866, Miller, Ingalls and Hogeboom, Justices.]

Boonsboro' Br. of the Washington Co. R.R.

James Brown, Esq., of Boonsboro', delegated by the citizens of that place, in a public meeting, visited Baltimore last week, for the purpose of conferring with the president and directors of the Baltimore and Ohio Railroad, upon the subject of a branch road, from the main stem of the Washington County Railroad to Boonsboro'. Mr. Brown was very kindly received, as is manifested in the fact that the company will, at an early day, place a corps of engineers upon the line, with a view to an experimental survey of the route.—*Hagerstown Mail.*

☞ The Portland and Rochester Railroad is progressing very favorably. The splendid bridge at Saco River is now completed, and the work of leveling up the track between the river and that portion running to Waterboro' and Alfred is going on. Station houses have been built at Waterboro' and Alfred.

Commerce of New York.

The foreign imports at New York for the month of January, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	$11,046,856	$7,855,830
Do. for warehousing....	9,087,702	6,647,871
Free goods	717,810	778,296
Specie and bullion	126,719	136,574
Total entered at port...	$20,979,087	$15,418,571
Withdrawn fr. wareh'use	9,380,484	6,731,624

The foreign imports at New York for seven months ending January 31st, were:

	1867.	1868.
Entered for consumpt'n.	$86,087,723	$70,424,231
Do. for warehousing...	62,894,173	53,333,519
Free goods.....	6,682,782	5,846,786
Specie and bullion.....	8,524,562	1,886,217
Total entered at port..	$164,189,240	$131,490,753
Withdrawn fr. wareh'se	59,627,912	54,019,789

The duties received at New York for seven months ending January 31st, were:

	1867.	1868.
Six months ending Jan. 1	$60,531,571 82	$54,731,301 44
In January.....	9,472,248 48	7,133,428 42
Total 7 months....	$70,003,820 30	$61,864,729 86

The exports from New York to foreign ports in the month of January, were:

	1867.	1868.
Domestic produce	$12,911,689	$13,766,496
Foreign free goods.....	114,207	12,680
Do. dutiable.....	422,751	669,151
Specie and bullion	2,551,351	7,349,825
Total exports.....	$15,999,998	$21,798,152
Do. exclusive of specie.	13,448,647	14,448,327

The exports from New York to foreign ports for seven months ending January 31, were:

	1867.	1868.
Domestic produce.....	$95,313,522	$100,829,047
Foreign free goods....	361,896	162,097
Do. dutiable	2,363,886	4,600,568
Specie and bullion.....	19,322,621	34,556,111
Total exports	$117,361,905	$140,147,823
Do. exclusive of specie	98,039,284	105,591,712

☞ A railroad from Hanover Junction, on the Northern Central Railway, to Peachbottom Ferry, is in contemplation. The total length of the new road will be about twenty-five miles, and the distance between York and Peachbottom, by this route, some thirty-three miles.

☞ A meeting in behalf of the projected White Lake Railroad, was recently held at Barryville. Some 200 shares of the capital stock were subscribed, in addition to the 400 shares taken at previous meetings. A Board of Directors was chosen with the following officers: M. T. Morse, President; R. Morrison, Vice President; F. W. Johnston, Secretary, and J. E. Gardner, Treasurer.

☞ Active operations are at once to be commenced on the extension of the Warwick Valley road. Ground has already been broken for the road from Newton to Franklin, and it is expected the cars will be in running order by the 1st of July next.

☞ The Legislature of West Virginia passed an act on the 6th inst., amending a former law, providing for the completion of a line of railroad from the waters of the Chesapeake to the Ohio River, in which a majority of the voters of a county or city shall be sufficient in voting on subscriptions to the road. No registration is required to enable persons to vote on this question.

[From the American Railway Times.]

Kerosene Oil for Lighting Cars.

Mr. Editor:—There have been several railway accidents during the past few weeks, in which passenger cars have been burned, resulting in one instance in a serious loss of life; and it has been stated that the use of kerosene oil for lighting the cars, has in some cases caused or increased the fires. As kerosene oil is so generally used, it may relieve the minds of many travellers to know that this statement is not correct, and that, with ordinary care, kerosene is not only the best light, but also a safe light for railway cars. In the accident at Angola, near Buffalo, which occurred in the day time, there were no kerosene lamps in the cars, but candles were used when lighting them; the fire was caused entirely by the stoves. The explosion of a lamp in a car on the Erie road, a short time ago, was not kerosene, but a mixed oil, in a lamp made specially for burning it. In the burning of the palace car "City of Chicago," on the Chicago, Burlington and Quincy Railway, on the 2d inst., it is not known with certainty how the fire was caused. The Chicago *Tribune*, of the 6th, says "the rear part of the car had taken fire probably from the over-heating of a stove pipe near the roof," and adds, "It was thought by some that this accident was caused by the explosion of one of the kerosene lamps in the car; but the officers of the road are confident that this was not the case, but that it started from the stove, as stated." The same paper, reporting the accident from the breaking of a rail and burning of cars on the Pennsylvania road, says, "The cars were lighted with candles, and the stoves bolted to the floor, protected with wrought iron casing, and the doors of the stoves locked. The cars took fire from the candles. During the last week two cars lighted with kerosene were thrown from the track, on the Boston and Providence Railway; one car was thrown flat on to its side, and the other about half way over. The stoves were firmly fastened down with iron straps. *The lights were at once put out by the rough motion of the car, as would usually be the case with kerosene*, and no further damage was done. If roads will be careful to purchase oil which will stand a fire test of 115°, which they can always do by the use of a pyrometer, or "oil-tester," kerosene may be used with safety. W.

☞ A meeting was recently held at Modena, to consider the feasibility of uniting with Newburgh in building the Newburgh, New Platz and Kingston Railroad. Thos. Hait, Esq., presided, and Dr. Hasbrouck acted as Secretary. The meeting was addressed by Homer Ramsdell and by delegations from Newburgh and New Platz. Resolutions were adopted in favor of energetic measures for raising the necessary stock and bonding the towns along the line of the proposed railroad.

☞ The work on the Dorchester and Delaware Railroad is progressing as rapidly as the weather will permit. A large force of workmen, numbering over a hundred, are now engaged near Federalsburg.

☞ An engineering party has commenced a reconnoisance of the proposed line for a railroad from Cleveland to Zanesville, Ohio. The route has been found very favorable, generally, with low grades and slight curves.

Washington, Alexandria and Georgetown Railroad.

A meeting of the bond and stockholders in this road was held in this city on the 12th inst., at which nearly seven-eighths of both classes of securities were represented. After detailed statements of the present condition of the company had been presented, including the various transactions of the late Treasurer of the company, a committee of bondholders and another of stockholders was appointed to draft a plan for the immediate re-organization of the company based upon a general compromise recognizing the securities of all classes, in order that the road may be taken out of the hands of the receiver and placed upon the footing to which its financial value and geographical importance entitles it. The meeting then adjourned, subject to a call from the Secretary as soon as the committees are prepared to report.

Extension of the St. Paul Railway.

The propositions of the Directors of the Milwaukee and St. Paul Railway having been fully accepted and complied with by the people of Winneconne, and the right of way, river crossing and depot grounds secured accordingly. The Appleton *Crescent* says the road will at once be extended from Omro to Winneconne, which point the cars will reach by the first of May, immediately after which Appleton may look for the commencement of work from that direction.

Michigan Grand Trunk Railway.

A meeting of the stockholders of this company was recently held at Jackson, Mich. The amount of subscriptions represented in the Convention was $395,000. The report of the Treasurer shows that he has received $17,919 74, and has paid out $9,805 92. Resolutions were offered favoring the immediate construction of the road between Niles and Union City.

Hudson River West Shore Railroad.

An important route of travel is proposed to be opened along the West bank of the Hudson River, by the Hudson River West Shore Railroad. The road will run from Hoboken to Athens, connecting at that place with a road to tap the New York Central at Schenectady. This will make the route twenty-six miles shorter than by the way of Albany. It is also intended to make connections with the proposed Midland road at Newburgh. By this connection the route to Chicago will be eighty-five miles less than by the New York Central.

☞ The Western R.R. *Gazette* says that a contract has been closed with Gen. Burnside to build the Cairo and Vincennes Railroad, and Fox, Howard & Co., having finished their contract of filling the streets of Cairo, will probably take a section of the proposed road.

☞ The Alton *Telegraph* says that the project of building a railroad thence to St. Charles, Missouri, has been revived under encouraging auspices; $1,000 per mile has been subscribed, and five per cent. of that amount paid in.

☞ The Rhode Island Locomotive Works, at Providence, R. I., have orders for 24 locomotives, 19 of them for the Union and Central Pacific Railroads. They will complete them in six months, about one a week.

☞ The Bloomington, Ills., *Pantagraph* says the Chicago and Alton Railroad Company will, next Summer, build 15 miles of a double track in the neighborhood of Dwight, which is probably the beginning of a double track between Bloomington and Chicago.

To Bridge Contractors.

ENGINEER'S OFFICE LOUISVILLE BRIDGE COMPANY,
Louisville, Ky., February 17, 1868.

PROPOSALS will be received by the undersigned until March 10th, 1868, for the construction of a portion of the superstructure of the OHIO RIVER BRIDGE AT LOUISVILLE, consisting of ten (10) spans of FINK'S IRON SUSPENSION TRUSS of the following lengths, from centre to centre of piers; four spans of 149.6 feet, two spans of 180 feet, two spans of 210 feet, and two spans of 227 feet.

Plans and specifications can be seen at this office.

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$500,000 First Mortgage Western Division Bonds, Toledo, Peoria and Warsaw Railway Company; interest annually, February and August.

$100,000 First Mortgage Bonds Cedar Falls and Minnesota Railroad Company; interest 7 per cent., payable May and November; secured by lease and contract with Illinois Central Railroad Company.

$100,000 Dubuque and Sioux City Railroad Company preferred shares; interest 7 per cent., payable January and July; secured by lease of road and contract with Illinois Central Railroad Company.

$50,000 Dubuque and Sioux City Railroad First Mortgage Bonds, Western Division; whole mortgage debt on 144 miles, $966,000, less than $7,000 per mile; interest payable January and July, and secured by lease and contract with Illinois Central Railroad Company.

$50,000 Dubuque and Sioux City Sinking Fund, 7 per cent. bonds; secured by land and income; 7 per cent. interest, payable May and November; secured by lease and contract with Illinois Central Railroad Company.

$50,000 Toledo, Logansport and Burlington Railroad Company's Bonds; interest 7 per cent. semi-annually, payable February and August; interest guaranteed by Columbus, Chicago and Indiana Central Railroad Company. CHARLES L. FROST,
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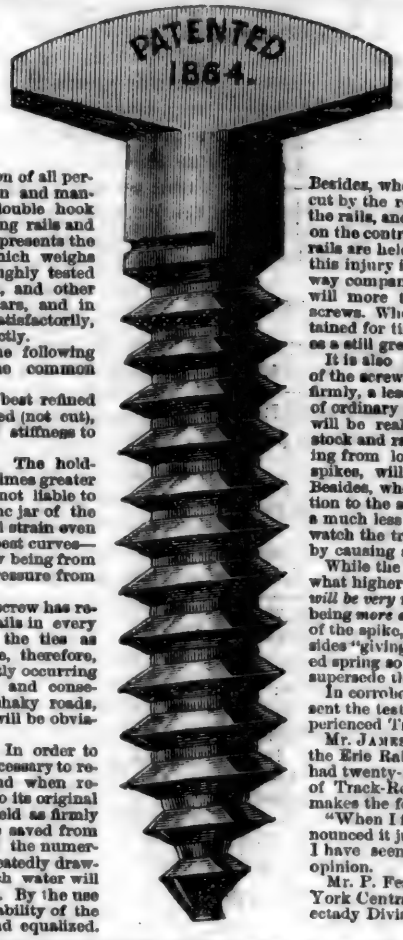
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Works at
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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The Improved Bronze Aluminum of which my watches are made, is a metal differing entirely from any ever offered to the public. It has seriously occupied the attention of scientific men, and has not only called forth the eulogium of the press, in consequence of its peculiar properties, but also has obtained a Gold Medal at the Paris Exposition, and even been favorably noticed by rescript of his holiness, Pius IX., authorizing its use in the manufacturing of church goods. The rich color it always retains is more pleasant to the eye than that of gold; it is therefore better adapted to the manufacture of watch cases than any composition ever found. The qualities of this metal are such that it is surpassed by none, if we except gold itself, and that only on account of the intrinsic value of the latter. Further details will be found in my circular, which will be sent, postpaid, on demand. My Watches are made of three sizes, all hunting cases, one small, for Ladies or Lads, and two for Gents. The movements are well finished and carefully put together by skillful workmen, and perfectly regulated. I can, therefore, warrant them excellent time-keepers. These goods being manufactured in my own factory, I am enabled to sell any of the above sizes at the extremely low price of $16. None genuine unless bearing my Trade Mark as above. A full assortment of all kinds of Chains always on hand. Goods sent by Express, C. O. D., with charges. Not responsible for money sent enclosed in letters. Address JULES D. HUGUENIN VUILLEMIN.
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Safety Railroad Switch.
MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the ***MAIN TRACK IS NEVER BROKEN,*** and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns ***The Life and Limb of all Travelers upon Railroads.***

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

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American Railroad Journal.

New York, Saturday, February 29, 1868.

South Side (L. I.) Railroad.

We invite attention to the Advertisement, in another column, of Messrs. Smith, Gould, Martin & Co. This firm has for sale $250,000 of the first and only mortgage bonds of the South Side R. R. Co. These bonds are secured by a mortgage which covers the entire 55 miles of road, extending from South Seventh street, Brooklyn, E. D., (formerly Williamsburg) to Patchoque, in Suffolk Co., including franchise, locomotives, cars, etc. The mortgage is for $750,000. The capital stock of the company is $500,000—$450,000 of which has been expended in constructing and stocking the road. Some 34 miles of road have been completed and equipped, and 6 additional miles are prepared for the rails, which will be put down as soon as the weather permits. The remaining 10 miles, from Islip to Pachoque, will be completed by the 15th of June next. The earnings upon 26 miles of the road, operated during the fall and winter months have been more than sufficient to pay interest on the bonds. The cost of the road when completed and fully equipped will not be less that $1,800,000. The mortgage debt is less than $14,000 per mile, or less than one-half the cost of the road. The bonds have 19 years to run from March 1, 1868. The deed of trust securing the payment of both principal and interest of these bonds is drawn with especial care to the protection of the interests of the bondholders. The trustees are David R. Floyd Jones of Oyster Bay in Queens County, and Treadwell Ketcham of the city of New York.

The directors of the road are as follows: Charles Fox, J. Boorman Johnston, Robert P. Colt, Daniel F. Willetts, William Floyd Jones, A. J. Bergen, Hon. John A. Dix, William C. Rushmore, F. B. Baldwin, John Tappin, Martin Willets, Vanderwater Smith and Alexander McCue. President, Charles Fox; Superintendent W. R. White.

Peninsular Railway Co.

A meeting of the stockholders of the "Peninsular Railway Co.," and of the "Peninsular Railway Extension Co.," was held in Battle Creek, Mich., on the 13th inst., for the purpose of voting upon the agreement entered into by the directors on the 3d of January last for the consolidation of said companies; and by the unanimous vote of the stockholders of each company the agreement was sanctioned. The name of the new corporation is, "The Peninsular Railway Company;" the capital stock is $900,000; the number of shares, 18,000, of $50 each. The number of Directors, nine, two of whom are located in Eaton Co., three in Calhoun Co., two in Kalamazoo Co., and two in Cass Co. The line of the road is one hundred and nine miles in length, running on almost an air-line, from Lansing *via* Battle Creek, to the south-east corner of the town of Milton, in Cass Co.

Joseph Musgrave, of Charlotte, and Martin S. Brackett, of Bellevue, in Eaton Co., Leonidas D. Dibble, William Wallace and Alonzo Noble, of the City of Battle Creek, in Calhoun Co., Stephen Eldred, of Climax, and Frederick Dale, of Schoolcraft, in Kalamazoo Co., and Joseph Smith, of Cassopolis, and George B. Turner, of Jefferson, in Cass Co., were unanimously elected Directors. At a subsequent meeting of the directors, L. D. Dibble, of Battle Creek, was elected President, C. W. Clisbee, of Cassopolis, Secretary, Clement Wakelee, of Battle Creek, Treasurer, Martin S. Brackett of Bellevue, Attorney, and Right-of-Way Agent, and Clement F. Miller, of Battle Creek, Chief Engineer of the Company.

Much business of importance was transacted by the Board, among which, was the adoption of By-Laws, and the assessment of stock subscribed on seventeen miles on the west end of the line, upon which work will be commenced within the present month. The assessments are made payable on the first day of each month hereafter, at the rate of ten per cent. per month.

Resolutions were passed by the Board, authorizing the president of the company to make a mortgage on the road and other property, to an amount, not exceeding $1,800,000, and, also construction bonds, to be secured by said mortgage, for the purpose of the purchase of iron and rolling stock for the road, and also to negotiate for the sale of the bonds, and the purchase of iron and rolling stock.

Upwards of $400,000 has already been raised to build this road; 3,448 shares of stock were represented in the votes cast for Directors.

Great interest was manifested by all present, in the enterprise, and an earnest determination was expressed that the road should be completed within the year.

The Directors and officers chosen, were selected with especial reference to their fitness for their respective positions, and for their well known energy, and determination to push the work rapidly forward to an early completion.

General Railroad Law in New Jersey.

The bill recently introduced into the Legislature of this State, provides that any number of persons, not less than twenty, may associate themselves into a company for the purpose of constructing, owning and maintaining a railroad within that State, upon making a certificate setting forth, first, the corporate name; second, the names of the places between which the road is to be constructed, approximating the route; third, the total amount of the capital stock (which shall be divided into $100 shares); fourth, the names and residences of the stockholders, and the number of shares held by each. After an organization and so much of the stock paid in as shall be equal to one thousand dollars per mile of the

road, surveys may be made. The company may obtain land in the same way, as the Camden and Amboy company, may borrow money, and intersect or connect with other railroads.

Atlantic and Great Western Railway.

The following is the report of General Potter, the receiver of the line, for the seven months ending 31st October, 1867, compared with the corresponding period of the previous year:

Receipts:	April 1st to Oct. 31, 1866	April 1st to Oct. 31, 1867
Passenger	$816,633	$584,914
Freight	2,514,573	2,371,935
Mail	25,669	25,666
Express	63,283	53,547
Other sources	117,287	48,974
Total earnings	$3,537,445	$3,085,038
Deduct expenses	2,372,877	1,870,676
Balance	$1,164,567	$1,214,361
Expenditure:	**April 1 to Oct. 31, 1867.**	**April 1 to Oct. 31, '67.**
Office and station expenses	$214,604	$152,758
Cost of rufining	777,774	615,176
General expenses	178,134	105,420
Repairs of engines and cars	587,612	501,676
" track and roadway	278,620	263,886
" structures	26,432	17,622
Incidentals	186,935	97,509
Miscellaneous	122,763	116,626
Total ordinary expenses	$2,372,877	$1,870,676
Renewals	$96,737	$520,584
Construction	571,746	662,967
Rent of leased lines	197,367	159,992
Total	$865,851	$1,343,543
Grand total	$3,238,729	$3,214,220

J. C. Calhoun, Auditor.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of January, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$317,151 55	$345,798 04
" passengers	149,507 78	168,988 26
" express matter	8,626 50	8,958 00
" mail	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	2,500 00	3,763 17
Total	$492,694 16	$542,415 80
Expenses	408,729 65	413,110 84
Net earnings	$83,964 51	$129,304 96

This shows a decrease in earnings of $49,721 64; with a decrease in expenses of $4,381 19—making the decrease of net earnings, $45,340 45.

The following is a statement of the approximate earnings and expenses of this company for the years ending December 31,

	1867.	1866.
Earnings	$7,237,187 62	$7,467,217 56
Expenses	4,864,073 27	5,147,686 54
Net earnings	$2,373,114 35	$2,319,531 02
Add profit in operating N. C. & L. Branches	70,000 00	55,460 56
Total net revenue	$2,443,114 35	$2,374,991 58

This shows a decrease in earnings of $230,029 94; with a decrease in expenses of $283,613 27—making the increase in net earnings, $53,583 33. Add increase of profit in operating N. C. and L. Branches, and the increase in revenue will be $68,122 77.

Chicago and Northwestern Railway.

The following is a comparative statement of earnings of this company for the month of January, 1867 and 1868:

	1867.	1868.
Passenger	$186,611 86	$219,860 10
Freight	449,409 49	471,162 24
Express	38,726 87	36,827 00
Mail	12,721 66	14,076 86
Total	$687,469 88	$741,926 20

From June 1, to January 31, (8 months), the earnings were:

	1866-'67.	1867-'68.
Passenger	$1,919,192 66	$2,852,952 96
Freight	4,913,881 83	5,772,551 04
Express	190,713 65	349,656 73
Mail	66,774 19	112,614 88
Miscellaneous	52,442 55	80,689 34
Total	$7,143,004 88	$8,668,464 95

This shows an increase in earnings for the month of January of $54,456 32; and for the eight months ending January 31st, of $1,525,460 07.

Marietta and Cincinnati Railroad.

The annual meeting of this company was held at Chillicothe, Ohio, on the 19th inst. Col. Jno. Medary was appointed chairman. The annual reports for 1867 were submitted and ordered to be published. The following gentlemen were elected directors for the ensuing year: Jno. King, Jr., Thos. Whitridge, Johns Hopkins, C. Oliver O'Donnell and Allan Chapman, of Baltimore; J. N. Camden, Parkersburg; Wm. Hutler, Constitution, Ohio; D. H. Schulte, Chillicothe; Nathaniel Wright, R. M. Bishop, H. C. Lord, Briggs Swift, Samuel B. Keys, of Ohio. John King, Jr., was elected President. A resolution was passed by a nearly unanimous vote stopping the further issue of scrip dividends. The whole number of shares represented at the meeting was 183,424, amounting to $9,171,215.

Pennsylvania Railroad.

Office of the Pennsylvania Railroad Co., Philadelphia, February 15, 1868.

To the Stockholders of the Pennsylvania Railroad Company:

Your directors have the gratification to report that the business of your railway, during the past year, has fully realized their expectations.

The following condensed statement will exhibit its earnings and expenses for 1867:

Earnings:		
From passengers		$3,431,508 13
" emigrant passengers		121,653 26
" United States, collected for transportation of troops		65,240 48
" mails		84,931 68
" express matter		330,494 60
" general freights		11,832,299 67
" miscellaneous sources		474,028 54
		$17,340,156 86
Expenses:		
Conducting transp.	$3,517,258 83	
Motive power	3,252,143 37	
Maintenance of cars	1,528,387 82	
Maintenance of road	3,602,748 92	
General expenses	179,760 70	
	12,080,299 64	
Leaving net earnings for the year 1867		$4,259,856 72

The total amount of revenues, compared with last year, is:

1867	$16,340,156 86
1866	16,583,882 84
Decrease	$243,726 48

Omitting the amounts collected for transportation of United States troops, are shown below:

1867	$16,274,915 88
1866	16,022,937 40
Increase in 1867	$251,978 48

The changes in the sources of revenue, omitting United States troops, are shown below:

Decrease in emigrant passengers		$18,067 99
" express matter		43,874 62
		$61,942 61
and		
Inc. in regular freights	$123,006 08	
" first-class passengers	185,708 07	
" United States mails	2,201 68	
" miscellaneous	8,005 26	
		318,921 09
Increase as before stated		$251,978 48

The gross revenues for 1867 are equal to $45,624 89 per mile of the main line of railroad.

The whole number of passengers carried in 1866 was 2,678,568, and in 1867 3,347,466; but the average distance traveled by each passenger in 1867, was 37 77-100 miles, while in the previous year it was 52 miles; showing that the increase has chiefly been in the local business of the road.

The number of tons of freight moved (including 281,314 tons of fuel and other material transported for the company) was 4,000,538, embracing 1,680,723 tons of coal. The increase in the coal traffic is 267,542 tons and the whole tonnage of the road exceeds that of last year 547,820 tons—nearly 16 per cent.

The results of the year, therefore, show a large increase in the business of the road, both in passengers and freights; but in consequence of reduced rates of freight, there is not a corresponding increase in gross revenues, while the continued high prices for labor and materials have prevented any material reduction of expenses.

The canals of the company, in conformity with the views expressed in the last Annual Report of the Board, have been sold and transferred to the Pennsylvania Canal Company; and the shareholders are referred, for information in relation to them, to the Report I. J. Wistar, the President, and T. T. Wierman, Chief Engineer and Superintendent.

The earnings of the Philadelphia and Erie Railroad, in 1867, were:

From passengers	$635,184 88
" troops	2,806 82
" freight	1,681,902 02
" express matter	28,875 10
" mails	18,436 08
" miscellaneous sources	16,605 09
	$2,383,759 94

The operating expenses during the same period were:

For conducting transportation	$565,295 61	
" maintena'ce of way	648,359 48	
" motive power	624,772 60	
" mainten'ce of cars	172,445 22	
Total	$2,010,872 86	
To which add 30 per cent. payable to Philadelphia & Erie Railroad	677,239 51	
		2,688,112 37
Showing a loss to this company, in operating the line under the lease, of		$354,352 48

Or $75,690 89 in excess of the same item in 1866.

The whole revenue of the Pennsylvania Railroad and its branches, and the Philadelphia and Erie Railroad, is as follows:

From the Pennsylvania Railroad and branches		$16,340,156 36
From the Philadelphia and Erie Railroad		2,333,759 94
Total		$18,673,916 30
And the expenses of operating these lines are:		
Pennsylvania R.R.	$12,080,299 64	
Philadelphia & Erie Railroad	2,010,872 86	
Thirty per cent. reserved to pay interest on debt of Philadelphia and Erie Railroad Co., etc.	677,239 51	
		14,768,412 01
Leaving the net profits from both Railways		$3,905,504 29
From which deduct two cash dividends of 3 per cent. each paid to shareholders in May and November last, and the taxes thereon	$1,337,668 52	
Interest on bonds, &c., and taxes on same	618,684 04	
Lease of Harrisburg and Lancaster R.R.	185,274 18	
Annual payment to the State of Pennsylvania, on account of purchase of main line of public works	460,000 00	
This amount, carried to the credit of "Extra Dividend Fund," in conformity with a resolution approved by the shareholders at their last meeting, payable in the capital stock of the Co.	1,190,000 00	
		3,741,626 74
Surplus		$163,877 55

The net profits of the Pennsylvania Railroad Company are nearly all derived from the business of its main line. The investments held in other lines, that have heretofore proved productive, have mostly been placed in the sinking fund established for the redemption of the Second Mortgage Bonds of this Company and the bonds of the Harrisburg and Lancaster Railroad Company, which together amount to $5,580,840. The value of the assets in this fund, at their present market price, may be stated at $5,000,000, and are deemed ample to meet at maturity the debts for which the fund was instituted. If the Second Mortgage Bonds should be exchanged for those under the General Mortgage authorized at your last annual meeting, this fund, after the payment of the seven hundred thousand dollar mortgage upon the Harrisburg and Lancaster line, will become the property of the company, to be disposed of in such manner as shall best promote its interest.

The shareholders are referred to the statement of the Treasurer annexed to this report, for an exhibit of the condition of the company at the close of the year. In comparing it with former statements, it will be seen that the cost of the railroad from Harrisburg to Pittsburg stands upon the books of the company at about the same sum ($13,540,950) that it did in 1854, the year that it was opened as a continuous single track railway between those cities. Since that time there has been added upon this portion of the railway, except three miles, a second track throughout, with shops, sidings, depots, &c., sufficient to accommodate more than five times the traffic that was then moved, the cost of which, if carried to construction account, would have swelled it to over $20,000,000.

A second track has also been added to the Harrisburg and Lancaster portion of the line between Columbia and Middletown, a distance of 19 miles, which has likewise been charged to expense account. The Philadelphia and Columbia Railroad, purchased of the State in a dilapidated condition, has had its superstructure renewed, and all of its wooden bridges east of Lancaster removed and new iron structures substituted, while the purchase money has at the same time been reduced from $6,500,000, its cost, to $5,375,000.

The construction account upon the whole line of double track from West Philadelphia to Pittsburg, 355 miles, and a single track between Dillerville and Middletown, *via* Mount Joy, of 25 miles, including branches to Indiana and to Hollidaysburg, of 27 miles, is but $20,799,233—a sum so small, compared with the cost of building such a work at this time, that no rival line—if there was a favorable route for one—could be constructed with any prospect of deriving a profit from the investment. This policy has been adopted by the Board, that reasonable rates of transportation may be maintained and at the same time satisfactory dividends continued to the shareholders. The Board is aware that this is not in accordance with the practice pursued by railway companies generally, particularly those of Great Britain, where their share and debt capital have increased to such enormous proportions compared with their revenues that dividends to ordinary shareholders have become the exception, while to maintain their revenues at the present standard, even with the advantages of cheap labor and materials for maintaining and operating their railways, the rates for travel and general freight are largely in excess of those charged by this company.

The practice of dividing the whole apparent net profits of the company, which has been the rule in Great Britain, has also had the disadvantage, by an exhibit of large dividends, on their completion of stimulating the construction of rival lines, thus increasing the railway capital that the traffic of the region is expected to meet, in an effort to secure a fair return for the money expended, which can only be effected by increased rates.

The securities created under the financial plan adopted at your last meeting to provide for the future wants of the company have been prepared, and will be issued from time to time, in exchange for its existing mortgage bonds, and in like amounts as the share capital of the company is increased—to provide for the demands of the railway for additional facilities for the accommodation, movement, or protection of its traffic. This plan contemplates the continuance of semi-annual cash dividends of three per cent., free from United States taxes—the remainder of the net profits of the year to be carried to an extra dividend fund, to be divided in shares whenever it is sufficient to justify a dividend of five per cent. upon the capital stock. Under the operations of this arrangement dividends of eleven per cent. were paid in 1867, and the same rate may be expected in 1868.

The Board, as stated in their last annual report, would have preferred and would still prefer to increase the capital stock of the company by a general distribution of it at par among the shareholders in proportion to the interest of each, but the alleged legal inability of Philadelphia to meet her share of this increase led to the adoption of the present plan, which it is believed will be found sufficient to meet the objects of the company and the requirements of its charter.

As the policy of investing funds of the company in feeders to the main line in and out of the State has been frequently adversely commented upon, the Board will again remind the shareholders that the investments made outside of Pennsylvania were expressly authorized and directed by themselves, with the full concurrence of the Directors, except in the subscription to the Marietta and Cincinnati line.

The wisdom of these investments, in view of the then isolation of the Pennsylvania Railroad at its western terminus, has been fully vindicated by the beneficial effect that the construction of the avenues thus facilitated with the trade centres of the West has had upon the revenues of the company and the prosperity of Philadelphia. The Board only exceeded the express authority of the shareholders, by a laborious but successful effort to save the funds—as far as advisable—that they had directed to be so invested.

The expenditures upon lines within the State—as explained in previous reports—was one of the conditions of a contract with the company, by which the company was relieved from the onerous burthens of a special tonnage tax, which dwarfed its usefulness and prevented its railway from developing the resources of the interior.

These expenditures have resulted in the construction of the Pittsburg and Steubenville Railroad, the Ebensburg and Cresson Railroad, the Tyrone and Clearfield Railroad, the Bald Eagle Valley Railroad, the Mifflin and Centre County Railroad to Milroy, and the extension of the Broad Top Railroad to Dallas. All of these works are valuable feeders to the main line, and in the aggregate will pay an interest upon the amounts *now* charged against them.

The Tyrone and Clearfield Railroad at present terminates at Phillipsburg. During the past year the road bed has been graded to the town of Clearfield, and the track will be laid upon it in the ensuing spring and summer.

That portion of the railway between Pittsburg and Columbus, Ohio, extending from Pittsburg to the Ohio River, across the State of West Virginia—in consequence of its great cost and long delay in its construction—became involved in inextricable financial difficulty, to free it from which it was sold under a decree of the Supreme Court. Arrangements are now being made to consolidate it with the Steubenville and Indiana Railroad, under the name of the Pittsburg, Cincinnati and St. Louis Railway Company, with a view to make but one corporation between Pittsburg and Columbus. In this line the Pennsylvania Railroad Company has a large interest in its shares, and we entertain the belief that its revenues will at once pay an interest upon the amount *now* charged to that account. The chief motive, however, in incurring this expenditure was, as already mentioned, the advantage it afforded to this company in securing the freight and travel to and from the Southwest, for which we had previously no independent connection. The line is now in full operation, and in this respect has met our expectations, gaining for the traveller a saving of several hours in his journey from Philadelphia and New York to Cincinnati, over any other route.

The Philadelphia and Erie Railroad has been operated since February 1, 1862, by this company, under a lease, at a heavy annual loss, which has to that extent reduced the profits of the main line. This loss is largely due to the unfinished character of the new portion of the work and the decayed condition of the bridges, &c., portion of the new upon the older parts of the line. In addition to these causes, it may be added that the line traverses a country which produces articles for transportation that can only be moved at low rates of freight—rates which, at the existing high prices for labor and materials, do not afford a sufficient margin of profit to meet the interest upon the debt of the company and the cost of operating the railway. This object can only be secured—if the causes of the high cost of operating railways should continue—by a largely increased traffic, to obtain which increased material outlays are required.

The Philadelphia and Erie Railroad Company, under the lease, is obliged to furnish the money to meet the expenditures for this object, but as it is without means or available credit, it devolves upon this company to supply the deficiency or continue an unprofitable arrangement. As neither the public advantage nor the permanent interest of this company will justify the latter alternative, the Board, with a view to apply the expenditures mentioned in a manner that will best promote the

objects in view, has purchased and converted obligations that have accrued against that company, into its capital stock to the extent of 31,636 shares of common, and 48,000 of preferred, amounting in all, at par, to nearly $4,000,000—sufficient to determine the future mode of managing the affairs of the company.

This line and the Pennsylvania Railroad occupy the only routes within this Commonwealth upon which a railway for through business can be built, and yield a reasonable return upon the capital that may be expended in its construction. Upon all other routes, several additional mountain summits will be encountered, besides the increased cost hereafter of constructing such a work. With this knowledge we may safely make outlays for the development of their traffic. The extent to which this can be done by a judicious enlargement of the field of operations of the Philadelphia and Erie line may be appreciated by referring to the history of our own railroad, which was only opened as a continuous railway in connection with the State road, between Philadelphia and Columbia, on the 15th of February, 1854—at which date the Eastern and Western Divisions of what was originally the Pennsylvania Railroad were united, avoiding the ten inclined planes, operated by stationary power, which had previously lifted the traffic over the Alleghanies. The revenues of this company, from the whole line, from Philadelphia to Pittsburgh, during 1854, the first year of its operation as a continuline, were $3,512,295. In 1867, between the same points—with addition of the local business of the State railroad—they were $16,583,000, an increase of nearly five-fold in money and much larger in tonnage.

It is true the Pennsylvania Railroad traversed a country that had been partially developed by the State improvements, and a large local traffic became immediately available, but at that time the through business was of inconsiderable extent. It has since vastly increased by the rapid growth of the West, both in population and wealth, and is capable of still greater development by the introduction of rates of freight that will successfully compete with those charged upon the lakes and the New York Canals.

A line possessing a large mixed traffic, such as commanded by the Pennsylvania Railroad, cannot fully meet this requirement without the construction of a third track throughout its length, by which trains can be moved at a low rate of speed without serious interruption to the traffic that will pay for the cost of a more rapid movement. Instead of a third track upon the Pennsylvania Railroad to meet this demand, as originally suggested, it has been proposed that the line of the Philadelphia and Erie Railroad, as far as practicable, be taken for such a thoroughfare. This line will cross the summit between the eastern and western waters where the elevation is fourteen hundred and fifty feet above tide, which may be overcome by gradients not exceeding a rise of a half of a foot in one hundred feet, passing through a region abounding in the best bituminous coal for fuel.

A road built to accommodate the object contemplated must be located and constructed with a view to secure the lowest possible cost of movement of trains, and its locomotives and cars adapted to the business they are intended to move and the speed they will travel. Instead of changing locomotives at the end of each day's service as at present, the trains under this system will be provided with double crews, alternating their time upon duty until their destination is completed and the return trip accomplished. The speed of the freight trains should not exceed an average of six miles per hour.

As through travel and general merchandise will seek lines where the movement is more rapid, a railway operated upon this principle can only be introduced with advantage to the community and profit to its shareholders, where the traffic that it will command is very large. The profits upon the capital invested in such a line must be realized from a small margin over cost upon a very large tonnage to be moved. But few, if any, locations at present afford a business sufficient to justify the construction of a railway specially operated upon this principle, and one between the east and west will be sufficient to meet the public demand for many years. In New York the Erie Canal fulfils the objects of such a work not only for that State but for through tonnage between the east and the west. No route in Pennsylvania or elsewhere between the seaboard and the West affords equal facilities for the introduction of this system as the line occupied by the eastern portion of the Philadelphia and Erie Railroad, where a basis for it may be laid with confidence as to its affording favorable results. A railroad operated upon this plan will ultimately be extended to the Mississippi River across the table lands of Ohio, Indiana and Illinois, south of the great lakes, which, when the tonnage is sufficient to justify its construction, will afford a medium of transportation at all seasons of the year, as cheap and more expeditious than via the lakes and Erie Canal, without materially interfering with the profits of existing lines. The general introduction of this system of railways to supersede the present lines can only end in a disastrous failure wherever tried.

The present system of operating railways is adapted to the wants of the country, and is the only one applicable to lines of mixed or moderate traffic, or that could now be profitably introduced into regions where new railways are required.

The preponderance of east-bound traffic upon all of the trunk lines must always give a preference to the faster lines for western shipments, while the financial value of expedition and the necessity for it in the conveyance of live stock must continue such traffic with the lines operated under the present system.

Since your last meeting the Board has received, with regret, the resignation of H. H. Houston, Esq., as General Freight Agent of this company, a position which he has held since the organization of the Transportation Department, performing at all times its delicate duties, with much credit to himself and fidelity to the company. In his successor, Stephen B. Kingston, the Board feel satisfied they have secured the services of a gentleman well qualified by long experience and sound judgment, to administer the important duties assigned to him.

The Board has also received the resignation of R. E. Ricker, Esq., Superintendent of Motive Power and Machinery, who left the service of this company to assume the more responsible position of General Superintendent of the New Jersey Central Railroad Company. To fill the vacancy thus caused, A. J. Cassatt, Esq., has been selected—a gentlemen who has been engaged in the service of the company since the commencement of his professional career.

In conclusion the Board desires to acknowledge the efficient manner in which the business of the company has been conducted by the officers and employes, generally, during the year.

By order of the Board,

J. Edgar Thomson, President.

General Account.

Capital stock	$21,045,750 00
First mortgage six per cent. bonds	4,972,000 00
Second " " "	4,880,840 00
General " " "	59,000 00
Lien of State upon the Public Works sold to the company, bearing five per cent. interest	6,375,738 48
Short bonds, or debentures, six per cent	3,400,000 00
Mortgages and ground rents, six per cent	117,809 32
Bills and accounts payable, including dividends due to stockholders, unpaid	2,727,493 25
Extra dividend fund	1,800,000 00
Contingent fund	1,000,000 00
Balance	221,798 95
	$46,100,424 95

By balance standing on books of company for the construction of the railroad between Harrisburg and Pittsburg, including branches to Indiana and Hollidaysburg, (in all 276 miles,) also for cost of stations, warehouses, shops and shop machinery, on the whole road from Philadelphia to Pittsburg	$18,540,950 00
Balance standing on the books of the company for the purchase of the Philadelphia and Columbia Railroad	5,375,738 48
Balance standing to debit of equipment of road, consisting of 518 locomotives, 269 passenger cars, 120 baggage, mail and express cars, 7,635 freight cars, and 973 road cars	4,476,849 98
Cost of real estate of company and telegraph line	3,481,641 54
Extension of Pennsylvania Railroad to the South Bank of the Monongahela and to the Delaware River, including wharves and grain elevator	2,239,843 95
	$29,115,018 90
14,659 shares Harrisburg and Lancaster Railroad stock	732,950 00
Capital stock and advances to the Connecting Railway Company	1,262,978 69
Western Pennsylvania Railroad stock and bonds	554,304 58
31,636 shares capital stock of the Philadelphia and Erie Railroad Company	779,637 26
Stock and bonds upon the line of railway between Pittsburg and Columbus, Ohio, as standing upon the books of the company at this date	5,575,519 88
55,231 shares capital stock of the Pennsylvania Canal Company	1,101,155 00
Amount of other bonds and stocks of municipal and railroad corporations	522,343 67
Cost of bonds and stocks in the sinking fund	2,000,756 69
Amount of fuel and materials on hand for repairs to locomotives, cars, and maintenance of way on the Pennsylvania Railroad	1,074,947 07
Amount advanced to pay for fuel, and materials on hand for repairs to locomotives and cars, and maintenance of way for the Philadelphia and Erie Railroad	829,779 48
Amount advanced to operate the Philadelphia and Erie Railroad	405,518 09
Amount of bills and accounts receivable, and amount due from other railroads	1,593,062 03
Balance in hands of agents	496,889 81
Balance in hands of Treasurer	556,614 35
	$46,100,424 95

☞ The stockholders in the various railroads in the oil regions met at Philadelphia on the 25th inst., and confirmed the contracts of their respective roads for the consolidation of the lines merged in the Warren and Franklin Railroad, Oil Creek Railroad and Farmers' Railroad, all under the title of "Oil Creek and Allegheny River Railroad Co."

☞ The passage of the bill providing for the extension of the Dubuque and Sioux City Railroad secures a prompt completion of the road, and admits of no change in the route.

☞ Cars on the Council Bluffs and Sioux City Railroad, reached Woodberry—seven miles from Sioux City—on the 5th inst.

Boston, Hartford and Erie Railroad.

From the annual report to the Massachusetts Legislature of the Boston, Hartford and Erie Railroad corporation, the following facts are gathered:

The capital stock of the company is $20,000,000; number of shares, 143,840; increase of shares in 1867, 30,070; capital paid in, $14,884,000; increase of capital paid in 1867, $3,007,000; total present amount of funded and floating debt, $10,826,406; increase in 1867 of funded and floating debt, $2,077,076; average rate of interest paid in 1867, 8 per cent.; total cost of road and equipment, $19,242,081; increase in 1867 of cost of road and equipment, $6,318,268; whole length of road in Massachusetts, Rhode Island, Connecticut and New York, about 400 miles, of which about 245 are ironed and in operation. The total income of the road in 1867 was $369,577; in 1866, $84,579.

The company own 18 engines, 12 passenger cars, and 60 merchandise cars. The mortgages on the road and franchise, amount to $8,693,350, an increase of $492,000 since 1866. In December, 1866, the company rented the Norfolk County Railroad for three years, at $42,000 per annum, and the easterly ends of the line now extend to Boston, Brookline and Dedham. The road also extends from Providence, Rhode Island, reaching the main line at Willimantic, in Connecticut. The western terminus of the road is at Fishkill on the Hudson River. The directors are John S. Eldridge (President,) Mark Healey, Henry H. Farwell, Joseph W. Clark and James S. Whitney.

Southern Maryland Railroad.

The Commissioners appointed last year for the purpose of having surveyed a railroad route from the city of Baltimore to Drum Point, at or near the mouth of the Patuxent River, have made a report to the Maryland Legislature, in which they say:

The report of the Chief Engineer, Col. George W. Hughes, to which reference is made for further information on this subject, shows that a railroad communication between the city of Baltimore and the mouth of the Patuxent River may be established in connection with other works now existing or in course of construction, by a railroad of about 55 miles in length, and at a cost not exceeding $1,300,000, including road bed, fixtures and rolling stock.

The undersigned being fully satisfied that the construction of the railroad would confer great benefits on the country through which it would pass, on the city of Baltimore and on the State at large, respectfully petition your honorable bodies to grant a charter of incorporation for a company, under the designation of the "Southern Maryland Railroad Company," to build, stock and work said road, with the rights, privileges and liabilities usually devolved on incorporated companies for similar purposes, including the right to condemn land, to construct branches, and to connect with other roads now finished, or that may be built hereafter, with a capital stock of $1,500,000.

☞ The new management of the Delaware, Lackawanna and Western Railroad Company is as follows: President, Samuel Sloan; Treasurer, Andrew J. Odell; Secretary, Charles E. Carryl; Managers, William E. Dodge, Moses Taylor, George Bulkley, John I. Blair, Rufus R. Graves, Lowell Holbrook, Simeon B. Chittenden, John Brisbin, George Bliss, Percy R. Pyne, William Walter Phelps, Joseph H. Scranton, John C. Phelps, James Blair.

☞ The construction of a railroad from Reads Landing to Chippewa Falls, Wis., is in contemplation. Chippewa Falls, it is said, rests on a bed of iron ore.

Hoosac Tunnel.

The report of Hon. Alvah Crocker, Commissioner, acting as Superintendent of work upon the Troy and Greenfield Railroad and Hoosac Tunnel, together with the reports of the Chief and Consulting Engineers, has been laid before the Legislature. From these we learn that the only work on the Troy and Greenfield Railroad uncontracted for east of the Tunnel is the bridge and embankment over Deerfield river, near the Tunnel. A large portion of the road is already built and in use, and it will probably be opened to the Tunnel by July next. Mr. Crocker speaks strongly of the necessity of a railroad about eight miles in length up the Deerfield river from the mouth of the Tunnel, as deeply interwoven with the success of the Tunnel, opening as it will an almost inexhaustible supply of lumber, which now it is almost impossible to obtain at certain seasons of the year. The saving that might have been made in the purchase of lumber and supplies, had it existed, would up to the present time, have paid the whole cost of the road. As is well known, the progress of the work on the Tunnel was greatly delayed last year by the flooding of the west end by the tapping of secret springs of water. Pumps of sufficient capacity to remove it are now in operation, so that the work has been resumed for some time, and a side tunnel is in course of construction to assist in carrying off the water. An improved route for the two miles by railroad to North Adams has been surveyed, by which a saving of $75,000 to the State in land damages will be made, and the depot facilities will be better. The Burleigh machine drill employed in the tunnel is considered the best in use. Mr. Benjamin H. Latrobe, the Consulting Engineer, who visited Europe last year, says it is superior to the machine used in the Mont Cenis Tunnel. Experiments are to be made with nitro-glycerine. A greater rate of progress was attained last year than ever before, and Mr. Crocker is confident that a largely increased progress may be obtained in the future. At least one hundred and fifty feet per month may be accomplished, unless unexpected obstacles arise. On the 1st of November, 1867, the heading had reached a total of 4,482 feet from the eastern portal, and on the western shaft, eastward heading, 1,004 feet on the west heading 590 feet. Work has not yet been resumed on the central shaft, the works of which were destroyed by fire. Mr. Latrobe anticipates more trouble from water at the west end. He favors the contract system, as the most economical to the State. The progress made on the Mont Cenis Tunnel he regards as warranting the utmost confidence in the future rapid progress of the Hoosac Tunnel.

☞ The Public Treasurer of North Carolina has issued an order for $1,842,000 in State bonds to be delivered to the Western North Carolina Railroad Company. These are new bonds, and the State is liable for $340,000 more, which the Treasurer is notified will soon be required. These are issued under acts of previous Legislatures.

☞ A Railroad Convention was held at New Philadelphia, Ohio, on the 20th inst., to fix the river terminus of the proposed railroad to Toledo. Bridgeport, Ohio, was designated as the point. The road is to be called "The Wheeling and Toledo Railroad."

Rutland and Woodstock Railroad.

A meeting was held in Portland on the 18th inst., to consider the proposition of several Vermont capitalists for the building of the Rutland and Woodstock Railroad to White River Junction, forming a western connection with Portland across New Hampshire. Jonas H. Perley, President of the Board of Trade, presided.

Remarks favoring the project, and also the Portland and Ogdensburg Road, were made by several gentlemen. Among the speakers were Governor John B. Page of Vermont, President of the Rutland and Burlington Railroad, Hon P. T. Washburn of Woodstock, President of the Woodstock Road, Hon. Julius Converse of Woodstock, Charles Sheldon of Rutland, Hon. Henry Keyes of Rutland, President of the Passumpsic Road, Collector Israel Washburn, Jr., Hon. John A. Poor and others of Portland.

Resolutions were unanimously passed thanking the gentlemen from Vermont for the interesting information given, and responding in behalf of Portland in a liberal spirit, encouraging both the Portland and Rochester with the Rutland connection, and also the Portland and Ogdensburg project, and calling upon the merchants of Portland to give the subject their earnest attention.

A committee of twenty-five was appointed to consider the propositions presented, and make an early report. Among the committee are Hon. John B. Brown, Hon. John Lynch, Hon. Jacob McClellan, Hon. Israel Washburn, Jr., Hon. T. C. Hersey and other well known citizens.

Rutland and Burlington Railroad.

In answer to numerous inquiries from the Bondholders whom they represent, the Trustees deem it their duty to state that the Court of Chancery of Vermont has issued a strict injunction against the transfer, by the Trustees in possession, of any of the property in their hands, and against the payment, from the Trust funds, of any dividend upon the preferred stock of the so-called Rutland Railroad Company; and that the dividend now being paid is from funds raised upon the personal credit of individuals in the interest of the new Corporation organized by the Second Mortgage Bondholders.

☞ The Nashville *Press and Times*, says the Memphis and Charleston, Nashville and Decatur, Nashville and Chattanooga, Memphis and Ohio, Mobile and Ohio, Mississippi and Tennessee, Mississippi Central and Knoxville and Charleston Railroads, have all paid in full the January interest on the State bonds loaned to them. The East Tennessee and Virginia, East Tennessee and Georgia, Knoxville and Kentucky, and several other roads, have paid almost the entire interest required.

☞ A number of workmen are at present employed in grading and receiving the ties for the Baltimore and Potomac Railroad, at Watts', on the Annapolis and Elkridge Railroad, and from that point the work is being pushed on towards Covington. Watts' is about seven miles east of Annapolis Junction. The material for the road comes to that point by way of Annapolis.

☞ Benj. Ferguson, of Fox Lake, has been appointed Superintendent of the Fox Lake Railroad, vice J. T. Smith, resigned.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,678,139	.....	.....
Allegheny Valley 50	1,498,400	.....	.....
Alton and St. Louis..... 100	125,000	J. A. J. & O.	Oct. '67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	11,522,150	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '67 3½
Baltimore and Ohio.....100	16,152,982	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,550,000	A. & O.	Oct. '67 5
Baltimore City Passenger...	670,000	.....	Jan. '68 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug. '67 3
Belvidere Delaware.....100	997,112	.....	.....
Berkshire*.....100	600,000	J. A. J. & O.	Jan. '68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec. '67 2½
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '67 3
Boston and Lowell.....500	1,830,300	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000	.....	.....
Broadw'y & 7th Av.(N. Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A '67 3½
Brooklyn City & Newt'n..100	399,800	.....	.....
Buff., New York & Erie*..100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb. '68 5
Cambridge Horse (Bost'n)100	777,800	A. & O.	O. '67 4½
Camden and Amboy..... 100	6,842,200	F. & A.	Feb. '68 5
Camden and Atlantic, pref. 50	600,000	.....	.....
Cape Cod Branch 50	721,928	J. & J.	Jan. 68 2½
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	A. & O.	Oct. '67 3½
Cayuga & Susquehanna.* 50	539,110	.....	Jan '68 4½
Central of Georgia..... 100	4,666,900	J & J	Jul. '67 5
Central of New Jersey....100	13,000,000	J. A. J. & O	Jan. '68 2½
Central Ohio..... 100	400,000	J. & D.	Dec. '67 3
Do. pref.....	.....	J & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. '67 2½
Charlotte & S Carolina...100	1,201,000	.....	.....
Chemung*..... 100	380,000	.....	Dec. '67 2
Cheshire, preferred 100	2,017,925	Annual.	Jan' '68 3
Chicago and Alton..... 100	3,886,643	M & S	Mar. '68 5
" " pref..100	2,425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy . 80	10,193,010	M. & S.	Sep '67 2½
Chicago and Gt. Eastern...100	4,890,000	.....	.....
Chicago, Iowa & Nebrsa*.100	1,000,000	.....	Jan. '68 5
Chicago and Milwaukee*.100	2,277,000	.....	.....
Chicago & N. Western....100	13,150,927	.....	.....
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O	Oct. '67 5
Cin., Ham. & Dayton..... 100	3,129,100	A. & O.	Oct. '67 1
Cincinnati City Passenger...	.....	J'n & J'ly	Jan. '68 2
" Street	.....	J. & J.	Jan. '68 2
Cincinnati and Zanesville. 50	1,600,250	.....	.....
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb. '68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	Nov. '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n. '68 3½
Cleveland and Pittsburg... 50	5,403,911	.....	Sep. '67 5
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n. '68 3½
Col. & Indianapolis Can...100	4,000,000	J. A. J. & O	O. '67 2½
Columbus and Xenia*..... 50	1,186,200	J. & J.	Jan. '68 5
Concord 50	1,500,000	M. & N.	Nov. '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. 68 3½
Coney Island & Brooklyn.100	800,000	.....	.....
Conn. & Passump. Rivers.100	.....	.....	.....
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River..... 100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	.....	.....
Dayton and Michigan*....100	2,384,941	.....	.....
Delaware..... 50	606,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley..... 100	1,550,050	.....	.....
Detroit & Milwaukee..... 100	452,359	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	.....	.....
Dubuque and Sioux City..100	1,673,641	.....	.....
Do. do. pref.100	1,987,351	Annual.	Dec. '67 7
Eastern (Mass.)..... 100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400	.....	.....
East Tenn. and Georgia...100	.....	.....	.....
East Tenn. and Virginia...100	.....	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	F'b. '68 2½
Elmira & Williamsport... 50	800,000	M. & N.	N'v. '67 2½
Do. do. pref. 50	800,000	J. & J.	Jan. '68 3½
Erie Railway 100	19,570,100	F. & A.	Feb. '68 4
Do. pref..... 100	8,525,700	Annual.	Jan. '68 7
Erie & North East*..... 100	600,000	F. & A.	Feb. '68 5
Evansville & Crawfordsv.100	1,142,884	.....	.....
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly	.....	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,020	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr. '67 6
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,600	J. & J.	Jul. '67 2
Granite..... 100	.....	J. & J.	Jan. '68 4
Great Western (Ca.).....	16,802,745	.....	..... 1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J. A. J. & O	Jan. '68 3
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do. pref.100	5,253,830	.....	.....
Hanover Branch 50	116,550	M. & N.	Nov. '67 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Feb. '68 3
Huntingdon & B'd Top ... 50	494,390	.....	.....
" " pref. 50	190,750	J. & J.	J'n. '68 3½
Illinois Central 100	23,388,450	F. & A.	Feb. '68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 3
Joliet and Chicago*..... 100	1,500,000	J. A. J. & O	Oct. '67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1,325,000	.....	.....
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N	M'y. '67 5
Lehigh Valley 50	10,734,100	J. A. J. & O	J'n. 68 2½
Lehigh Luzerne..... 50	844,650	J. & J	Jan. '68 4
Lexington & Frankfort ...100	614,646	M. & N.	Nov. '67 3
Little Miami..... 50	3,572,400	J. & D.	D'c. '67 4
Little Schuylkill*..... 50	2,616,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F. M. A. N.	Aug. '68 2
Long Branch & Sea Shore ..	95,194	.....	N'v '67 1½
Louisv., Cin and Lex. pr.100	48,038	J. & J	Jul. '67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 5
Louisville and Nashville .100	5,500,000	F. & A.	Feb. '68 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western..... 100	1,500,000	.....	Jan. '68 4
Mahanoy & B'd Mount n* 50	921,615	.....	.....
Maine Central..... 100	1,600,860	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov '67 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	6,186,195	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston)..... 100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ... 100	9,511,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug. '67 5
Middlesex (Boston)..... 100	400,000	.....	.....
Millville and Glassboro' ...100	368,200	F. & A.	Aug. '67 6
Milw. & Prairie du Chien....	.....	.....	.....
" " " 1st pref 100	3,062,000	Annual.	Feb. '68 5
" " " 2d pref..100	1,014,000	Annual.	Feb. '68 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	.....
" " " pref..... 100	7,371,000	J. & J.	Jan, '67 5
M. Hill & Schuylk. Haven 50	3,775,100	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	.....	.....
Montgomery & W. Point..100	1,419,769	.....	.....
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N	Nov. '67 5
Nashville & Chattanooga..100	2,066,644	.....	.....
Naugatuck..... 100	1,100,000	F. & A.	Feb. '68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '68 4
New Haven & N. London..100	736,538	.....	.....
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey..... 100	5,000 000	F. & A.	Feb. '68 5
New London Northern..... 100	895,000	M. & S.	Mar. '68 4
N. O., Opel. & Gt. West'n.100	4,093,425	.....	.....
New York Central..... 100	26,580,000	F. & A.	Feb. '68 3
New York and Harlem..... 50	5,255,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400	.....	.....
North Carolina..... 100	4,000,000	.....	.....
Northern Central 50	4,518,900	F. M. A. N	Feb. '68 2
North Eastern (S. C.) pref.	155,000	.....	May '67 4
Northern of N. Hampsh...100	3,005,400	J. & D.	Dec. '67 4
Northern of N. Jersey 100	158,800	.....	.....
North Missouri 100	2,389,307	.....	.....
North Pennsylvania..... 50	3,159,150	.....	F'b. '68 5a
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi..... 100	20,222,647	.....	.....
" " pref.100	8,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,800	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri..... 100	3,581,000	.....	.....
Panama..... 100	7,000,000	J. A. J. & O.	Jan. 68 6
Paterson and Ramapo..... 100	248,800	J. & J.	Jan. '68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov. '67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,500	.....	.....
Philadelphia and Erie*.... 50	5,059,450	.....	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,700	J. & J.	Jan. '68 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Oct. '67 5
Phila. and Trenton*..... 100	999,200	F. & A.	Feb. '68 6
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	160,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,097	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,791,623	.....	.....
Pittsb., Ft. W. & Chicago 100	9,940,987	J. A. J. & O	Jan. 68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	1,000,000	.....	Aug. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Port., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec. '67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '68 4
Reading and Columbia 50	605,019	.....	.....
Rensselaer and Saratoga ..100	600,000	A. & O.	Apr. '67 2
Richmond and Danville ..100	2,008,000	.....	.....
Richmond and Petersb'g..100	847,000	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	98,400	.....	Nov. '67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred..... 100	.....	F. & A.	F'b. '68 3½
St. L., Alt. and T. Haute..100	2,800 000	.....	.....
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	393,078	M. & N.	Nov. '67 3
Sand. Mansf. and Newark.100	900,000	.....	.....
Saratoga and Hudson R... 100	1 020 000	.....	.....
Saratoga and Whitehall*.100	500,000	A. & O.	Apr. '67 2
Savannah and Charleston.100	1,088,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St. (Ph.) 50	293,757	J. @ J.	Jan. '68 5
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '68 2½
Seaboard and Roanoke.....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '68 3
Sixth Avenue (N. Y.) 100	750,000	.....	Nov. '67 5
South Carolina 100	2,810,275	.....	.....
South Shore 100	259,685	.....	.....
South Western, Georgia...100	3,203,400	F. & A.	Aug. '67 4
Southern Mississippi..... 100	1,000,000	.....	.....
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	.....	.....
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,92;	.....	.....
Terre Haute and Indiana. 50	1,482,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.)..... 100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 600	.....	.....
" " " 1st pref.100	1,700,000	.....	.....
" " " 2d pref.100	908,176	.....	.....
Tol., Wabash and West. .. 50	5,400,000	.....	.....
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... 100	274,460	J. & D.	Jun '67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr. '67 2
Union Transport'n (Bos.)..100	200,000	.....	.....
Union Pacific..... 100	.....	.....	.....
Union Pacific (E. D.)..... 100	.....	.....	.....
Union Pacific (Cent. Br.)..100	.....	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*..... 100	2,250,900	J. & D.	Dec. '67 4
Vermont Central..... 100	8,000,000	.....	.....
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n. '68 1½
Vermont Valley..... 100	516,164	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,454,815	.....	.....
Western (Mass.)..... 100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	.....	.....
West Jersey 100	731,050	.....	Feb. '68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester.....100	1,130,470	.....	.....
Wilm. and Weldon..... 100	1,340,293	.....	.....
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n. '68 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec. '67 3
Chesapeake and Ohio 25	3,228 595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '68 4
Delaware and Hudson..... 100	10 000,000	F. & A.	Feb. '68 3
Delaware and Raritan..... 100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,865	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	29,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'67 2
Central Coal	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J. A. J. O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J. A. J. O.	Oct.'67 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,460,000	A. & O.	.....
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut'and Marble..... 25	1,000,000	.....	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Nov. '66 2
American Express..... 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	.....	.....
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,525	6¾	....	37
30 Nov.'66	5.13	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	....	55½
30 Nov.'66	27.43	—	—	—	—	Cambridge	784,671	727,800	150,000	94	—	65,502	9	....	98½
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	46,536	46,000	—	—	20,399	3,261	—	....	....
30 Nov.'66	11.75	..	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,082	164,742	5,258	—	....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,600	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	887	157	—	Metropolitan (Boston)	1,601,478	1,250,000	—	139,096	752,414	113,472	—	....	60½
30 Nov.'66	6.28	—	264	35	—	Middlesex (Boston)	494,702	460,000	38,000	76,444	157,176	11,437	—	....	44
30 Nov.'66	3.22	—	—	—	—	Northampton & Will.amsb.	300,000	300,000	—	4,627	2,686	211	—	....	....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,695	—	....	....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	....	....
30 Nov.'66	3 61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	....	....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	....	....
30 Nov.'66	—	—	421	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	....	86½
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,300	—	—	3,720	3,255	4	....	—
30 Nov.'66	11.66	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '66	9.55	—	87	6	6	Albany	128,622	89,950	40,000	.....	46,365	1,841	—	....	....
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	....
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn	236,752	200,000	27,500	5,910	98,266	23,408	8	100	....
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,196	268,445	4	100	....
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,656	12	10	....
30 Sep. '66	11.75	4.00	—	87	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep. '66	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	167,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	....	....
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	....	....
30 Sep. '66	—	2.00	—	—	—	Cohoes & Waterford	.....	600	.....	.....	—	—	—	....	....
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	143,000	36,545	123,014	loss.	—	100	....
30 Sep. '66	28.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	....	....
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	....	....
30 Sep, '66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	....
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	—	—	....	....
30 Sep. '66	12.20	—	—	80	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	....	....
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	1,000	53,296	9,042	—	100	....
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	—	—	—	....	....
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,200000	70,000	1,095083	260,333	12	100	....
30 Sep. '65	—	6.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	....	....
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	....	....
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	....	....
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	....	....
30 Sep. '66	1.75	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	....	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	....	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	8	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,083	20	50	....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	8	50	38
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	....	27
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	25½
31 Oct. '66	4.63	—	191	33	8	Green & Coates st. (Phila.)	232,963	150,000	100,000	—	166,792	51,934	18½	50	29
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	....
31 Oct. '66	19.00	—	390	55	1	Hestonv., Mantua & Fairm't	—	—	188,600	8,250	242,181	30,388	—	50	10½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	11½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct. '66	5.92	....	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	.....	39,291	13,479	....	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	....
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,060	10,600	—	80,135	29,938	20½	50	....
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,360	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	....	....
31 Oct. '66	19.39	—	436	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	69½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	19
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'd F.)	250,253	250,157	—	—	101,996	38,491	8	50	26
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	51½	50	64½
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	17
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	37
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	65½
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,860	25,000	—	6,269	9,168	3,424	—	....	....
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	16,600	—	1,124	7,662	1,157	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	—	31,549	339,050	21,038	—	....	84
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,887	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec '62	3.66	—	—	—	—	Pendleton & 8st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	60,000	7	J. & J.	1893	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	650,000	7	J. & J.	1874	....
Citizens' Pittsburg):					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue:					
1st Mortgage	100,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	9,600	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	....
Maldon & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1870	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1880	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,800	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	80
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	80
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Feb. 1, 1868.					
Loan of Jan. 28, 1847 registered	9,480,392	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	139¼
Texas Indemnity, of Sep. 9, 1850 coupon	258,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	110
" " " coupon		5	" "	1874	111½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	120
" " " coupon		5	" "	1871	123½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	111½
" " coupon		6	" "	1881	111
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	284,245,600	6	Jan & July.	1881	111
" " " coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	107½
(5-20s) coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	108
" " " (5-20s) coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108
" " " (5-20s) coupon		6	" "	1885	108½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	107½
" " " (5-20s) coupon		6	" "	1886	106½
" " 3d series (5-20s) registered		6	" "	1887	107
" " " (5-20s) coupon	1,209,468,600	6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	180,317,200	5	Mar. & Sept.	1904	101
" " " (10-40s) coupon		5	" "	1904	104½
Pacific R. R. Bonds (currency)	22,470,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	214,253,850	7.3	June & Dec.	1868	107½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	106½
Matured Debt not presented	12,032,169	---	presentation.	---	---
Gold Certificates of Deposit	29,619,280	---	presentation.	---	---
Compound Interest Notes 1864-'65	46,244,780	6	At maturity.	3 yrs	---
United States Notes (greenbacks)	356,159,127	---	---	---	---
Three per cent. certificates	25,040,000	---	---	---	---
Fractional currency	32,346,438	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July	1876	---
" — " " (") "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	999,000	6	April & Oct.	1861	---
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1872	132
" — " " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,003	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	---
" — " " May, 1865 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	---
" — " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	81½
" — " " (Act Mar. 12, '66. "	3,630,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	69½
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'88	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,617	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,529,936	5	" "	1866	93½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	---
" —War Loan Bonds "	500,000		" "	'76-'81	---
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	253,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	635,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1886	---
" — " " (New) "	892,800	6	"	'88-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	---
" — " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	300,000	6	"	1871	99
" — " 1863 "	525,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.)	815,000	3	I. A. J. & O.	1890	98½
" — " " (S & T.W.Can.) sterl.	1,017,622	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	---
" — " " (R.R. various) "	120,000	5	" "	1889	---
" — " " (") currcy.	169,974	5	" "	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,618	5	" "	1810	---
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.)	1,009,900	6		1870	100
" — " (Bounty)	501,000	6	"	abt.'74	100½
" — " (Ches. & Ohio Can.)	30,000	6	"	1885	---
" — " (Balt. & Susq. R.R.)	429,688	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" " "	21,000	5	" "	1870	---
—General Statutes Loan	150,000	5	Jan. & July.	1870	---
—Funding Loan	17,000	6	June & Dec.	1872	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	---
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117
" —Union Fund Loan	660,000	6	Jan. & July.	'77-'78	---
" —Coast Defense Loan	898,000	5	" "	1883	106½
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " " sterling	3,996,000	5	May & Nov.	1894	105½
" —Union Fund Loan	850,000	5	" "	1894	---
" — " " "	2,150,000	6	Jan. & July.	71-'73	---
" —War Loan (currency)	2,118,000	6	" "	74-'76	116
" —Western R.R. Loan (sterling)	4,319,520	6	Mar. & Sept.	'71-'86	104
" —Eastern R.R. Loan	275,000	5	April & Oct.	'68-'71	---
" —Southern Vermont R.R.	200,930	6	Jan. & July.	64-'71	---
" —Troy and Greenfi'd R.R.	966,500	5	April & Oct.	1890	---
" — " " (stg.)	554,180	5	" "	'91-'93	---
Michigan—Sault Canal Bonds	100,000	6	" "	'88-'90	---
" —Renewal Bonds	216,000	6	Jan. & July.	1878	93
" —Two Million Loan Bonds	1,750,000	6	" "	1878	---
" — " " "	250,000	7	" "	'78-'83	95
" —War Loan Bonds	1,111,500	7	" "	1868	---
" —Bounty Loan Bonds	463,000	7	" "	1886	99
Minnesota—State Building Loan	100,000	7	May & Nov.	1890	---
" —*Railroad Loan Bonds	2,275,000	7	Jan. & July.	1877	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	" "	1883	---
" — " " (Union Bank)	5,000,000	6	---	'41-'71	---
Missouri—State Bonds	622,000	6	Jan. & July.	Var.	---
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'62-'83	108
" —*Pacific R.R.	7,000,000	6	" "	81-'86	88
" —*Southwestern R.R.	4,500,000	6	" "	'81-'87	104½
" —*North Missouri R.R.	4,350,000	6	" "	'85-'87	---
" —*Iron Mountain R.R.	3,500,000	6	" "	'82-'87	---
" —*Cairo and Fulton R.R.	650,000	6	" "	'83-'89	---
" —*Platte County R.R.	700,000	6	" "	'85-'87	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	" "	1887	---
" — " " Sept. 1, 1864	600,000	6	Jan. & July.	'67-'78	100½
" — " " Oct. 1, 1866	600,500	6	May & Nov.	'84-'89	100½
" — " " July 1, 1866	500,000	6	April & Oct.	'67-'74	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	1869	98
" — " " 1863 (")	1,002,900	6	Jan. & July.	'67-'84	100
" — " " 1864 "	703,400	6	" "	'86-'96	---
New York—General Fund Bonds coupon	700,000	6	" "	'97-'62	102½
" —Bounty Fund Bonds coupon	2,569,000	7	J. A. J. & O.	1870	103
" — " " registered	27,728,500	7	Jan. & July.	1877	106
" —General Fund Bonds	1,189,780	7	" "	1877	109
" — " " "	500,000	6	" "	pleas.	---
" — " " "	500,000	6	" "	1868	---
" —Canal Fund Bonds	3,650,000	6	" "	1878	100½
" — " " "	6,000,000	6	J. A. J. & O.	1871	103
" — " " "	2,250,000	6	" "	1873	103
" — " " "	1,460,000	6	" "	1874	100½
" —General Fund Bonds	909 607	6	" "	'75-'77	191
" — " " "	442,960	5	Jan. & July.	pleas.	---
" — " " "	900,000	5	May & Nov.	1868	---
" — " " "	880,000	5	Jan. & July.	1875	91
" —Cana und Bonds	1,163,000	5	" "	1878	---
" — " " "	167,800	5	J. A. J. & O.	1868	---
" — " " "	4,500 000	5	" "	1871	---
North Carolina—State Bonds	366,080	5	" "	1874	93
" — " " "	8,334,000	6	Various.	'69-'78	65
" — " " "	650,000	6	Jan. & July.	'81-'90	---
" — " " (new)	3,500,000	6	April & Oct.	'90-'91	---
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1900	66
" — " " "	2,188,532	6	Jan. & July.	1868	100
" — " " "	1,600,000	6	" "	1870	99
" — " " "	4,096,300	6	" "	1875	101½
" — " " "	2,400,000	6	" "	1881	102
Oregon—State Bonds (Relief and Bounty)	218,674	6	" "	1886	102
Pennsylvania—State Bonds coupon	4,998,000	7	Jan. & July.	1875	---
" — " " registered	8,083,052	5	Various.	'77-'82	97½
" —Inclined Plane Bonds	400,000	5	"	'68-'70	99
" —State Bonds, 1st series	92,859	5	April & Oct	1879	---
" — " " 2d series	99,480	5	Jan. & July.	1877	---
" — " " 3d series	729,983	5	" "	1882	---
" — " " 1st series	4,907,150	6	" "	1892	---
" — " " 2d series	7,909,820	6	" "	1877	104
" — " " 3d series	9,270,017	6	" "	1882	107
" —Military Loan Bonds	2,000,000	6	" "	1892	106
Rhode Island—State War Bonds of 1861	468,500	6	Feb. & Aug.	1871	102½
" — " " " 1862	1,196,000	6	April & Oct.	1871	100½
" — " " " 1863	269,000	6	Mar. & Sept.	1882	95½
" — " " " 1864	776,000	6	April & Oct.	1883	101
South Carolina—Free Loan Bonds	798,898	6	Jan. & July.	1893	---
" —State Bonds (various)	3,275,000	6	Feb. & Aug.	1894	---
" — " (new)	1,219,803	6	J. A. J. & O.	'68-'70	---
Tennessee—State Bonds	1,949,430	6	Jan. & July	'71-'90	---
" — " "	239,187	6	" "	1887	---
" — " "	1,706,000	5½	April & Oct.	1868	60½
" —Railroad, &c., Loan Bonds	14,000,000	6	" "	Var.	---
" — " endorsement	2,207,000	6	Jan. & July	1868	---
" —New Bonds	6,000,000	6	" "	30 yrs.	66
Vermont—State War Bonds	1,567,500	6	" "	Var	---
Virginia—State Bonds (sterling)	1,865,000	6	June & Dec.	1882	61½
" — " " (sterling new)	466,250	5	Jan. & July.	'71-'78	100
" — " " registered	108,000	5	" "	long.	---
" — " " "	21,869,398	6	" "	long.	---
" — " " coupon	10,900,000	6	" "	long.	40½
" — " (new) registered	1,379,500	6	" "	long.	---
" — " (") coupon	489,300	6	" "	1876	38½
" — " (")	89,000	6	" "	1886	41½
Wisconsin—State Bond	400,100		Jan & July	1890	86½
				'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,718	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,498	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412 521	464,507	493,243	466,898	568,589	533,160	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,296	400,560	461,879	488,177	483,917	474,134	360,641	5,167,371
1868	394,771	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156.869	153.294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320.879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	385,985	409,261	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	328,030	271,247	3,695,153
1867	240,238	142,947	238,562	283,921	338,691	343,471	356,142	421,484	422,164	430,108	364,196	302,408	3,884,122
1868	259,539	------	------	------	------	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130.225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321.037	3,095,470
1865	305,564	246,331	289,403	198,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,315,514
1866	241,395	183.385	257,230	209.099	277,506	306,693	236,926	317,977	400.941	428,474	345,028	260,288	3,466,922
1867	292,047	224,621	272,464	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,912
1868	383,600	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435.945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	689,605	729,759	716.378	583,400	6,111,566
1865	541,006	482,164	499,296	468,358	585,023	747,942	702,691	767,598	946,707	982,682	764,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858.943	925,983	808,524	797,475	1,000,086	1,260,216	1,010,892	712,389	9,299,480
1867	696,147	574,664	765,398	774,279	895,712	893,367	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	------	------	------	------	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,468	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	58,999	58,683	69,018	77,113	81,676	80,567	61,955	735,605
Erie:													
1863	845,695	839.949	956,445	948,059	848,783	770,143	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,384,217	13,429 643
1865	1,001,007	947,146	1,266,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,163,441	1,101,682	1,243,686	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,216	14,596,413
1867	including Buffalo Division	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,249,024	1,444,745	1,198,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407.992	343,929	511,305	478,576	396,433	437.679	424,531	4,571.028
1864	327,900	416,588	459,762	425.797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	663,402	6,839,447
1865	571,536	528,972	616,665	518,608	460,573	617,642	578,403	747,469	739,736	641,589	643,587	518,088	7,181,208
1866	603,053	509,266	505,465	411,605	569,250	567,679	480,620	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	679,169	------	------
1868	519,855	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	98,763	78,607	76,248	107.525	104.608	115,184	125,252	116.405	116.146	105,767	1,224,058
1866	90,411	85,447	84,351	81.181	96,388	103,373	98,043	106.921	104,866	113.504	112.952	125,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,585	100,594	114,716	121,217	142,923	132,387	123,383	1,236,971
1868	92,438	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	243,784	230,508	557,227	268,613	291,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,602,542
1864	256,600	304,445	328,454	330,651	267,126	315,268	278,591	568,862	402,219	407,107	448,934	411,806	4,120,162
1865	363,996	366,361	413 974	365,180	351,489	387,095	391,813	418,575	486,808	524,760	495.072	351,799	4,826 727
1865	512,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,850,828
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	459,435	423,341	370,757	4,613,744
1868	371,041	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,163	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,223	337,241	401,456	365,663	329,105	413,601	476,651	490,694	447,670	328,870	4,520,560
1865	282,439	265,796	337,153	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	393,993	464,778	466,295	412,934	330,373	4,371,073
1868	343,816	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	340,511	------	------	------	------	------	------	------	------	------	------	------	------
1868	368,487	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,168	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,223	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,605	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,126
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,430,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	246,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,343	362,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	258,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	513,165	355,901	379,367	336,065	272,053	3,440,542
1868	211,973	------	------	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	483,873	466,557	454,826	4,088,837
1863	835,686	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,000	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	784,551	1,032,149	812,178	9,856,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,003,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833.742	857,793	874.974	436,990	10,637,124
1868	500,488	534,561	703,618	836,603	965,358	903,974	864,657	693,104	873,153	966,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	307,525	401,299	364,331	370,983	3,745,319
1863	337,350	386,593	461,965	462,987	427,094	395,845	360,753	407,077	463,609	506,814	466,300	457,942	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,935	594,523	712,495	795,938	868,501	712,863	580,964	8,489,062
1866	659,982	480,986	662,163	599,806	692,510	633,667	552,348	643,201	654 926	767,441	679,935	555,222	7,497,217
1867	542,416	525,497	677,960	565,557	561,484	507,451	537,381	606,218	669,037	754,800	690,598	573,727	7,242,126
1868	492,694	------	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,803	110,603	120,310	123,115	113,796	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,064,074
1865	170,079	153,674	202,771	167,300	177,625	175,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212 227	177,304	2,250,145
1867	149,658	149,942	174,152	188,162	171,736	156,066	172,933	220,788	219,160	230,340	206,395	171,499	2,267,931
1868	------	------	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	66,321	91,971	103,056	132,111	134,272	152,585	105,554	116.379	150,895	151,062	134,503	111,339	1,439,798
1864	79,735	95,848	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,090,327
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,790	374,024	377,981	375,534	361,910	247,025	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	435,065	354,830	264,741	3,894,976
1867	237,674	200,793	270,630	317,052	329,078	304,810	303,591	364,724	382,996	405,766	351,759	307,943	3,783,816
1868	278,712	------	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	45,716	37,265	32,373	33,972	63,862	82,147	68,189	59,862	75,677	93,715	61,770	87,880	689,388
1866	45,102	35,005	39,301	43,332	86,913	102,918	85,276	66,698	84,462	100,813	75,248	54,466	814,626
1867	50,078	37,607	36,393	40,710	57 852	60,555	58,262	73,525	126,495	120 286	79,431	64,719	775,957
1868	46,410	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	308,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	96½
" " " 1860.	602,000	6	Jan. & July.	"	1890	96½
" " " 1855.	494,250	6	Jan. & July.	"	1875	96½
" " " 1854.	821,361	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	97
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,180	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	97
" " $675,000	675,000	6	"	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	89
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
2d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,565,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7 336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	8 500,000	7	" "	"	1883	99½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75 '80	96
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	580,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York,	1893	101½
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
[illegible]	1,100,00	7	April & Oct.		1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	ED
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	80
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94
General 1st Mortgage	3,600,000	7	" "	" "	1886	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	86½
Equipment Bonds	166,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,122,000	7	March & Sept.	New York.	1873	99
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	77
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	98
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	98
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	95½
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1881	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1876	100
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	492,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	86
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,199,000	6				
Endorsed by State of Tennessee	135,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	74,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	6			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug	New York.	1882	99
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov	" "	1875	97½
Elgin and State Line	189,000	7	Jan. & July	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	88
Land Security	3,344,60	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	----
Construction	6,668,600	7	April & Oct	London.	1875	----
Construction	2,523,000	6	" "	New York.	1875	115
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	358,500	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	364,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1868	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	---
2d Mortgage	230,000	6	" "	Augusta.	1861	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7	----	----	'80-'85	----
Memphis Branch 1st Mortgage	267,000	7	----	----	'70-'75	----
Bardstown and Louisville	80,000	7	----	----	1870	----
City of Louisville bonds	1,074,000	---	----	----	'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80-'81	----
Loan $400,000	314,100	6	----	----	'70-'71	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Marietta and Cincinnati.						
1st Mortgage Bonds	2,365,335	7	Feb. & Aug.	Baltimore.	1891	60½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage	----------	---	May & Nov.	"	----	72½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1883	----
Memphis, Clarksev. and Louisv.						
State (Tenn.) Loan	910,000	6	----	----	----	----
Memphis and Ohio						
State (Tenn.) Loan	340,000	6	----	----	----	----
Memphis and Charleston						
State (Tenn.) Loan	$1,595,530	6	Jan. & July	New York.	1892	----
1st Mortgage	1,254,000	7	May & Nov.	"	1880	----
2d Mortgage	237,000	7	Jan. & July.	"	1'85	----
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	"	"	N.Y.& Boston	1869	109
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1852	110½
1st Mortgage (S. F.) convertible	4,231,500	8	"	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	"	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100½
2d General Mortgage	2,603,000	7	"	" "	1877	95½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	89
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	155,500	---	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.	----	1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	----	----
2d Mortgage	1,517,500	7	Feb. & Aug.	" "	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
1st Land Grant	3,612,000	7	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	"	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,137,000	6	"	" London,	----	----
" " " "		8	"	" Mobile	----	----
Income Bonds of 1881	146,200	8	"	" N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	"	" Mobile.	'62-'66	----
" ten years	75,342	8	"	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	----	----	'63-'65	----
Mortgage	64,500	8	----	----	1866	----
Bonds	100,000	---	Jan. & July.	----	1870	----
Bonds	299,200	---	" "	----	1876	----
Bonds	639,500	---	" "	----	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	85
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
***New Albany and Salem:**						
1st Mortgage	2,235,000	6	----	----	----	----
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	----
2d Mortgage Bonus	241,000	---	----	----	----	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort. Construction	1,780,000	8	----	----	1889	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	93½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	103
Exchanged Stks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	----
" " ["]B & N. F.	77,000	6	"	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	"	" "	1883	----
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	125
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	92½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept	" "	1879	108½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	2,875,520	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	113
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	94½
New York and New Haven:						
Mortgage Bonds Coupon	1,683,500	6	April & Oct.	New York.	1875	98½
N. York, Providence and Boston:						
1st Mortgage	$00,000		Feb.	Aug New York		

AMERICAN RAILROAD BOND LIST.

‖ signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1874	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort. ($2,500,000)	724,500	6	April & Oct	"	1900	65½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct	Philadelphia.	1875	88½
Chattel Mortgage	360,000	10	" "	"	1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	98,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	93½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan & July	New York.	'68-'70	105½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept	New York.	1898	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1881	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,000	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	94
2d Mortgage	3,000,000	7	" "	"	1885	78
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	6	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	98½
" 1861, "	106,000	6	Jan. & July	"	1871	93½
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	91
" 1843, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	96
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	Aprib & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	101
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93½
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac	334,000	6			1930	
Sterling	1,000,000	6			1930	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	63½
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	550,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	145
2d Mortgage	937,500	7	" "	"	1863	63½
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,000	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'83	
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	600,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	68
Sunbury and Erie:						
1st Mort. (Sunbury to W'mspt)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,930,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	35
Vermont and Massachusets:						
Mortgage Bonds	924,906	6	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	84
Watertown and Rome:						
Mortgage (new bonds)	700,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1876	97½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1888	89
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	74½
1st Mortgage guaranteed	200,000	6	" "	"	1890	94
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1861	
Wilmington and Weldon:						
Sterling Bonds	578,887	6		London.	1881	
	107,777	7			1880	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,566	30,991	—	335,010	109,500	21,632	618,966	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,600,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,100	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,490	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,429	308,967	215,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	703,850	700,000	—	1,493,850	22.5	.....	230,251	104,804	.....	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,955	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,726	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,948,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,096	66,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	136,922	10	—
28 Feb '66	50 0	—	2 8	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	62,463	82,195	loss	2	—
30 Nov. '67	100.0	—	.....	—	15	13	316	New London Northern	1,402,267	*	173,842	895,000	430,000	277,000	1,602,000	100.0	326,186	382,944	93,694	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	268,046	8,272,133	117.4	787,826	2,068,280	704,016	10	140
30 Nov. '67	59.4	7.0	9.5	—	29	19	491	Norwich and Worcester	2,463,963	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	650,438	204,086	10	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	13,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,260	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,536	—	191,485	195,000	75,894	619,112	32.0	.....	7,847	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	8.9	10.0	163 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '67	86.7	—	.....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	.....	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	736,000	193 940	6,680,956	229.0	.....	1,734,749	359,214	—	.....
31 Mar. '67	171.0	71.0	.....	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,993,361	4,156,000	886,000	241,932	7,175,281	242.0	.....	1,136,142	246 356	6½	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,876	10	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	6	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,383,131	414,195	53,395	3,202,900	437,000	146,067	3,855,7.1	228.8	306,325	1,006,953	332,551	9	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	464,541	—	.....
								ILLINOIS.													
31 Dec. '66	280.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,010	12,290,904	280 0	1,834,115	3,695,153	1,484,616	8½	128
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,248 711	2,056,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400 9	2,421,566	6,146,862	2,793,463	50	149
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,733	2,226,967	—	60
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,488	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	96½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,581	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec '66	454.8	252.5	.....	—	150	83	3,646	*Illinois Central*	30,954,453	*	10,523,338	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	138
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,209,683	111.0	288,524	581,663	171,667	—	.....
31 Dec. '66	196.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,588	—	50
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,884	1,240,000	4,562	2,726,187	132.0	246,145	559,128	248,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,051	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,889	3,453,108	110.0	.....	448,858	230,834	9	60
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,176,228	108.0	312,859	527,863	268,168	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40:	—	85
30 Nov. '66	78.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	78 0	448,884	1,049,720	297,126	12	150
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.712	75.5	125,325	466,745	161,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,045	*	172,160	3,662,123	980,000	653,956	5,429,203	156 5	319,880	805,271	237,861	—	53
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,520 200	2,982,000	795,004	5,507,204	162.0	.....	736,587	309,635	—	.....
30 Jun. '66	135 0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,405	227,534	—	.....
30 Jun. '67	29.0	—	2.4	—	}	}	}	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	660,976	29.0	248,321	510,319	163,217	7	.....
30 Jun. '67	65.1	—	5.4	—	14	13	225	} Louisville and Frankfort	1,405,910	126,735	4.278	1,109,594	294,519	7,430	1,586,922	65.1	.....	.....	.....	6	.....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	334 0	929,486	2,158,874	810,468	9	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	.....
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,380,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,633,042	386,268	—	.....
31 Aug '60	58.7	—	.....	125.3	...	...	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,282,015	248,989	108,434	1,710,319	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,622	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	.....	340,898	—	.....
31 May '67	284.8	28.4	.....	97	83	1,726		Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,988	234,438	16,017,543	329.8	1,902,098	4,325,490	1,498,718	10	112½
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,625,531	2,662,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,886,193	4,673,198	1,669,387	—	91
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,982	6,331,899	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,264,894	159,018	—	796,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	60.4	—	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,600,000	1,400,000	.....	.....	83.2	.....	250,047	121,550	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,824	1,047,587	430,926	—	.....
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,489,540	4,400,000	106,235	8,026,361	182.0	.....	1,029,080	267,894	—	70
31 Dec. '62	152.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	.....	47	41	824	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,368,135	16,598,445	309.0	1,199,660	2,675,875	719,230	—	.....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,080,980	127.0	.....	.....	.....	—	.....
28 Feb. '64	96.5	3.6	3 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,497,083	360,029	—	1,971,222	3,501,000	49 553	6,853,109	99.1	283,139	880,291	330	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,244	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,001	1,447,050	2,733,800	120,537	4,301,457	109.2	171,668	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,300,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	104
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	129½
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,848	916,286	550,992	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,882,962	1,789,030	4,518,900	5,424,500	1,013,611	12,644,781	326.0	1,738,704	4,042,125	1,167,973	8	44
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.5	18	12	178	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,603,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	15
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	515,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	125
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	139½
30 Nov. '67	47.0	7.0	45.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3,360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,388	10	143
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,590	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	80,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6½	69½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,800	1,770,400	663,260	6,316,460	94.5	863,222	1,447,046	545,630	8	115
30 Nov. '67	51.0	42.5	75.9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,060,280	93.5	505,332	1,101,444	354,744	9	150
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	25,421	323,884	13.9	86,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(Only	by B. & L.)	21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,725	74.8	381,529	440,241	74,679	10	134
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	152,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	496,805	906,677	4,848,329	2,870,000	128,000	7,618,306	141.0	826,061	1,381,085	316,310	6	90½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,862	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80½
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,208	19,182	1,800,000	—	5,000	1,821,429	44.4	321,555	702,946	160,429	8	124½
30 Nov. '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,000	486	470,692	(Only	by B. & L.)	17,500	16,688	1¼	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	—	43,730	200,000	4,292	293,750	11.7	53,992	217,997	28,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Oper	r. by Troy and	Boston.)	—	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,349	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1¼	58½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,829	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,340	4,699,622	8,725,100	5,764,520	—	17,391,983	173.6	1,840,291	4,086,707	1,249,295	10	.....
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83½)	1,625,000	116,000	124,385	1,141,000	—	13,196	1,285,385	45.7	250,889	474,362	178,965	10½	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	20,974	3,281 345	93.5	.....	467,714	147,123	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688,907	*	247,281	2,085,925	673,200	—	2,936,188	76.6	422,417	661,617	148,897	2½	—
31 Mar. '67	34.5	—	.....	—	28	28	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Oper	r. by Co	ncord)	97,925	9	128
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Oper	r. by C.)	50,267	48,317	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	23	456	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	362,540	681,301	242,998	8	114
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,243,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,091	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124.2	.....	5,607,562	1,444,705	15	127
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	303,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,971	Central of New Jersey	7,708,050	1,964,600	5,260,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,816	3,641,244	1,017,268	10	117
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	—	—	35	98	180	New Jersey	3,899,328	827,665	1,580,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	132
31 Dec. '66	21.3	—	—	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	.....	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	one.	—	65
31 Dec '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	54.0	.....	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	61.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19,643	4,628,691	98.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	338.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	68½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	140
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,660	6	45
30 Sep. '67	297.8	296.0	452.5	—	289	296	5,620	New York Central	29,759,528	6,884,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	693.2	6,401,420	13,979,514	3,109,801	6	126½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,829,129	2,783,700	534,804	8	126
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	4,818,331	122.0	451,196	851,788	284,606	—	64
30 Sept. '66	18.0	—	0.5	10.3	.....	.....	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,380	—	—	—	—	—	—
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,260	252,175	89,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	93½
30 Sept. '66	18.5	—	1.25	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	.....
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Watert'n & Ogdensb'g	3,439,989	563,316	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,668	10	108
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	—
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	0.7	3.9	—	—	—	—	Saratoga and Whitehall	938,207	—	—	800,000	400,000	—	930,207	—	"	"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	275,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	61.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	83,548	141'888	78,852	7½	.....
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	390,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— " '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201,000	671,984	3,775,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	601,333	1,463,775	674,664	823,488	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	.....	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '62	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,452	141.0	653,028	857,701	350,271	—	38½
31 Mar. '67	60.3	—	.....	—	34	30	455	Cinc., Hamilton and Dayton	3,930,423	991,196	1,275,919	3,269,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 704	521,906	8	101
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	936,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	962,041	10	106
30 Nov. '66	101 0	102.5	.....	—	68	36	1,268	Cleveland and Pittsburg	9,066,895	*	499,367	5,403,953	3,372,861	169,197	9,566,262	208.5	1,440,681	2,361,906	654,726	5	93
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,662	8,673,764	188.6	1,223,528	2,492,215	1,107,377	14	166½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,368	—	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
20 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	158.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	16,850,770	*	1,578,999	12,667,656	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	30½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,984,354	595 400	391,992	3,382,163	1,218,972	109,313	4,972,748	286.9	346,671	604,520	134,981	—	80?
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,786	420,453	128,800	—	.....
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo, Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,845,000	795,301	22,113,000	360.6	———	3,717,886	906,200	—	46

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	186.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134,201	256,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,500	*	83,348	29,564,405	29,969,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	.....
31 Oct. '66	66.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	66.5	227,545	447,052	130,541	—	15
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	262,281	8	88½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,270,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	114
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	6	81
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,812,920	554,628	225,000	664,300	1,248,704	436,296	2,622,548	98.6	313,902	618,566	235,153	—	.....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	.....	1,882,550	—	oper. by	Penn.	R.R.Co.	7	65½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	109,000	2,409,565	32.0	47,227	65,692	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,385,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	285,010	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,200,027	20	62½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(oper. by Reading R. R.)				2	28½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"	"	"	"	8	57
31 Oct. '66	55.0	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,983	665,222	467,050	3,150,150	3,124,737	—	6,887,256	67.5	345,588	902,213	382,500	—	32½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,976	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	365.5	7,080,028	16 583,883	5,967,529	9	55½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	606,346	247,446	9	67
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,738	—	—	5,083 760	13,000,000	600	18,084,360	287.5	1,424,110	2,541,052	454,077	—	25½
30 Nov. '66	147.0	—	255 4	—	267	71	3,043	Philadelphia and Reading	19,898,408	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,548	474 8	4,381,336	10,902,819	6,016,531	10	48½
31 Oct. '66	28.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,389,284	—	272,223	1,099,120	200,000	—	1,641,507	28.5	195,478	849,446	316,764	15	124
31 Oct. '66	96.0	—	105.6	—	60	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	107.0	880,936	2,470,958	1,057,687	10	54½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,120	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	.....
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253,747	*	2,673,792	9,940,988	12,568,500	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	99½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	8½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,965	1,760,501	35.4	144,402	357,580	143,650	—	16
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	820,367	247,245	22,901	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug. '65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	.....	62.0	340,600	625,641	169,823	12	84
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,203	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,554,798	447,491	9,827,575	242.0	.....	1,312,736	287,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
30 June '66	80.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	2,141,970	.....	.....	.....	140.0	10 mos.	441.029	154,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,176,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	.....
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,284,585	1,002,601	2,196,331	5,312,725	3,126 530	921,937	9,431,517	291.0	786,231	1,661,612	71,490	—	.....
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	.....	.....	.....	.....	—	.....
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,015,107	99.2	.....	367,252	173,729	—	.....
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	88,129	41,666	—	.....
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	8,632,882	*	—	2,056,644	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	.....
1859.....	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860.....	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,958	57,243	—	.....
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).												
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'd'o	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	276 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,220	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071 687	*	100,124	1,961,800	573,860	521,102	3,171,811	110.3	171,490	495,706	184,652	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,183	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,786	—	.....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1½
31 May, '66	47.0	13.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	oper.	r. by Vt.	Central	180,000	8	100
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '65	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	86,131	1,584,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	2.8	165.6	9	5	221	Manassas Gap	2,942,548	210,880	—	2,969,861	775,500	119,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '65	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	691,700	.....	.....	103.5	436,729	758,883	42,878	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '65	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,628	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	100.5	239,951	672,714	284,789	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	98,828	.....	78.6	159,981	279,945	145,385	7	.....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	568,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	.....
30 Sep. '67	205.0	—	21.3	7.0	32	15	196	Virginia Central	5,540,788	541,814	236,428	3,353,679	1,919,550	37 ,297	6,379,046	221.8	300,405	554,611	136 648	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,832	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	60½
31 Dec. '66	200.0	186.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,796	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462 588	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	68
30 Jun. '63	1,066	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,866	—	.....
31 July '63	1,066	115.5	63.0	—	92	126	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,880	1,649,610	14	.....
11Dec. '64	229.0	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,900,980	768,959	5,678,939	96.1	402,670	467,286	191,183	—	.....
	94.5							**NEW BRUNSWICK.**													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	.....	148,339	55,777	—	.....
July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,5 5	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 555	36,570	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.0	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	130,107	87,181	—	—
	6.			—	11	29	120	**NEW GRANADA.** Panama	3,000,000	*		3,000,000			10,783,735	48.1		1 857,484	1,728,934		330

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000			
Berkshire (guarantied)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7		
Camden & Atlantic (preferred)	620,800	7		26½
Catawissa (preferred)	1,150,000	7		27½
Chemung (guarantied)	380,000			
Cayuga & Susquehanna (guarant.)	343,500			
Cheshire (preferred)	2,017,825	7		66
Chicago & Alton (preferred)	2,425,400	7	7	138
Chicago & Northwestern (pref.)	14,789,125	7	7	72½
Cochecho (preferred)	177,750	8		
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,998,171	7	3½	66
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamsport (preferred)	500,000	7	7	40
Erie (preferred)	8,538,910	7	7	72½
Hannibal & St. Joseph (preferred)	5,253,856	7		75½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6		
Lackawanna & Bloomsburg (pref.)	500,000	7		
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	29
" " (2d pref.)	4,051,744	7	3	11
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99½
" " " (2d pref.)	841,400	7	7	93
Milwaukee & St. Paul (preferred)	7,370,900	7		65½
New Haven & Northampton (guar.)	1,010,000		4	
New York & Harlem (preferred)	1,500,000	8		130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	
Paterson & Hudson (guarantied)	630,000		3	
Paterson & Ramapo (guarantied)	248,000		5½	
Peoria & Bureau Valley (guar.)	1,200,000		6	
Philadelphia & Reading (pref.)	1,551,800	7	7	
Philadelphia & Trenton (guar)	1,000,000		10	
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700	8		
" " (preferred)	608,176	6		
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	74
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7		
" " " (2d pref.)	908,425	7		
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	
White Mountains (guarantied)	200,000	5	5	
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	
" " sterling	4,375,000	5	"	1890	
Preferred bonds	1,700,000	6		18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	
Interest Certificates	161,960	6	"	1868	
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	
Six per cent. Loan	5,434,351	6	"	1884	88
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	
2d Mortgage	57,000	6	" "	1865	
Morris:					
1st Mortgage	495,500	6	A. & O.	1876	96
2d Mortgage	302,750	6			81
Boat Loan	232,807	6			90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86½
2d Mortgage	2,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	66
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	
Md. stg. loan converted	200,376	5	" "	1865	
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,560	6	" "	1878	
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	88
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	99

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	30
Chesapeake and Ohio	100	8,226,595	—	
Delaware Division	100	1,633,350	—	50
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000	—	
Illinois and Michigan				
Lehigh Navigation	50	6,968,146	10	27½
Monongahela Navigation	50	726,800	3	
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	85
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,908,207	—	13
" " (preferred)	50	2,888,988	—	21½
Susquehanna and Tide Water	50	2,048,260	—	16
Union				1½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton. 39 — @ 42 —
Pig, American, No. 1	37 — @ 39 —
Pig, American, No. 2	35 — @ 37 —
Bar, Refined, English and American	80 — @ 85 —
Bar, Swedes, assorted sizes	(gold). 87 50 @ 90 —
	Store Prices.
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	85 — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ⅜ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod	per lb. — 9 @ — 10
Sheet, Russia, Med. No.'s	— 16 @ — 17
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English	(gold) per ton. — — @ 53 —
Rails, American (at works)	— — @ 82 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.)	per lb. — 18 @ — 23
English Spring. (2d and 1st qlty.)	— 10 @ — 12½
English Blister. (2d and 1st qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½ @ — 17
American, Cast, Tool, do.	— 21 @ — 22
American, Spring, do.	— 12 @ — 14
American Machinery, do.	— — @ — 14
American German do.	— 10 @ — 15

COPPER—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb. — — @ — 33
Bolts	— 25 @ — —
Braziers'	— 35 @ — —
Sheathing, &c., Old	— 16 @ — 18
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— 27 @ — —
American Ingot	— 23½ @ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. — — @ — —
Spanish	(gold) 6 40 @ 6 50
German Refined	(gold) 6 40 @ 6 75
English	(gold) 6 45 @ 6 87½
Bar	(net) 10 50 @ — —
Pipe and Sheet	(net) 12 — @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26 @ — —	
Straits	(gold).	— 23½ @ — 24	
English	(gold).	— 23 @ — 23½	
	Gold.	Currency.	
Plates, I.C. Charcoal, p. box.	8 25 @ 8 50	12 — @ 12 75	
Plates, I. C. Coke	6 87½ @ 7 75	10 25 @ 11 —	
Plates, Coke Terne	6 25 @ 6 50	8 50 @ 9 —	
Plates, Charcoal Terne	8 — @ 8 25	11 50 @ 12 —	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — — @ — 12
Crude, 40 @ 47 gravity (in shipping order)	— 17½ @ — —
Refined, free, S. W.	— — @ — 42
Refined, in bond, prime I. S. to W. (110 @ 115 test)	— — @ — 23
Refined, in bond, Standard White	— — @ — 26
Refined, in bond, prime White	— — @ — 26
Naptha, Refined, (60 @ 63 gravity)	— 28 @ — —
Residuum	per bbl. 3 — @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 26.

	Th 20.	F. 21	Sat. 22.	M. 24.	Tu. 25.	W 26
Atlantic M. S. S. Co	96½	97½	----	98½	98½	98½
Boston, Hartford & Erie	14½	14½	----	14	14	14½
California 7s	----	----	----	----	----	180
Canton Co.	59½	60½	----	59½	59	60
Chicago & Alton	----	----	----	----	128	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	152	153	----	----	149	----
" " " 8 p.c	112	113	----	----	----	----
Ohio. & Northwest'n	60	59½	----	59½	59	59½
" " pref.	74	72½	----	72½	72	72½
" " 1st M.	87½	----	----	87½	----	88
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	86½	83½	----	86	86½	----
Chicago & Rock Isl.	----	97½	----	97	96½	96½
" "1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	93	----	----	----	94½	94½
Clev., Col. and Cin.	----	----	----	101	----	----
Clev. and Pittsburg	93	----	----	95	93½	93½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	96	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	111	108	----	108½	106½	107
" "S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	----	----	----	35	----	34½
Del. & Hudson Canal	148½	146	----	147	145½	----
Del., Lack. & West.	114½	----	----	----	114	114
" "1M. 8p.c. '71-5	----	----	----	----	100	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Erie	74½	69½	----	69½	6 8	67½
" pref.	----	----	----	79	76	76½
" 1 M. 7 p.c. '67	105	----	----	----	----	----
" 2 M. 7 p.c. '79	103½	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	95½	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	147	144	----	143½	142	143
" 1 M. 7 p.c. '69	----	----	----	----	----	101½
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	138½	138	----	138	137½	138
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	31½	29	----	28	28½	29
" " 2d "	13	13	----	11	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	8	----	----	10½	7½	7½
" " pref.	12½	10	----	11	10½	10½
" " 1st mort.	----	----	----	----	----	----
Michigan Central	----	----	----	113½	113½	111½
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	109	----	----
M. S. and N. I.	92½	90½	----	91½	90½	90½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	----	----	----	----	----	100
" " 2 M.	93	----	----	----	----	93½
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	50½	50	----	50½	50½	50½
" " pref.	67	66½	----	66½	64½	----
" " 1st mort.	89½	----	----	----	89	89
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	104½	104½	----	104	105	108
" iss. to H. & St. J. R.	----	----	----	----	----	88
" " Pacific	----	----	----	----	104½	----
Morris and Essex	----	----	----	----	----	----
" "1st mort.	----	----	----	----	----	----
" "2d mort.	----	----	----	----	85	----
New York Central	132½	129½	----	128½	127	128½
" "7s, S. F. '76	----	----	----	----	----	----
" "7s, conv. '76	----	----	----	----	----	125
" "6s, S. F. '83	93½	93½	----	93	93½	93½
" "6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	129	----	----	129	----	126
" "pref."	----	----	----	----	----	----
" "1M. 7p.c. '73	103	----	----	----	----	----
" "3M. 7p.c. '57	----	----	----	----	----	----
N. Y. and N. Haven	141	----	----	140	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon	56½	55	----	55	54½	55
" new	55½	55½	----	----	54½	----
Ohio & Miss.	31½	31	----	30½	29½	30½
" " pref.	----	75	----	----	----	----
Pacific Mail S. S. Co.	110	109½	----	111	111½	112½
Panama	----	333	----	----	330	----
Phila. and Reading	93½	92½	----	93	92½	92½
Pitts. Ft. W. & Chicago	101½	100½	----	100½	99½	99½
" " 1M.	----	----	----	104½	----	----
" " 2M.	----	99½	----	----	99½	99½
" " 3M. 92	----	----	----	----	93	93½
Quicksilver Mining Co.	24½	24	----	22	22½	23
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	74	----	----
" " 1M.	----	95	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	81½	----	----	82	82
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon	66½	----	----	66½	66	66½
" new	62½	62½	----	62	61½	61½
Tol. Wab. & Western	47	45½	----	45	45	----
" Pref.	70½	----	----	70	----	----
" 1M. ex.	----	----	----	----	----	91
" 2M.	80½	----	----	80	----	80½
" Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	----	----	----	49	48	48
new	----	----	----	43	42½	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 26.

	Th 20.	F.21	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	120	120	----
U. S. 5s, 1871, coup.	----	----	----	----	----	123¼
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 6s, 10-40s, coup.	106½	105¾	----	105¾	104¾	104¾
U. S. 5s, 10-40s, reg.	----	----	----	----	101	----
U. S. 6s, 1881, reg.	111¾	----	111¾	111¾	111¾	111¾
U. S. 6s, 1881, coup.	111¾	----	----	111¾	111¾	111¾
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	107½	108	----	----	107	107½
U. S. 6s, 5-20s, c. '62	111¾	----	111¾	111¾	111	111
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	108½	----	----	108¾	108	108
U. S. 6s, 5-20s, reg. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	109¾	----	----	----	108¾	109
U. S. 6s, 5-20s, r. n. '65	107¾	107¾	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	107¾	107¾	----	107¼	107	107
U. S. 6s, 5-20s, r. n. '67	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67	108¼	108¼	----	108¼	107¾	107¼
7.30 Notes, 2d series	107¼	----	107¼	107	106¾	
" " 3d series	107¼	----	----	107¾	107	106¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 25.

	W.19	Th 20.	F.21.	Sat.22	M 24.	Tu 25
Catawissa	----	----	----	----	----	----
" preferred	27¾	----	----	----	----	----
Camden & Amboy	126¾	126¾	127	----	126¾	127
" " 6s, '70	97	----	97	----	----	----
" " 6s, '75	----	----	92¼	----	----	----
" " 6s, '83	88¼	88¼	----	----	88¼	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	97	----	----	----	----	97
Del. Div. Canal	50	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	28¾	28¾	28¾	----	28¾	28¾
" " 6s, '84	88	88	----	----	----	----
Lehigh Valley R. R.	52¾	52¾	----	----	52¾	52¾
" " 6s	95	----	----	----	----	----
Little Schuylkill R. R.	----	----	28¼	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	56¾	57	57	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	93	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	88¼	88¼	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	44	----	----	----
Pennsylvania R. R.	55¾	55¾	----	----	56	55¾
" 1st m.	----	----	100	----	----	----
" 2d m.	----	----	97	----	97	97
Penn. State, 6s 1st series	105	----	----	----	----	----
" " 6s, 2d series	----	----	----	----	107	107
" " 6s, 3d series	108	----	----	----	----	----
" " 6s, W. L.	103	----	102¼	----	102¼	----
Philadelphia City, 6s	98¼	----	----	----	----	98¼
" " new	103	103	102¼	----	102¾	102¾
" " mun.	----	----	----	----	----	----
Philad., Germ. & Nor.	67	----	----	----	----	----
Phila. & Reading	47	47	46¾	----	46¾	46¾
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	98¼	----	----	----
Philadelphia & Erie	26¾	26¾	26	----	26¾	25¾
" " 6s	----	----	----	----	94	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	13	----	----	----
" " pref.	----	----	22¼	----	21¾	----
" " 6s '82	71¾	----	----	----	71¾	71¾
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '88	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	10¾
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	59¼	----	----	59¼	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M 24.	Tu.25
Baltimore City 6s, 1875	99	----	----	----	99¼	99¼
" " 1886	98	97¼	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	99	99¼	99¼	----	----	99
" " 1893	----	----	----	----	----	----
Balt. and Ohio	130	----	129¼	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	96¼	----	----	----	----	----
" " " '80	96¾	----	----	----	----	----
" " " '85	98¾	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	85	85¼	----	----	86¾	85¼
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	19¼

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 26.

	Th.20.	F.21	Sat.22	M.24	Tu.25	W.26
Boston and Albany	146¼	146¼	----	----	----	146¼
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	139	----	----	----	139½	----
Boston and Providence	142¾	142¼	----	142¾	142¾	143
Boston Hartford & Erie	14¼	14¼	----	14¾	14¾	15
Cheshire, pref.	----	----	----	----	----	66
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	114¼	115	----	115	115	----
Fitchburg	128¼	----	----	----	130	----
Manchester & Lawr'ce	----	----	----	----	----	128
Michigan Central	114	114	----	114	114	113
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	65¼	----	----	64¼	64¼	64
Old Colony & Newport	93¼	92	----	92	92	90¼
Ph., Wil. & Baltimore	54¾	55	----	54¼	54¼	54¾
Portl'd, Saco & Ports.	104	----	----	----	----	104
Vermont & Canada	99¾	100	----	----	100	100
Vermont & Mass.	----	----	----	----	68¼	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	----	60	----	60¾
Middlesex "	----	----	----	----	----	44
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	22¾	----	21	21	21¾
Franklin "	----	14	----	----	14	14
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	3¼	----	----	----	----	----
Pewabic "	----	----	----	----	----	----
Pittsburg "	----	----	----	23	----	----
Quincy "	27	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Jan. 31st and Feb. 7th:

	Closing Prices Feb 7.	Jan. 31.
United States, 5-20s, 6 per cent 1882	71¾@ 71¾	72 @ 72¼
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70¾@ 70¾	71 @ 71¼
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874	70 @ 72	70 @ 72
United States 10-40s, 5 per ct. 1904	67¼@ 68	67¼@ 68¼
Massachusetts State 5 per cent	85 @ 87	85 @ 87
Virginia State, 5 per cent	50 @ 52	50 @ 52
Do. 6 per cent	30 @ 32	30 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	58 @ 62
Do. do., 2d mort., 1881	53 @ 58	55 @ 60
Do. Penn., 1st mort, 1877	55 @ 60	58 @ 62
Do. do, 2d mort., 1882	53 @ 58	55 @ 60
Do., consolid. mort. bonds, 1890	24¾@ 25¾	25 @ 26
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	58 @ 62
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)	47¼@ 47¾	48¼@ 49
Do., Preference ditto	71 @ 73	72 @ 74
Do., 3d mort., 1883, 7 p. c.	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., $100 shares (all paid)	87¼@ 87¾	86 @ 87
Do., 7 p. c., 1875	78 @ 80	78 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	@ @	67 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	102 @104
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	91 @ 93
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	82 @ 84
Do. with option to be paid in Phil.	82 @ 84	82 @ 84

American Railroad Journal.

Saturday, February 29, 1868.

Stock Exchange and Money Market.

The offerings of capital have been less liberal, since our last. The city banks have been losing, in all the leading items of the cash balances; and have cut down their loan averages. The Sub-Treasury has been accumulating currency, thus lessening the supply available to speculative and mercantile borrowers, whose wants have been more urgent. Call loans have been quoted up to 5@6 per cent., and prime discounts to 6½@7 per cent. per annum. At these figures, there has been a livelier inquiry for accommodation, from all sources. Government for a few days past has been reported as selling gold, and buying the maturing Seven-Thirties. These operations have tended to stimulate private business in the loan and discount line. The bank deposits have been reduced nearly 7¾ millions, or to $209,095,351, as against $217,844,548 two weeks since, showing an aggregate reduction, for the fortnight, of about 8¾ millions. The loss of legal tender reserve within the week, has been $2,602,832, and since Jan. 25, full $6,285,231. The specie hoard has fallen off $1,678,973 during the week, and $2,592,819 since the 25th ult. There has been a decrease in the loan averages of 2¼ millions, since our last. The U. S. Sub-Treasury has added over five millions to its cash reserve. The specie reserve of the city banks is now $22,513,981, against $13,513,456 same time last year. The city bank deposits are now $209,095,351, against $198,420,347 week ending Feb. 23, 1867. The legal tender reserve amounts to $60,868,930, against $68,153,895 same time last year. The circulation now stands at $34,100,023, against $33,006,141 same time last year. The loans are now $267,766,643, against $257,923,994 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $90,484,320 a day, against a daily average of $91,753,531 the preceding week, and $99,540,433 the week ending with Feb. 8, 1868. The current week's exchanges average about $138,000,000 a day, the clearances of the Gold Exchange Bank being now included. The city banks, last week, lost $2,602,832 of legal tender, $7,664,477 in the deposit line, and $1,678,973 of their specie reserve. They reduced their loans, $3,249,327; and augmented their circulation, $56,727.

The Philadelphia Bank movement the past week shows a decrease in loans, of $139,780; a decrease of $58,228 in specie; an increase in legal tenders of $623,205; a decrease of $557,056 in deposits; and a decrease of $833 in circulation. The Bank Clearings show a decrease of $4,244,683, and the balances, a decrease of $653,621.

National Bank notes to the amount of $121,850 were issued last week, making the total issue to 1,673 banks thus far, $306,404,491, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $6,734,315, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date, of $299,670,176. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,606,550; and for the public deposits, $37,877,950—making a total of $379,484,500. The Treasury Department last week redeemed and destroyed $303,400 of worn and mutilated fractional currency, and issued $480,272 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 22, were $11,070,787, including $2,589,318 from customs duties; payments, $5,880,800, including $166,000 of coin interest; balance at the close of the week, $109,543,661, against $104,353,674, at the close of the preceding week, showing an increase of $5,189,987. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,733,393 including $388,522 from customs; and payments, $5,098,704; on Tuesday, receipts, $1,261,992 including $372,809 from customs, and payments, $1,358,256. The balance at the close of business on Tuesday stood at $109,082,086,

against $105,137,429 a week previous; and $102,957,685 on Feb. 11, 1868.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 18th inst., $28,700,000, against $20,104,580 on the 1st of January.

In the line of Government revenues, there has been very meagre income derived from excises, during the week; while the customs have yielded quite satisfactorily. The excises, last week, yielded less than two millions against some six millions the preceding week; customs at the port of New York $2,586,099 and at the outports, about $850,000 (in coin) more, making the grand total income for the week equal to about $6,982,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,920,474, against $310,906,984 the preceding fiscal year; and $211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $127,000,000.

Government received $7,541,247 from customs, through the port of San Francisco, from Jan. 1, to Dec. 31, 1867, against $7,189,763 in 1866, $6,812,368 in 1865, and $6,378,385 in 1864. The receipts from the same source, during the first ten days of January, 1868, were $187,956, against $98,080 same time last year.

The Gold Market was unusually active and excited for a day or two under the impeachment news from Washington, which had the effect of inflating the price to 144 on Monday. Since that day, the offerings have been more liberal; the demand has been less confident particularly on speculative account, and the price has fallen to 141@141⅛ closing languidly. The peaceful tenor of late advices from the national capital has tended to check operations for a rise. Government was a seller of gold on Tuesday and Wednesday, adding to the depression at the Gold Board. The customs call has been on a reduced scale, this week. The export inquiry has been quite moderate, the shipment thus far having been only about half a million.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $430,237, against $184,879 same time last year. The customs demand for Gold last week, averaged $517,219 a day; thus far, this week, it has been equal to $380,665 a day, or equal to a weekly aggregate of $2,283,990. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $19,657, and from California, $1,577,819. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was $116,958,654, against $130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $71,285,123, against $80,761,889 same time in the preceding fiscal year. The total receipts of California gold at this port in 1867, were $27,677,556, against $42,740,913 in 1866, showing a decrease in 1867, of $15,063,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $21,545,593 against $29,384,811 same time in the preceding fiscal year, showing a decrease of $7,839,218 in 1867–'68. The exports of specie from this port, last week, were $934,264, against $473,009 same week last year. The exports of specie, hence, since July 1, 1867, have been $37,668,565, against $21,495,143 same time in 1866–'7. The total outflow of specie from the port, in 1867, was $51,841,678, against $62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $166,000, and since July 1, 1867, $51,037,520, against $33,513,408 same time in 1866–'7. The total coin interest disbursements through the Government office, in 1867, was $61,871,348, against $48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1867, reached $40,671,797, against $44,365,668, 1866, $44,426,172 in 1865, and $55,707,201 in 1864. The exports from San Francisco, from Jan. 1, to Jan. 29, 1868, were $2,915,476, against $3,692,507 same time last year.

The foreign exchange market has been rather variable, through the week, the opening dealings having been up to a fair average at buoyant figures, while the later transactions were on a restricted scale at a shade easier rates. The offerings of sterling drafts were more liberal on Tuesday and Wednesday.

Bankers' prime sixty day bills on London closed on Wednesday at 109¾@110, and on Paris to 5.18¾c.@5.13¾; sight bills on London to 110@110⅜, and on Paris to 5.12½c.@5.11¼. The offering of produce bills have been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,968,819, against $4,017,029 same week last year; total, since July 1, 1867, $117,055,014, against $122,437,091 same time in 1866–'67. The total value of exports of produce and merchandise in 1867, was $189,688,044, against $192,329,554 in 1866.

Government securities have been more freely offered for sale at the Boards, and through the commission houses, since our last, and as the demand has been less animated from all sources, prices have declined. On Wednesday, the inquiry improved, and the market exhibited more steadiness.

U. S. sixes of 1881 closed here on Wednesday at 117⅞@112; U. S. Five-twenties of 1862, 111¼@111⅜; U. S. Five twenties of 1864 at 109@109⅛; U. S. Five-twenties of 1865 at 109¾@109⅞; U. S. Five-twenties of 1865, consolidated, 107¾@108; U. S. Five-twenties of 1867, 108⅛@108¼; U. S. Ten-forties at 105⅛@105¼, and U. S. Seven-thirties at 107½@107⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865 ..... 117½	September, 1865.. 116⅛
August, 1865.... 116½	October, 1865 116

U. S. three per cent. certificates 100¼

Government through the Sub-Treasury in this city, has paid off $4,807,800 of the matured loan of 1847–'67, since Jan. 1, 1868.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 12.	Feb. 19.	Feb. 26.
Consols	93¼	92¾	93⅛
U. S. 5-20's of 1862....	71¾	72	71⅝
Erie	48	49⅜	44¼
Ill. Central	88½	88¾	88

The railway and miscellaneous share market has been excited and feverish, since our last. Values have been further depressed, by forced sales, chiefly on speculative account. On Tuesday and Wednesday, there was a rather sharp recovery, on a more confident investment call.

General business has shown considerable vigor, chiefly in the produce lines, but prices have been unsettled. Breadstuffs, provisions and cotton, as a rule, closed in favor of purchasers. Middling upland cotton left off at 22@22¼ per lb. The stock of cotton now here is estimated at about 47,000 bales. The receipts at the port this week, have averaged about 4,600 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 1,491,000 bales, against 1,283,000 bales same time last year; exports, same time, 907,000 bales, against 651,000 bales same time last year; stock on hand at latest dates, 351,000 bales, against 620,000 bales same date last year. At the Live Stock Markets, beeves have been fairly active through the week, at from 13@20c. per lb.; calves, at from 8½@13½c.; sheep and lambs, at from 4¾@9c.; and some at from 8½@9c. per lb., all live weight. The week's receipts include 4,188 beeves, 809 veal calves, 25,970 sheep and lambs, and 10,035 swine. The regular monthly sale of Scranton coal on Wednesday passed off with a fair degree of spirit, 50,000 tons having been very promptly taken by purcharers at from $3.45@$5.25 per ton of 2,240 lbs., deliverable at Elizabethport, N.J. Foreign merchandise has been attracting rather more attention from buyers, especially seasonable styles of dry goods, which have been quoted strong and buoyant in price. The total imports of foreign dry goods, last week, were $2,660,243, and the total amount marketed $2,974,960. The value of foreign merchandise imported last week, was $3,075,243—making the grand total specie value of last week's imports of dry goods and merchandise, $5,735,486, against $6,572,606, same week last year; total since July 1, 1867, $144,424,056, against $173,702,805 same time in 1866–'67. The aggregate for the year 1867, was $242,478,575, against $277,043,050 in 1866. The ocean freight market has been rather quiet, since our last, rates have favored shippers. For Liverpool we quote flour at 2s. by sail, and 2s. 6d. by steamer, per bbl.; grain at 8½d.@8¾d. by sail, and 9¾d.@10d. by steamer, per bushel; cotton at $\frac{5}{16}$d.@$\frac{3}{8}$d. by sail, and $\frac{7}{16}$@$\frac{3}{8}$d. by steamer, per lb.; and heavy goods at 25s.@30s. by sail, and 35s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday 501.

The balance in the Sub-Treasury on Wednesday was $109,259,940 61.

The New York exports, exclusive of specie, for the week ending Feb. 25, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$4,017,029	$2,968,819
Prev. reported.....	23,728,425	22,943,310
Since January 1.....	$27,745,454	$25,912,129

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$2,357,312	$2,660,243
Gen. merchandise.....	4,215,294	3,075,243
Total for the week.....	$6,572,606	$5,735,486
Previously reported....	30,664,938	22,590,437
Since January 1.....	$37,237,544	$28,325,923

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 81½; do., 6s, 69½; Chicago and Great Eastern 1st mort., 80; New York and New Haven 6s, 96½; Chicago and Milwaukee 1st mort., 89; Buffalo, N. Y. and Erie 1st mort., 95; Ohio and Mississippi 1st mort., 93¼; Hannibal and St. Joseph Conv. bonds, 88; Toledo and Wabash Equipment bonds, 72; Great Western 1st mort., 1868, 100; do., 2d mort., 76¾; Lackawanna and Western 1st mort., 97; Dubuque and Sioux City 1st mort., 86; Cleveland, Painesville and Ashtabula, 106; New Jersey Central, 117; do., 1st mort., 101¼; Hannibal and St. Joseph, 70; do., pref., 78¾; Rensselaer and Saratoga R. R, 83¾; Adams' Express Co., 74; Merchants' Union Exp., 35; Wells-Fargo Exp., 41; Am. Exp., 70; U. S. Express, 72⅞; Penna. Coal, 180; Central Coal, 45; American Coal, 53; Western Union Telegraph, 32⅛; do., 7s, 81; Park Bank, 148; Fourth National Bank, 104; Merchants' Ex. Bank, 110; Merchants' Bank, 117¼; Bank State of New York, 112½; Bank of Commerce, 119⅞; Continental Bank, 102; Tenth National Bank, 100; Phœnix Bank, 105; Shoe and Leather Bank, 112; Central National Bank, 106; Importers' and Traders' Bank, 122; Ocean Bank, 103; Mechanics' Bank, 121; Union Bank, 118; Am. Exchange Bank, 121; American Flag, 0.70; Bobtail Gold, 1.50; Consol. Gregory Gold, 4.75; Corydon, 0.40; Combination Silver, 60.00; Davidson Copper, 0.49; Edgehill Mining, 3.35; Hope Gold, 0.15; La Crosse Gold, 0.64; Liberty, 0.04; Montana Gold, 0.65; Minnesota Copper, 3.50; Midas Silver, 0.75; Nye Gold, 0.03; New York Gold, 0.80; Quartz Hill Gold, 1.25; Rocky Mt. Gold, 0.28; Smith and Parmalee, 2.75; Wallkill Lead, 0.32; Pit Hole Creek petroleum, 1.00; United States, 2.15; Bennehoff Run, 1.75; Buchanan Farm, 0.41; Central petroleum, 0.50.

Philadelphia.—Lehigh Coal and Navigation 6s, gold loan, 95; do., R. R., 91¾; Camden and Burlington Co. R.R. 6s, 88; Delaware R.R. bonds, 91½; Belvidere Delaware 2d mort., 83⅛; Phila. and Erie 7s, 78; West Jersey R. R. 6s, 89; 13th and 15th streets R. R., 17; Philadelphia and Trenton, 124½; Allegheny County coupon 5s, 75; Pennsylvania State 5s, coupon, 97⅛; Pittsburg 5s, 72; Hazleton Coal, 48; Shamokin Coal, 4½; Swatara Falls, ½; Preston Coal, 18; Green Mt., 8; New Creek, 0.31; N. Y. and Middle Coal Fields, 3⅛; Butler Coal, 7; Ocean Oil, 2¼; Curtin Oil, ¼; Mechanics' Bank, 31; Girard Bank, 60; Commercial Bank, 58; Farmers' and Mechanics' Bank, 133; Western Bank, 98; Philadelphia Bank, 165; Penn National Bank, 58. The latest quotations are: City 6s, 98⅛@98¾; do., free of tax, 102⅜@102½; State 6s, reg., 97@99; do., coupon, 98@98; do., 6s, W. L., 102@102⅛; Reading, 46⅜@46½; do., 6s, 1870, 98¼@—; do., bonds, 92@94; Camden and Amboy, 126¾@127; do., mort. 6s, 1889, 96¾@97; do., 1883, 88½@89; Penn. R.R., 55⅜@55½; do., 1st mort., 100@100½; do., 2d mort., 97@97¼; Little Schuylkill R. R., 28@29; Morris Canal, 30@40; do., pref., 85@87; do., bonds, 90@93; Wyoming Valley Canal, 38@42; do., 6s, 73@78; Susquehanna Canal, 15@16; do., 6s, 60@61; Sch. Nav., 12@13; do., pref., 22@22¾; do., 6s, 1882, 71@71½; Union Canal bonds, 15@17; Delaware Div. Canal, 50@51; do., bonds, 83@89; Elmira and Williamsport, 30@31½; do., pref., 40@40½; do., 7s, 1873, 95@97; do., 5s, 60@62; Lehigh Coal and Navigation, 27⅝@27¾; do., bonds, 1884, 87½@88; North Pennsylvania, 32@33; do., 6s, 88½@89; Philadelphia and Erie, 25¾@25⅞; do., 6s, 94@94¾; Minehill, 56½@57; Catawissa, 8@10; do., pref., 26¾@27½; Lehigh Valley, 52¼@52½; do., bonds, 95@95½; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 57@59; West Philadelphia, 65@66; Spruce and Pine, 24½@25; Green and Coates, 29@30; Chestnut and Walnut, 45@46; Thirteenth and Fifteenth, 17@17½; Girard College, 26@27; Tenth and Eleventh, 64@64½; Union, 36@37; Hestonville, 10⅝@10¾.

Boston.—Rutland and Burlington 1st mort., 145; do., 2d mort., 63⅛; Sandusky, Dayton and Cincinnati 6s, 1900, 77½; New Bedford and Taunton 6s, 1881, 95½; New York and Boston Air Line 6s, 57; Vermont Central 1st mort., consolidated, 72; do., 2d mort., 33; Boston, Hartford and Erie 7s, 65; do., new, 50; Vermont Central and Vermont and Canada R. R. 8s, 102; Old Colony and Newport 6s, 1876, 96¼; Cheshire R. R. 6s, 1880, 95; Rutland R. R., 34; Ogdensburg and Lake Champlain pref., 104¼; Nashua and Lowell, 134; Cape Cod R. R., 69¼; Granite Railway 48¾; Indianapolis and Cincinnati, 30½; Cary Imp. Co., 8¼; Boston Water Power Co., 20; Rhode Island 6s, 1883, 101; New Hampshire 6s, 1878, 100⅛; Maine 6s, 1880, 100¼; Massachusetts 5s, gold, 106¼; Cook Co., Ills., 7s, 96¾; St. Louis 6s, 1880, 83; Chicago 7s, school bonds, 98¾; do., W. L., 1892, 99½; do., 7s, 1881, 98¼; do., 1892, Tunnel, 98⅛; Portland 6s, 1888, Building Loan, 98; Albany 6s, 1879, 94⅞; Cambridge 6s, 99; Salem 5s, 1882, 90; do., 5½s, 1869, 99⅝; Jersey City 6s, 1880, 92; St. Louis 6s, 1887, gold, W. L., 99¾; Augusta 6s, 1887, 93¼; Cairo 6s, 1886, 75¼; Boston 6s, 1877, currency, 102⅞; Lynn 6s, 1885, 100¼; Bath 6s, 1889, 91; Cincinnati 6s, 1882, 83½; Cambridge 5s, 1877, 80½; Atlas National Bank, 117; Atlantic National Bank, 125; Blackstone National Bank, 130¾; Eliot National Bank, 110¼; Hide and Leather National Bank, 149½; Merchants' National Bank, 119¾; National Bank of Commerce, 123⅛; National Security Bank, 100½; National Bank of North America, 106; North National Bank, 118¾; Traders' National Bank, 102; Allouez Mining Co., 3¼; Bay State, 2⅛; Calumet, 30; Concord, 2¾; Hecla, 39; Hancock, 5¼; Pontiac, 50c.; Tremont, 62½c.

Baltimore.—Marietta and Cincinnati 1st mort., 90¾; do., 2d mort., 72½; Virginia coupon 6s, new, 42; Central Ohio R. R., 86¼; George's Creek, 70; Santa Clara, 1.50; Balt. and Cuba S. & M. Co., 48¼; Bank of Commerce, 27; Third National Bank, 103; Union Bank, 61⅛; Howard Bank, 12; Bank of Baltimore, 112; Franklin Bank, 13¾. The latest quotations are: Balt. and Ohio, 127½@130; do., 6s, 1875, 96½@97; do., 1880, 96½@96½; do., 1885, 97½@98¾; Northern Central, 43¾@44; do., bonds, 1885, 85@85¼; do., 1900, 83@85; Parkersburg Branch, 20½@—; N. W. Va., 1st mort., 94@—; do., 2d mort., 93½@—; do., 3d mort., 1873, 92@92½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 92@92; do., 2d mort., 72¾@—; Central Ohio, 35@38; do., 1st mort., 89@69½; Western Md. 6s, 1890, 70@75; do., guar., 94@94½; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99¼@99½; do., 1886, 97¾@97¾; do., 1890, 99@99¾; do., coupon, 100@—; do., Park, 98½@98¾; do., 1893, 90@—; do., 5s, 1838-'70, 80@80; City Passenger R.R., 19½@20; Canton Co., 56½@—; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 68½@70; Santa Clara, 1.50@1.60; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.72@0.80; Mineral Hill, 0.20@0.24; Baltimore Coal, 290@—.

Portland and Kennebec Railroad.

The annual meeting of this company was held in Portland on the 10th inst., and the following gentlemen elected directors for the ensuing year: Richard D. Rice, Darius Alden, Augusta; John B. Brown, Geo. F. Shepley, H. N. Jose, Portland; William D. Sewall, Geo. F. Patten, Bath; N. M. Whitmore, Gardiner; Philander Coburn, Skowhegan. At a subsequent meeting of the directors, Richard D. Rice was elected President, Walter Hatch, Superintendent; John S. Cushing, Treasurer; J. W. Clapp, General Ticket Agent.

The total receipts of the road have been $576,479 16; total expenditures $404,416 57. In the latter sum is included $11,103 91 for new building, repairs and improvements in Bath and Skowhegan, rebuilding an engine in Portland at a cost of $8,942 02, for building one new passenger car, one new smoking car, and twenty new freight cars, in addition to ordinary repairs. The number of miles run by locomotives was 307,443, at a cost of $27 per mile.

The general condition of our road is good, better than ever before; its equipment is sound and efficient, and in the present condition of the country sufficient for the transaction of business with reasonable promptness.

During the next year the company will require new station buildings at Waterville, a new freight depot at Augusta, and car house in Portland, and some additional accommodations at Brunswick and Yarmouth, which will not fall within the line of ordinary repairs.

☞ Messrs. Thomas Firth & Sons, steel manufacturers, Sheffield, Eng., have appointed Messrs. Abbott & Howard, (who for more than twenty years have been connected with them as their New England Agents,) as their sole representatives in the United States. Their places of business and address are indicated in their Advertisement, which may be found on another page.

☞ A branch railway from Harrisburg or Lynden to Brantford, Canada, is spoken of.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railroad for 3d week in Feb., 1868...$210,591 66
Corresponding week previous year .. 143,454 16

Increase $67,137 50

The earnings of the Atlantic and Great Western Railway for the second week in Feb., 1868, were.....$99,254 00
Corresponding week previous year....110,383 00

Increase $11,129 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Feb., 1868, were.....$75,701 00
Corresponding week of 1867..... 71,946 00

Increase $3,755 00

The earnings of the Toledo, Wabash and Western Railroad for the 3d week of Feb., 1868, were.....$60,801 89
Same week in 1867..... 41,903 44

Increase.....$18,898 45

The earnings of the Michigan Central Railroad for the 2d week in Feb., 1868, were...$69,330 19
Corresponding week of previous year.. 63,887 39

Increase $5,442 80

The earnings of the Western Union Railroad for the 3d week in Feb., 1868.....$9,874 19
Corresponding week previous year.... 4,960 32

Increase $4,913 87

The earnings of the Detroit and Milwaukee Railroad for the week ending February 20, 1868, were $22,435 71
Corresponding week of 1867..... 25,306 42

Decrease $2,870 71

Hudson River Suspension Bridge.

The following is a general statement of facts and figures relating the Suspension Bridge to be built across the Hudson River, at St. Anthony's Nose near Peekskill; Clear span, 1,600 feet; length of bridge between the towers, 1,665; total length of bridge, including approaches, 2,499; height of bridge above high water, 155; working safe load for the railroad lines, 2,400 tons; working safe load for the highways, 2,880; total safe load for the bridge, 5,280; load that would break the bridge, 25,161; the bridge will carry at one time 32 passenger cars; the bridge would carry safely 34,560 people, and a train of 60 locomotives, if they could all be on it at once; 53 locomotives and 18,000 people would fill it; there are to be 20 cables in 4 systems; each cable will be about 14 inches diameter; the cable contain 371,-195,750 feet steel wire, or about 70,302 miles of steel wire; total weight of iron and steel in the bridge, 17,005 tons; total amount of masonry, 58,084 cubic yards; total suspended weight, 9,651 tons; height of towers above water, 280 feet; the bridge will leave the water way of the river untouched.

☞ The following gentlemen have been elected directors of the Pittsburg and Steubenville Railroad for the ensuing year: John Scott, President; R. H. Hartley, A. U. Howard, Alex. Chambers, J. B. Dorrington, Josiah Bacon, Wister Morris, J. G. Morris, James Means, Edmund Smith, Wm. M. Hersh, J. McC. Creighton, S. Livingston.

☞ The masonry of the Bridge at Burlington, Iowa, will soon be completed. One span of the iron work is up and the contractors are busy with the second.

Journal of Railroad Law.

COMMON CARRIERS NOT TO DELIVER AT UNSEASONABLE HOURS.

The facts in the recent case of Withers *vs.* New Jersey Steamboat Company (48 Barb., 455,) are fully set forth in the following opinion:

Appeal from a judgment rendered at the Circuit. Trial by the Court without a jury. Action to recover damages sustained on ninety-one kegs of tobacco transported by the defendants as common carriers from Albany to New York, in consequence of the negligence of the defendants. The allegations of the complaint were all put at issue by the answer, in respect to the title of the plaintiffs, the negligence of the defendants and the damage sustained.

The evidence showed that the tobacco was received by the defendants on board the steamer St. John, at Albany in good order, and brought to the city of New York, where it arrived at an early hour in the morning, and was landed on the dock. It was raining at the time, and the tobacco was exposed for several hours. It was imported from Canada, and the consignees were unable to remove it until a Custom House permit was obtained, after the lapse of several hours. The defendants did not notify the consignees of the arrival of the tobacco, but their carman saw it on the dock at about eight o'clock in the morning, at which time he notified the agents of the defendants, that it was suffering damage from the rain and required covering, which was then partially and insufficiently done. The carman then proceeded to the consignees and notified them of its arrival, at about nine o'clock A. M., and the tobacco was then removed with all the expedition that the entries at the Custom House would permit, but not till large damages had occurred. The defendants were notified of the injury sustained, and requested to examine the tobacco. A survey was held and the defendants notified, but they did not attend. The merchants who surveyed it reported it damaged; and they testified that the value when it arrived, if it had been in good order, was one dollar per pound, and that in its damaged condition, it was worth sixty-two and a half cents.

It was not sold until Sept. 8th, although the damage occurred July 25th, 1864.

During that time the market for sound tobacco fell off ten to fifteen per cent., but the ratio on damaged tobacco would be less. Some thought it would have brought more if it had been sold at once, and others thought it brought as much when it was sold as it would have done if sold earlier. There were some negotiations by the defendants for taking the tobacco for their own account, which delayed the sale till after the middle of August.

The tobacco had been sold by the plaintiffs to arrive—sixty-seven kegs to Smith & Co., and twenty-four kegs to Conolly & Co.

Smith & Co., were consignees of the whole of it, but they refused to take the tobacco in fulfillment of the sale to them, on account of its damaged condition, and so notified the plaintiffs. Conolly & Co. took the twenty-four kegs at the contract price—62½ cents per pound, agreed on in March preceding, but it does not appear that it was taken on account of that contract. The evidence does not appear to be directed to that question, as to Conolly & Co., but it cannot be credited that they would receive a damaged article, injured to the extent of almost one-half, as in fulfillment of a contract for the delivery of sound tobacco. The evidence does not show it to have been received on the March contract.

These facts do not warrant the point made by the defendants' counsel, that the tobacco was delivered by the plaintiffs to the purchasers, and that no right of action for the recovery of damages remained in the plaintiffs. The tobacco, which the plaintiffs agreed to deliver was to be a sound article. Before it reached the purchasers it was damaged, and could not be claimed as a performance of a contract for the delivery of sound tobacco.

Nor is there any ground of objecting that Smith & Co., could not act as agents or consignees of the tobacco for the account of the plaintiffs. That firm notified the plaintiffs, without delay, that they did not receive it as purchasers.

As the defendants landed the tobacco at an unseasonable hour, they could not have reasonably expected the consignees to be on hand to receive it instantly, especially as they had not notified them that it had arrived, or was being landed; and the article, being in bond, also would necessarily require some delay, after the commencement of business hours for the purpose of transacting the Custom House business.

The evidence proved the damage to the extent found by the Judge.

The complaint demanded $7,147 38 damages, and the Judge allowed $8,887 90 besides interest.

The complaint must be deemed amended, to conform to the fact found in this respect.

The judgment should be affirmed with costs.

(New York General Term, April 1, 1867.)

☞ The Treasury Department has decided that every change of a firm by which a member retires from the same, whether a new partner takes his place or not, or by which a former proprietor disposes of his entire business interest and a successor takes his place and continues the business, constitute alike, in contemplation of law, a new person or firm, liable to special tax from the first of the month in which such change took place, for the balance of the year for which tax has once been paid by the original firm or owner.

☞ A meeting was recently held in Syracuse at which resolutions were passed in favor of a railroad north of Oneida Lake to the Rome and Watertown road, and a railroad to the Chenango Valley, and declaring it good policy to loan the credit of the city to the amount of four hundred thousand dollars in their aid; conditioned on individual subscriptions being made to the extent of seven thousand dollars per mile.

☞ The following gentlemen have been elected directors of the Vermont and Massachusetts R. R. Co.: Daniel S. Richardson, William H. Hill, James A. Dupee, Francis Goodhue, George F. Fay.

☞ That portion of the work on the Baltimore and Potomac Railroad under contract by Messrs. E. G. W. Hall & Co., nine miles from Marlboro', is being carried on with energy. The road is now a fixed fact.

Boston, Clinton and Fitchburg Railroad.

At the recent annual meeting of the Boston, Clinton and Fitchburg Railroad Company, the following gentlemen were elected Directors: Lyman Nichols and Nathaniel Thayer, of Boston; Cyrus Gale, Northborough; Albert Ballard, Framingham; William D. Peck, Sterling; John H. Lockey, Leominster; Geo. A. Torrey, Hale W. Page and George E. Towne, Fitchburg; Francis B. Fay, Lancaster; Edwin A. Harris, Clinton, and D. D. Ferson, Fitchburg. At a subsequent meeting of the Directors, Lyman Nichols was chosen President, and H. F. Coggshall, Treasurer and Clerk.

Winona Eastern Connection Railroad.

The Winona *Republican* has assurances through General Sprague, General Manager of the Winona and St. Peter Railroad, who has just returned from a conference with the directors of the Chicago and Northwestern Company—that nothing has been done, and nothing is contemplated, looking to the abandonment of work on the Winona Eastern Connection Railroad; but on the contrary it is the fixed purpose of the Northwestern Company to push that enterprise forward to completion as vigorously as possible, and ultimately to extend the connection through to Madison, in accordance with a determination long since formed.

☞ The Trenton *American* says that the negotiations for the purchase of the properties of the Northern New Jersey Railroad by the Hudson River West Shore Railroad Company have been completed, and the last named company on the 19th inst. paid one hundred thousand dollars to insure the bargain.

☞ The Governor, of New Jersep, has signed the charter of the railroad from Paterson to Pompton. The road is to be immediately located.

NOTICE TO CONTRACTORS,

PROPOSALS will be received until March 1st, 1868, for the GRADING MASONRY, BRIDGING and TRACK LAYING of the OAKINGTON BRANCH RAILROAD, from its junction with the Philadelphia, Wilmington and Baltimore Railroad, two and one-half miles south of Havre de Grace to the Bay Shore at Oakington, 2 52-100 miles.

Bids to be made for the entire work, including the furnishing of TIES and IRON (50 lbs. to the yard), or for any part of the same. Plans and specifications to be seen at the office of R. K. HAWLEY & CO., No., 16 Eastern avenue, Baltimore, where proposals will be addressed.

R. K. HAWLEY, President.

NOTICE TO CONTRACTORS.

PROPOSALS will be received until March 4, 1868, at the office of the undersigned for the BUILDING AND CONSTRUCTION OF THE KENT COUNTY RAILROAD, a distance of thirty-two miles, commencing at Massy's Cross Roads and running to Swan, Creek via Chestertown. Profile, plot, plans and specifications will be exhibited at the Railroad office, in Chestertown, by Mr. J. B. Wingate, the engineer, who will furnish all needful information to any who may call.

GEORGE VICKERS,
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Chestertown, Feb. 20, 1868.

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$50,000 Dubuque and Sioux City Railroad First Mortgage Bonds, Western Division; whole mortgage debt on 144 miles, $966,000, less than $7,000 per mile; interest payable January and July, and secured by lease and contract with Illinois Central Railroad Company.

$50,000 Dubuque and Sioux City Sinking Fund, 7 per cent. bonds; secured by land and income; 7 per cent. interest, payable May and November; secured by lease and contract with Illinois Central Railroad Company.

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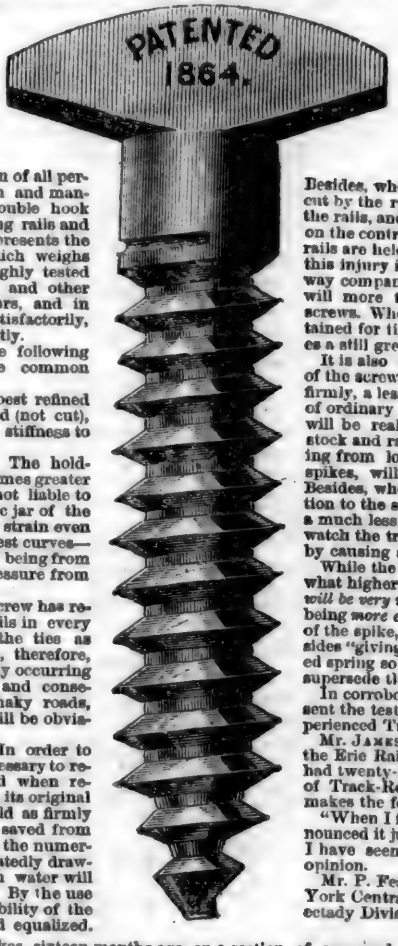
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. FOTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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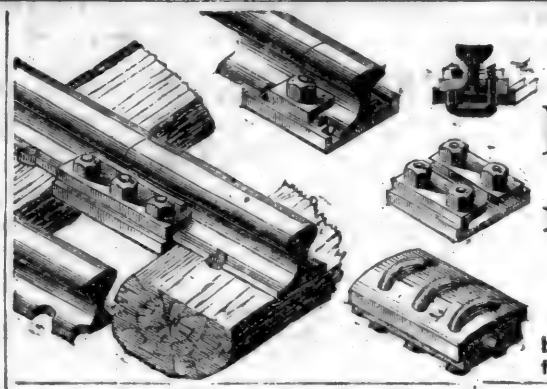
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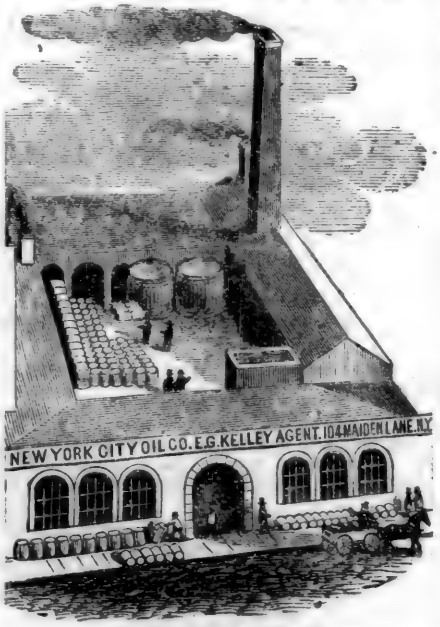
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AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

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3.	Base 12 ft. Slopes	1½ to 1	15.	" 24 "	¼ to 1
4.	" 14 "	1½ to 1	16.	" 24 "	1½ to 1
5.	" 15 "	¼ to 1	17.	" 25 "	1½ to 1
6.	" 15 "	1 to 1	18.	" 26 "	1½ to 1
7.	" 14 "	1½ to 1	19.	" 25 "	¼ to 1
8.	" 16 "	¼ to 1	20.	" 30 "	1 to 1
9	" 16 "	1 to 1	21.	" 30 "	1½ to 1
10.	" 18 "	¼ to 1	22.	" 30 "	1½ to 1
11.	" 18 "	¼ to 1	23.	" 32 "	1 to 1
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American Railroad Journal.

New York, Saturday, March 7, 1868.

New-York, Housatonic and Northern R.R.

This company was organized under the General Railroad Law of New York in 1863, and all the requirements of the law in the matter of subscription and cash payments having been made, the articles of association were filed in the office of the Secretary of State on the 6th of October, of that year. The amount of the capital stock is $1,000,000, in 10,000 shares of $100 each, and has been largely subscribed for by people residing along the proposed route, although, in addition to them, some capitalists have a moneyed interest in the road. The length of the road is 39¼ miles, and the gauge will be the usual one of 4 feet 8½ inches. The route, as located is as follows: It leaves the line of the Harlem Railroad a little south of White Plains, runs northward, passing through, or in the immediate vicinity of Purchase, at Rye Lake, North Castle, Bedford, and Cross River; thence through North Salem, Ridgebury, the borough of Danbury, and finally reaches the northern terminus, Brookfield, which is situated on the line of the Housatonic Railroad. It should, perhaps, be remarked that the road under notice is entirely distinct from the Housatonic Railroad which runs from Bridgeport, a station on the New York and New Haven Railroad, northward, 110 miles, to Pittsfield, Mass., where it connects with the Pittsfield and North Adams and Hudson and Boston Railroads. According to the report of the engineer, Mr. Avery, the topography of the country traversed by this line is very favorable for the construction of a railroad, 70 per cent. of route being a straight line, the maximum grade only 60 feet, and the minimum curvature 1,432.5 feet radius. Of the principal obstacles to be overcome the following may be enumerated: About three miles from White Plains there will be necessary a deep earth and rock cutting; the grade thence to the State line of Connecticut is easy; the line then passes across the corner of the town of Greenwich into New York again, thence to the village of Bedford with light work and easy grades; but after passing through the village there will be an earth cutting of 45 feet; at Palmer's Summit, 2½ miles north, a gravel cutting will be necessaay averaging 20 feet in depth for 2,000 feet; from that point to the Connecticut line again the road is a very easy one, with the exception of a 50 ft. embankment a little to the south of Cross River, and a cutting of 20 feet in depth half a mile west of Lake Waccabuc. On re-entering Connecticut there will be some heavy work, but the route, considered in all things, is a comparatively easy one. The estimates of the cost of the road have been made from the following data: Maximum grade, 60 feet; minimum curve, 1,432.5 feet; earth excavation, 20 feet; rock excavation, 16 feet; embankment, 14 feet; and all materials, engines, cars, and fixtures to be of the first class. From these premises it is calculated that the total cost of the road in running order will be $2,000,000, at an average of about $50,000 a mile. In the business estimates it is computed that from passengers the yearly receipts will be $159,000; from general freights, $105,000; and from the milk freight, $211,000. These figures would allow at least 10 per cent. for dividends. But there is also to be taken into account the additional business which would pass from the Housatonic Railroad over this road to and from New York. This, it is estimated, would be equal to one-third of the regular way business of the road, and would make the net annual earnings 12 to 14 per cent. of the cost; and yet in addition must be calculated the business which would be received from the Boston, Hartford and Erie, which, though the data are not definite, would be very considerable in the course of a year. Of the various advantages of this road to travelers, shippers, and people resident upon its line, the saving in distance, and consequently in time, is first to be noticed. It is claimed that the New York, Housatonic, and Northern Railroad and connections will save over all other roads existing, from New York to Danbury, 10 miles; to stations on the Housatonic Road above the Junction 23 miles; and to Boston, by the Boston, Hartford and Erie connection the saving in time will be about one hour. Next to the gain in time is the increase in the value of property on each side of the route of the road when it shall be completed and opened for public use—based upon past experience. This increase in value is estimated at more than the entire cost of the road. A further advantage arising from the construction of this road is the amount saved in cash to passengers and freight between Danbury and Brookfield on the Housatonic Railroad and New York city; this is estimated to be more than $150,000 annually. In regard to the nature of the country which will be opened by this road it can be safely presumed that thousands of the citizens of New York have but a faint idea of the pleasant lakes, streams, beautiful scenery, and unrivaled sites for Summer residences, notwithstanding its nearness. When they become aware of the great superiority of this section of Westchester county, numerous country seats will be built, new villages will spring up, and old ones that have remained stationary without improvement for nearly a century will acquire new life and growth. These villages will not only furnish a large passsenger business, but, of necessity, a large amount of general freight. Some of the places have already manufactures of considerable importance, as Danbury and Bethel, where the hatting interest predominates, while others produce shoes, paper, flour, &c. But without doubt the most profitable local freight will be milk. Of the great amount of milk consumed in New York the largest proportion comes from Westchester, Putnam, and Dutchess Counties;

but other sections of the country are being opened by new railroads—such as the Walkill Valley Railroad—for the production of this commodity. In the present case the rich grazing lands lying on either side of the New York, Housatonic, and Northern Railroad are unsurpassed by any others in the State for their adaptability to dairy purposes. Considered as freight, milk, as is well known, is among the best paying of any freight transported by the railroads entering New York, and as an element in the value of these railroads one which adds greatly to their intrinsic worth. It is confidently expected that this road will open to the milk producing business a strip of country from four to ten miles wide and more than 30 miles long. A glance at the map will show the advantages to passengers from New York to Hartford and Boston in going over this road. The importance of its connections with the Erie and New England, and Boston, Hartford and Erie Railroads can readily be understood by all persons who have ever been so unfortunate as to be obliged to make a roundabout journey of miles to reach a point not more than half that distance in a straight line. The link from Danbury to Brookfield, five miles in length, connecting the Housatonic Railroad with the Danbury and Norwalk Railroad, is completed, and will soon be running, and of the remainder the grading is begun; a force of men are at work near Rye Lake, and at that point there is a steam excavator. However, the weather has been unfavorable and the progress has not been been as great as would otherwise have been the case; but it is intended early in the Spring to employ a large force of laborers and to push the construction of the road as energetically as possible. The whole road will probably be in running order before the 1st of June, 1869, when it is proposed to run all trains through from New York to Brookfield without change. The officers are: George W. Mead, President; Sewall Sergeant, Secretary and Treasurer; G. S. Avery, Chief Engineer. The office of the company is at 187 Broadway, New York.

Lehigh and Susquehanna Railroad.

The remaining portion of this road was opened from Mauch Chunk to Easton on the 3d day of February, and regular trains now run through to Philadelphia from Scranton, making close connections with the North Pennsylvania Railroad at Bethlehem. They have made all the arrangements to run trains through to New York over the Morris and Essex Railroad. Passengers will be ticketed through to New York and Philadelphia, and to avoid delay at Easton, omnibuses will carry passengers across the Lehigh River to the Morris and Essex train. After the completion of the bridge at Easton, trains will connect direct with the Morris and Essex and Central Railroad of New Jersey through to New York. This road is owned and worked by the old Lehigh Coal and Navigation Company, the great pioneer in coal development in Pennsylvania. The main line extends from Union Junction, four miles east of Wilkesbarre, to Easton, a distance of 106 miles, and in connection therewith this company have a lease of the Union Company's Railroad to Green Ridge, two miles east of Scranton, a distance of fifteen miles, making a continuous line of road 122 miles in length, from Green Ridge to Easton.

They also own the Nanticoke Railroad and its branches, which comprises upwards of twenty-five miles of road running through Wyoming Valley, on the east side of the Susquehanna River, connecting the main line with the principal collieries of this region.—*Scranton Republican.*

Portland and Kennebec Railroad.

The receipts from operations of this road for the years ending December 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$251,485 73	$246,476 68
" freight	295,796 10	296,691 89
" mail	11,200 00	11,200 00
" Eastern Exp. Co.	6,000 00	8,032 80
" use of cars	11,113 88	12,444 50
" extra baggage	808 88	1,723 79
	$576,404 59	$476,469 16
From rents	1,264 10	1,101 93
" military service	34,449 82	1 904 29
	$612,118 51	$579,475 38
Expenses, viz:		
Maintenance of way	$120,817 58	$121,286 77
Fuel consumed	58,991 98	52,502 66
Repairs of engines	40,805 89	42,136 59
" cars	53,118 39	49,826 34
Train expenses	42,293 17	46,351 74
Station expenses	40,666 94	62,048 33
Stationery, etc	3,965 13	3,309 15
Salaries	10,902 58	11,698 43
Insurance and taxes	8,507 87	12,249 58
All other expenses	3,323 17	2,931 99
Rent of Somerset and Kennebec R. R	36,000 00	36,000 00
U. S. excise tax	11,102 87	6,440 67
Net earnings	$177,422 94	$132,693 16
Received for consolidated bonds		99,700 00
" notes payable		2,500 00
		$234,893 16

From which deduct—

Interest on city and town bonds	$48,000 00	
Interest on extended bonds	13,752 00	
Interest on funded interest bonds	5,918 24	
Interest on consolidated bonds	15,353 67	
Interest on other loans	10,401 49	
Dividend July 1, 1867	15,617 62	
Yarmouth stock dividend	12,144 00	
Principal of funded interest bonds	4,127 34	
Installment to sinking fund	14,325 00	
20 cars and 2 engines	45,000 00	
Real estate	6,469 00	
	$191,108 36	
Less coupons not presented	8,780 00	
		182,328 36
Leaving a balance of		$52,564 80
Add balance of former years' earnings		45,517 49
Portland loan		112,000 00
Sales consolidated bonds 1866		199,952 60
		$410,034 89
Less paid depot lands in Portland	$132,068 10	
Westbrooke and Portland road	67,828 54	
Principal funded interest bonds	10,696 32	
Sinking fund	98,757 50	
		309,850 46
Total		$100,684 43

ASSETS.

Wood and coal	$38,392 88
Repair stock in shops	14,745 21
Balance due the company	16,958 09
Notes receivable	55 00
Investments	2,600 00
Cash	27,933 25
Total, as above	$100,684 43

The whole number of passengers transported during the year was 283,796, equal to 6,630,284 carried one mile. Tons of freight carried, 137,602. The trains have run 307,443 miles. There have been laid during the year 700 tons of new and 150 tons of repaired rail, and 36,500 sleepers. The President in his report says:

A pervading interest seems to have been awakened in our State in favor of railroads. New enterprises are being projected and entered upon, the completion of which will contribute largely to the development of the material resources of the State. Maine occupies a commanding position on the map of the continent. Situated in the direct line of communication between the commercial cities of Western Europe and Eastern Asia; on a line where the configuration of the land, and the existence of great rivers and lakes present remarkable facilities for the construction of railroads, and internal water communication, her territory is destined to be the location of one of the great thoroughfares for the commerce of the world. This will be the shortest line between the great marts of commerce in Europe and Asia and present facilities for both rapid and cheap transportation unequalled by any other.

Portland by the road already chartered between that city and Ogdensburg, will be in nearer proximity to the navigable waters of the Great Lakes than any other city on the Atlantic coast; and nearer New York by the Portland and Rochester road than by any other line of road. These enterprises, which will open increased facilities for business of vast extent to Portland, and for the benefit of that city and the State, should be fostered and encouraged by all legitimate means.

The European and North American Railroad, which has long struggled for existence, but which we are happy to perceive is now in process of construction, with a prospect of early completion, will form an important link in the great chain of railroads, which is, at no distant day to span the continent. Connected as it will be at the West by other roads now in existence, and by the shore line from Bangor by way of Belfast and Rockland, which is destined soon to be constructed, and on which there are elements for business and inducements for travel unsurpassed, if not unequalled by any other line in our State, and with the completion of the roads contemplated for the accommodation of local business, our people will enjoy facilities for travel and commerce unsurpassed by those of any other State.

President.—RICHARD D. RICE.

Directors.—Richard D. Rice, Darius Alden, John B. Brown, William D. Sewall, Geo. F. Shepley, H. N. Jose, Geo. F. Patten, N. M. Whitmore, Philander Coburn.

Superintendent.—WALTER HATCH.
Treasurer.—JOHN S. CUSHING.

Missouri State Interest.

The National Bank of Commerce in New York, acting as agent for the State of Missouri, is prepared to issue for said State, in accordance with the act of the General Assembly thereof, approved March 12, 1867, the new six per cent. bonds of the State, of the denomination of one thousand dollars, in exchange for the overdue coupons which matured from January, 1864, to January, 1867, both inclusive, on bonds issued or guaranteed by the State in aid of railroads, (the Hannibal and St. Joseph Railroad excepted,) being seven coupons from each bond.

Coupons should in all cases be accompanied by full schedules, and presented in sums of one thousand dollars, or in multiples of this sum, or within the fractional part of one coupon thereof. The excess of such fraction will be paid in cash.

The coupons, with schedules, must be left for examination, when a receipt will be given entitling the holder to receive the new bonds after

such examination, and no bonds will be delivered except upon the return of the receipt. Blank schedules will be furnished by the bank.

Union (Maryland) Railroad.

The main object in view in the construction of this road is to form an outlet for the Western Maryland and Northern Central Railroads at tide water, by continuing the former road by way of Wetheredsville, down the valley of Gwynn's Falls, thence to the northern boundary of the city and continuing east, connecting with the Northern Central road near Mount Vernon Mills, or at such point as may be most convenient, and thence to deep water at Canton. On the 22d ult., representatives of the roads above named had a conference with the Mayor of Baltimore, and other city authorities in relation to the objects contemplated in the charter of the Union Railroad Company, and a plan to meet the wishes of all concerned was agreed upon, by propositions made by the directors of the Union Railroad Company. The plan adopted, it is understood, settles numerous difficulties which have heretofore existed, and it is now believed that the work will progress harmoniously, and be completed speedily. Horace L. Brooks, President of the Union Railroad Company, the Mayor, and the President of the Northern Central Railway Company were present at the conference referred to.

Central Railroad and Banking Company of Georgia.

The earnings of this road for the years ending November 30, 1866 and 1867, have been as follows:

	1866.	1867.
From up freights....	$661,125 63	$800,718 08
" down " ...	594,318 28	968,919 04
" passengers	357,061 51	417,610 99
" U. S. mails....	13,043 83	28,523 77
" incidental.	2,516 84	5,176 00
	$1,628,066 09	$2,220,947 88
Expenses, viz.:		
Transportation	$221,952 24	$336,366 66
Motive power	241,812 09	372,622 43
Cars	112,346 21	271,364 10
Repairs of road.	261,428 50	309,647 40
Stock killed....	5,085 59	10,619 25
Incidentals.	52,120 41	38,225 58
Repairs of buildings.	10,504 23	24,336 58
New buildings..... ..	4,739 97	.....
Construction..... ...	444,461 84	3,958 41
Rails, chairs and spike	544,145 06	.....
	$1,908,596 14	$1,357,140 41
Excess of receipts..	.....	$863,807 47
Excess of expenses.	$280,530 05	.....

The road was re-opened for business between Savannah and Augusta on the 1st of February, 1866; but the connection by rail with Macon was not effected until the 12th of June. From the above dates trains have been run regularly between the three cities. The following statement will show the total earnings of the road, from the commencement of operations, since the surrender, to November 30, 1867:

Year ending November 30, 1865....		$106,683 17
" " 1866....		1,628,066 09
" " 1867....		2,220,947 88
Total.....		$3,955,697 14
Expended in 1865....	$190,986 00	
" 1866....	1,908,596 14	
" 1867....	1,357,140 41	
		3,456,722 55
Leaving a balance of.....		$498,974 59

The total cost of reconstructing the road to the close of the last fiscal year, has been $1,090,591 23; of which $93,285 95 were expended in 1865, $993,346 87, in 1866, and $3,958 41 in 1867. Deducting this amount from the gross expenditures, will reduce that sum to $2,366,131 32, and leave a balance of earnings, less expenses of operating the road, of $1,589,565 82.

The gross earnings of the road, as above		$2,220,947 88
The bank earnings.....		65,119 97
Total road and bank.....		$2,286,067 85
From this deduct—		
Road exp's, as above.	$1,357,140 41	
Bank expenses	18,240 98	
		1,375,381 39
Leaving.....		$910,686 46
This sum is chargeable with—		
Interest on bonds	$54,948 00	
Dividends June and December, 1867, 5 per cent. each and U.S.tax	590,014 00	
Rent of A. & S. R. R...	73,000 00	
Rent of Eatonton Br...	14,000 00	
Paid for "Bank in Liquidation".....	118,035 26	
Appropriated for iron..	160,000 00	
		909,997 26
Leaving a balance of.....		$689 20

The cost of operating the road has been 60.57 per cent. on its gross earnings. The increase of earnings from all sources over those of the previous year is $592,881 79. The up-freights, merchandize from northern ports, principally New York, to the interior, as contrasted with those of 1866, show an increase of $139,592 45, while the down freights, principally cotton, shows an increase of $374,600 76, and passage, mails, etc., an increase of $78,688 58.

The quantity of cotton transported during the year to Savannah was 268,074 bales, against 147,933 bales in 1866—an increase of 120,141. The quantity transported to Angusta in 1867 was 4,353 bales. Total in 1867, 272,427; total in 1866, 148,803.

The quantity of fertilizers carried during the years 1866 and 1867 was as follows:

	1867.	1866.
Guano, pounds	18,714,137	4,271,298
Lime "	1,265,720	1,625,855
Salt "	5,616,491	9,259,974
Totals.....	25,596,348	15,157,127

—showing an increase for guano of 14,428,839 lbs., while lime and salt show a decrease of 360,135 lbs. for the one, and 3,643,483 lbs. for the other.

Since the last annual report, the survey of the entire road and branches has been finished, the result of which is as follows: Length of main line from Savannah to Macon, 190 miles 2,428 feet; the Augusta branch, 53 miles 1,315 feet; and that from Gordon to Eatonton, 38 miles 1,666 feet, making 282 miles 229 feet; and in tracks in Savannah, Augusta and Macon yards, including turnouts on the main line and branches, including also 2 miles 3,261 feet of the latter laid the past year, 25 miles 4,583 feet—making the total length of tracks now in use 307 miles 4,812 feet.

The company have 50 locomotives, (2 of which are being rebuilt); 20 first-class and 10 second-class passenger, 9 mail, 29 baggage and package, 3 express, 22 conductors, 427 box, 172 platform, 15 stock, and 3 provision cars. Number of miles run by all cars, 8,172,610 miles. Total number of passengers carried, 126,258, an increase over the previous year of 41,289.

CONDENSED BALANCE SHEET.

Railroad and appurtenances.....	$4,472,000 00
Real estate.....	40,508 00
Stock of other companies.....	740,705 32
Bonds of other companies.....	88,500 00
Individuals.....	27,973 08
State of Georgia.....	3,383 76
Post office department.....	8,975 00
United States.....	22,563 25
Rent of Augusta and Savannah R.R.	73,000 00
" Eatonton Branch R. R.....	14,000 00
Bills receivable	25,164 48
Interest account	24,950 00
Profit and loss.....	5,252 65
Bank in liquidation.....	485,085 63
Railroad expenditures.....	1,357,140 41
Cash.....	230,006 45
Due by treasurers and agents.....	90,383 53
	$7,739,661 56
Capital stock.....	$4,666,800 00
Bonds issued.....	786,000 00
Railroad earnings.....	2,220,947 88
Unclaimed dividends.....	22,146 12
Passage change bills	275 20
Dividends 1 and 2.....	27,110 00
Cotton tax.....	2,278 46
Forwarding account.....	11,090 45
Due to other roads.....	3,013 45
	$7,739,661 56

President.—WM. M. WADLEY.

Directors.—A. Low, Wm. B. Johnston, J. F. Gilmer, J. R. Wilder, E. Padelford, G. W. Anderson, J. Cunningham, G. W. Wylly.

Master of Transportation.—J. M. SELKIRK.

Treasurer.—J. F. WARING.

Maine Central Railroad.

The annual meeting of this company was held at Waterville, Me., on the 26th ult. The official reports show that for the year 1867 the receipts were $531,105, and the expenses $350,668—net earnings $180,437. There was a falling off in the earnings of $21,428 11 as compared with the previous year, and an increase of $34,431 77 in the expenses, over the previous year. The expenses have been increased in renewals and repairs of the track, engines and cars, which have been larger this year than usual. A loan of $20,000 was made to the European and North American Company in order that the construction of that road from Bangor might be commenced. An agreement has been made with the Newport and Dexter Railroad Company to lease that road (14 miles in length) when completed. It was voted to take a lease of the Somerset road, when completed, at $1,200 per mile. The funded debt of the company is $2,534,120. Several plans for the payment, extension or renewal of the bonds, soon to become due, were presented and referred to the Directors. A vote was passed authorizing the Directors to extend the road from Danville Junction, its present terminus, to Portland. Reuben B. Dunn of Waterville, Francis A. Hill of Exeter, and Josiah H. Drummond of Portland, of the old Board, and George L. Ward of Lewiston, Lewis Pierce of Portland, and Joel Gray of Boston were unanimously elected Directors.

☞ Both branches of the City Council of Baltimore have passed resolutions authorizing the endorsement by the city of $50,000 worth of the stock of the Western Maryland Railroad.

Railroads of Massachusetts.

A tabular Statement of the Railroads of the State, their Capital and Cost, Length, Earnings and Expenses, Dividends, &c., for the year ending 30th November, 1867.

(Prepared from the Annual Report of the Secretary of the Commonwealth.)

Railroads:	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Berkshire	600,000	.....	.....	600,000	600,000	21.01	(Operated by Housatonic.)					42,000	42,000	7
Boston, Clinton and Fitchburg	624,600	400,000	20,784	1,045,384	940,278	28.97	54,011	48,145	2,815	99,971	81,237	18,734	3,600	6
Boston, Hartford and Erie	14,884,000	8,693,350	1,633,057	25,210,407	19,242,081	130.50	187,644	176,010	5,923	369,577	316,807	50,770	.....	...
Norfolk County	.....	.....	.....	.....	.....	.....	(Leased to and included in Boston, Hartford and Erie.)							
Boston and Lowell*	1,891,500	944,500	74,605	2,910,605	2,653,599	28.65	409,163	553,519	35,386	998,068	763,264	234,804	164,146	8
Boston and Maine†	4,076,974	.....	.....	4,076,974	4,715,114	84.09	951,591	593,430	58,146	1,603,167	1,121,696	481,471	439,539	10
Boston and Providence†	3,360,000	.....	.....	3,360,000	3,360,000	54.00	640,442	380,301	45,404	1,066,147	788,844	277,303	336,000	10
Boston and Worcester*	5,000,000	.....	36,352	5,036,352	5,000,000	68.63	.....	.....	199,592	1,942,502	1,161,080	781,421	500,000	10
Cape Cod	721,926	.....	6,134	728,060	1,031,625	47.05	141,543	50,284	6,154	197,981	136,730	61,251	40,000	6⅔
Cape Cod Central	188,195	125,000	20,848	334,043	337,647	18.80	26,361	3,260	2,905	32,526	28,014	6,236	.....	....
Cheshire	2,085,925	672,200	.....	2,758,125	2,689,807	53.65	191,929	469,535	27,036	688,500	560,038	127,462	66,316	3
Connecticut River	1,700,000	250,000	.....	1,950,000	1,936,971	53.35	282,770	305,929	40,466	629,165	460,001	169,164	141,054	8
Danvers	67,500	145,000	33,198	245,698	244,456	9.26	(Leased and operated by Boston and Maine.)					7,500	.....	....
Dorchester and Milton	73,340	42,807	15,641	131,788	136,373	3.26	(Leased and operated by Old Colony.)						.....	....
Eastern†	3,883,300	1,770,400	663,200	6,216,900	5,238,610	94.49	957,833	348,845	149,368	1,447,046	901,416	545,630	342,930	8
Easton Branch	49,662	.....	.....	49,662	56,144	3.76	(Included in Old Colony and Newport.)							
Fall River, Warren and Providence	150,000	.....	227,450	377,450	326,956	5.79	30,898	.....	.....	30,898	25,070	5,828	.....	....
Fitchburg†	3,540,000	.....	.....	3,540,000	3,540,000	93.50	458,006	600,043	43,395	1,101,444	746,699	354,745	335,368	9
Fitchburg and Worcester	248,000	.....	25,421	273,421	333,884	13.99	31,068	42,459	16,768	90,295	71,949	18,346	14,862	6
Hartford and New Haven	3,000,000	927,000	.....	3,927,000	3,129,047	72.80	941,536	625,993	117,805	1,685,334	982,519	702,815	420,000	14
Horn Pond	2,000	.....	13,248	15,248	15,248	0.66	(Operated by Boston and Worcester.)						.....	....
Lexington and Arlington	241,000	.....	36,000	277,000	258,708	6.64	30,481	6,744	1,493	38,718	33,076	5,642	.....	....
Lowell and Lawrence	200,000	73,000	2,160	275,160	363,158	12.85	(Operated by Boston and Lowell.)					21,780	21,780	6
Medway Branch	29,000	.....	4,012	33,012	37,909	3.60	(Not operated.)						.....	....
Middleboro and Taunton	149,093	.....	.....	149,093	152,839	8.54	21,093	23,452	844	45,389	41,112	4,277	.....	....
Milford and Woonsocket	18,975	.....	.....	18,975	.....	.....	(In process of construction.)						.....	....
Nashua and Lowell	720,000	.....	15,000	735,000	774,603	14.57	183,827	248,682	7,732	440,241	365,562	74,679	66,000	10
New Bedford and Taunton	500,000	.....	.....	500,000	500,000	21.59	112,057	59,239	11,658	182,954	139,893	43,061	40,000	8
Fairhaven Branch	.....	174,000	.....	174,000	234,660	15.11	35,874	18,535	2,031	56,450	37,742	.....	.....	....
Newburyport	220,342	234,900	140,902	596,144	597,386	26.98	(Leased to Boston and Maine for 100 years rent free.)							
New Haven and Northampton	1,334,000	650,000	142,167	2,126,167	591,273	30.00	23,626	56,007	3,562	82,195	98,882	.....	25,558	2
					1,713,932	71.75	74,859	190,260	4,975	270,094	.....	.....		
New London Northern	895,000	430,000	277,000	1,602,000	1,402,267	100.00	168,123	198,424	16,197	382,944	289,050	93,894	60,000	8
Norwich and Worcester	2,363,600	629,500	9,172	3,002,272	2,613,694	66.40	252,960	409,444	18,034	680,438	476,352	204,086	198,246	8
Old Colony and Newport	4,848,320	2,870,000	128,000	7,846,320	7,618,306	141.00	807,863	481,440	91,762	1,381,065	907,078	473,987	396,246	6
Pittsfield and North Adams	450,000	.....	.....	450,000	443,678	18.65	47,371	55,198	6,325	108,894	81,112	27,782	27,000	6
Providence and Worcester	1,800,000	.....	5,000	1,805,000	1,802,247	44.42	295,549	380,130	27,267	702,946	542,517	160,429	144,000	8
Rockport	88,400	.....	.....	88,400	91,667	3.60	13,326	3,818	282	17,376	7,908	9,468	5,304	6
Salem and Lowell	248,305	226,000	487	470,692	464,013	16.88	(Operated by Boston and Lowell.)					17,500	3,528	1½
South Reading Branch	209,533	.....	95,547	305,080	299,468	8.36	7,365	3,757	.....	11,122	19,975	.....	.....	....
South Shore	259,685	150,000	20,147	429,832	501,593	11.50	80,059	4,372	1,077	85,508	57,681	27,827	.....	....
Stockbridge and Pittsfield	448,700	.....	.....	448,700	448,700	21.93	(Operated by Housatonic.)				.....	31,409	25,401	7
Stoneham Branch	33,255	31,618	23,120	87,993	87,993	2.38	(Operated by Boston and Lowell.)					900	.....	....
Stony Brook	267,000	.....	.....	267,000	267,383	13.16	(Oper. by Boston & Lowell.)			17,700	3,582	14,118	14,068	5
Stoughton Branch	85,400	.....	.....	85,400	110,253	4.04	9,749	5,131	1,414	16,294	16,301	.....	6,832	8
Taunton Branch	250,000	.....	4,292	254,292	250,000	11.78	135,505	79,778	2,714	217,997	191,123	26,874	21,053	8
Troy and Greenfield	923,942	979,308	.....	1,903,250	1,754,370	6.00	(Operated by Troy and Boston.) Figures of 1863: surrendered to State.							
Vermont and Massachusetts	2,860,000	550,345	2,827	553,172	3,466,429	77.33	151,963	248,163	61,098	461,424	398,829	62,595	45,158	1½
Western*	8,725,100	5,764,520	.....	14,489,620	12,692,361	173.65	1,303,990	2,522,126	260,592	4,086,708	2,837,412	1,249,296	812,458	10
West Stockbridge	39,600	.....	.....	39,600	39,600	2.75	(Operated by Housatonic.)				.....	1,895	1,386	3½
Worcester and Nashua	1,552,200	.....	.....	1,552,000	1,552,000	45.69	181,760	256,730	10,893	449,383	298,023	142,350	121,776	8

* Double track. † A large portion double track.

		CITY PASSENGER	RAILROADS	IN MASSACHUSETTS.‡					
Boston and Chelsea	110,000	....	110,000	3.53	(Leased to Lynn and Boston.)	8,800	1,404	7,395	7,480 6.8
Broadway	325,000	....	402,468	6.84	186,242	1,185	187,427	157,967	29,460 32,500 9.5
Cambridge	727,800	64,336	734,671	28.31	(Leased to Union for 9 per ct. on stock, 6 per ct. on bonds and 2 per ct. to S. F.)				
Lowell Horse	55,880	94	877,894	3.99	26,655	613	27,268	21,730	5,538 ....
Lynn and Boston	200,000	1,686	67,516	12.50	152,978	2,009	154,987	154,993	....
Malden and Melrose	200,000	50,000	66,908	3.60	24,138 (Leased to Middlesex.)		24,138	.....	....
Marginal Freight	94,200	48,984	298,984		(In course of construction.)				
Medford and Charleston	21,000	55,758	255,758	3.08	23,442 (Oper. by Middlesex.)		23,442	.....	....
Metropolitan	1,250,000	8,000	29,000	42.99	714,991	21,718	736,709	607,074	2,240 ....
Middlesex	400,000	183,196	36,600	7.21	186,444	1,641	188,085	177,998	129,635 131,578 10
Northampton and Williamsburg	300,000	41,539	1,433,198	3.25	11,673	2,600	14,273	13,148	10,087 ....
North Woburn street	17,800	79,694	621,233	2.13	368		368	501	1,125 ....
Quincy	71,800	2,818	302,818		27,242		28,226	34,859	....
Salem and South Danvers	150,000	13,500	300,000	6.45	27,339	887	36,637	37,858	....
Somerville Horse	75,000	30,800	27,242	7.15	35,476	1,161	4,500		....
Stoneham street	33,000	66,424	136,840	3.74	(Oper. by Middlesex and Union.)				
Suburban	5,000	57,592	195,317	2.51	8,489	100	8,589	4,500	4,500 6
Union Railway	200,000	6,268	75,000	6.84	..... (Included in Malden and Melrose.)		8,500	39	....
Winnisimmet	58,300	24,000	87,300						....
Worcester Horse	75,800	117,742	95,000						
		32,000	321,842	42.99	348,075	25,276	368,351	355,336	13,015 12,000 6
		75,000	303,870	....	3,600	750	4,300	433	3,867 2,522 4
			62,152	2.76					
			89,578	4.06					

† The length of Passenger Railroads is stated in equivalent single track, not by miles of route.

(Operated under direction of Court—no returns.)

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool	$1,970,917	$1,643,336
" cotton	1,295,533	1,180,236
" silk	1,234,789	1,401,494
" flax	968,212	756,294
Miscellaneous dry goods	655,716	694,447
Total entered for consump.	$6,125,167	$5,675,807

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool	$2,428,223	$1,113,106
" cotton	1,563,832	677,875
" silk	866,097	528.694
" flax	1,889,906	698,569
Miscellaneous dry goods	261,216	177,581
Total withdrawn from warehouse	$7,009,274	$3,195,825
Add entered for consump.	6,125,167	5,675,807
Tot. thrown on the market.	$13,134,441	$8,871,632

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool	$1,490,109	$1,182,347
" cotton	888,175	493,194
" silk	774,526	572,123
" flax	329.285	353,885
Miscellaneous dry goods	179,353	297,414
Total entered for wareh'g.	$3,661,448	$2,898,963
Total entered for consump.	6,125,167	5,675,807
Total entered at the port.	$9,786,615	$8,574,776

The imports of foreign dry goods at New York for two months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool	$3,651,100	$2,217,174
" cotton	1,921,390	1,825,869
" silk	2,178,138	2,413,344
" flax	1,923,059	1,252,998
Miscellaneous dry goods.	1,287,950	1,126,474
Tot. entered for consump.	$11,961,637	$8,835,859

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool	$3,718,058	$1,598,757
" cotton	2,127,968	1,065,699
" silk	1,260,968	709,167
" flax	2,605,300	1,137,517
Miscellaneous dry goods.	357,923	289,659
Total withdrawn from warehouse	$10,070,247	$4,800,799
Add entered for consump.	11,961,637	8,835,859
Total thrown on the market	$22,031,884	$13,636,658

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool	$3,672,249	$1,924,862
" cotton	2,608,554	967,414
" silk	1,763.006	857,746
" flax	1,247,149	675,101
Miscellaneous dry goods.	462,892	433,147
Total entered warehouse.	$9,753,850	$4,858,270
Add entered for consump.	11,961,637	8,835,859
Total entered at the port.	$21,715,487	$13,694,129

☞ A meeting of persons interested in the construction of the Wicomico and Nanticoke Railroad was held in Salisbury, Md., on the 8th ult., and a committee appointed to ascertain as far as possible the sentiment of the people with regard to the location of the route, and to draft a charter bill for the proposed railroad.

Railroads in California.

The Central Pacific Railroad Company intend, and are prepared, to push the line of their road 300 miles east of the summit during the next twelve months, making the aggregate length of the track by next January, about 405 miles. The company have organized for this work a force of 10,000 laborers, and will use 1,000 mules and horses. If the promise made is realized, there will remain about 370 miles more to reach Salt Lake. In considering this statement, it should be remembered that 25 or 30 miles of the track are already laid east of the summit, and that a large amount of grading has been done beyond that, taking the company to the Nevada plateau, across which grading and track laying can be done almost, if not quite, as rapidly as on the plains between Omaha and the Black Hills, where the Union Pacific Company constructed at the rate of from one to two miles per day. At a distance of 311 miles from Sacramento, the Central Pacific will reach the Big Bend of the Truckee; 41 miles further it will reach Humboldt Lake, and 65 miles further, making 417 in all, it will touch Mill City. The final objective of the Central Pacific, Fort Bridger, is nearly 500 miles still further east. It is said, further, to be the intention of the successors of the Western Pacific Railroad Company to resume work on the railway from San Jose to Sacramento *via* Stockton, at an early day. The prosecution of this second enterprise by the same parties who have the Central Pacific in hand, will be a bold work. Connecting with it at San Jose there is to be 30 miles of rail laid to Gilroy, southward, forming the first section of a line destined ultimately to reach as far as Los Angeles or San Diego, and to be a link in a southern trans continental road. Then positive promise is made that the California Pacific, or Vallejo and Sacramento Railroad, 62 miles long, shall be completed and in operation by next Fall. With that will connect the Suscol, Napa and Calistoga Railroad, 12 miles of which are already in operation; and the Healdsburgh and Sonoma Valley Railroad, whose commencement is proposed for the ensuing Summer. Some signs of vitality are given by the company which secured from Congress a grant of lands to aid in the construction of a railroad from Marysville to Oregon. It has consolidated with the road from Marysville to Roseville, looking to direct connection with the Central Pacific.

☞ The effort to consolidate the Portland and Kennebec Railroad and Somerset and Kennebec Railroad has failed. The capital stock of the Portland, Saco and Portsmouth Railroad Company has been increased to $500,000. A bill has passed the Maine Legislature, incorporating the International Railway Company, with a capital of $100,000. This bill contemplates the construction of a road from Milford to Princeton.

☞ At the meeting of the stockholders of the Rockport Railroad Company on the 24th ult., it was voted unanimously to approve of the sale of the railroad to the Eastern Railroad Company, as proposed by the directors, at cost. It is considered a good road and is in good condition. It has always been successfully managed, having yielded a profit to the stockholders of more than 7 per cent. per annum from the commencement.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	------ ------	------ ------
Allegheny Valley ------ 50	1,498,400	------ ------	------ ------
Alton and St. Louis------100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	------ ------	------ ------
Atlantic & Gt. Western ... 50	11,522,150	------ ------	------ ------
" " " pref. 50	1,919,000	------ ------	------ ------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.------100	16,151,962	A. & O.	Oct.'67 4
Do. Washington Br.----100	2,650,000	A. & O.	Oct.'67 5
Baltimore City Passenger---	670,000	------ ------	Jan.'68 3
Boston and Chelsea ------100	110,000	A. & O	Oct.'67 4
Bellefontaine Line ------100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware------100	997,112	------ ------	------ ------
Berkshire*------------100	600,000	J.A.J&O	Jan.'68 1½
Blossburg & Corning,*---- 50	250,000	J. & D.	Dec.'67 2½
Boston, Concord & Mont..100	459,600	------ ------	------ ------
Do. do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.--------300	1,830,000	J. & D.	Dec. '67 4
Boston and Maine------100	4,676,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,600,000	J. & J.	Jan. '68 5
Boston and Worcester ----100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) ------100	325,000	------ ------	------ ------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City ------------ 10	1,000,000	F. & A.	A '67 3½
Brooklyn City & Newt'n..100	399,800	------ ------	------ ------
Buff., New York & Erie*..100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy. ------100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	------ ------	------ ------
Cape Cod Branch ------ --- 50	721,926	J. & J.	Jan. 68 3½
Catawissa, ------------- 50	1,150,000	------ ------	------ ------
Catawissa, pref.---------- 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 10	589,110	------ ------	Jan '68 4½
Central of Georgia------100	4,666,900	J. & J.	Jul. '67 5
Central of New Jersey...100	13,000,000	J.A.J&O	Jan.'68 2½
Centr l Ohio------ ------100	400,000	J. & D.	Dec.'67 3
Do. pref.---------- ------	------ ------	J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	------ ------	Oct.'67 2½
Charlotte & S. Carolina...100	1,201,000	------ ------	------ ------
Chemung*.----------------100	380,000	------ ------	Mar.'68 2
Cheshire, preferred ------100	2,017,325	Annual.	Jan' '68 3
Chicago and Alton.------100	3,886,643	M. & S.	Mar.'68 5
" " pref...100	2,425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy - 50	19,198,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000	------ ------	------ ------
Chicago, Iowa & Nebras*.100	1,000,000	------ ------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	------ ------	------ ------
Chicago & N. Western---100	13,160,927	------ ------	------ ------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton------100	3,129,100	A. & O.	Oct. '67 5
Cincinnati City Passenger---	------ ------	J'n & J'ly	Jan.'68 2½
" Street ----------	------ ------	J. & J.	Jan.'68 2½
Cincinnati and Zanesville. 50	1,600,250	------ ------	------ ------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,014,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg--- 50	5,403,911	------ ------	Sep. '67 5
Cleveland and Toledo* --- 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Can...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*------ 50	1,786,200	J. & J.	Jan. '68 5
Concord ---------- ------ 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan.'68 3½
Coney Island & Brooklyn.100	500,000	------ ------	------ ------
Conn. & Passump. Rivers.100	------ ------	------ ------	------ ------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.--------100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley.------- 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	------ ------	------ ------
Dayton and Michigan*....100	2,384,941	------ ------	------ ------
Delaware.---------- ------ 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.-------100	1,550,050	------ ------	------ ------
Detroit & Milwaukee.----100	454,359	------ ------	------ ------
" " pref.100	1,500,000	------ ------	------ ------
D. Dock, E. B'dw. & Bat..100	1,200,000	------ ------	------ ------
Dubuque and Sioux City..100	1,673,841	------ ------	------ ------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.) ----------100	3,678,304	J. & J.	Jan. '68 4
Eastern (N. H.) ----------100	492,500	J. & J.	Jan. '68 4
East Pennsylvania ------- 50	604,400	------ ------	------ ------
East Tenn. and Georgia.---100	------ ------	------ ------	------ ------
East Tenn. and Virginia---100	------ ------	------ ------	------ ------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport... 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway ----------100	16,570,100	F. & A.	Feb.'66 4
Do. pref.---------- ------	8,536,700	Annual.	Jan. '68 7
Erie & North East*------100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	------ ------	------ ------
Fitchburg.---------- ------100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly ---------- ------	------ ------	M. & N.	M'y'67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---------- ------100	3,166,000	A. & O.	Apr.'67 6
Germantown (Phila.)------ 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite. ---------- ------100	------ ------	J. & J.	Jan.'68 4
Great Western (Ca.)------	16,802,746	------ ------	------ ------
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Jan. '68 3
Hannibal and St. Joseph..100	1,900,000	------ ------	------ ------
Do. do. pref.100	5,253,830	------ ------	------ ------
Hanover Branch---------- 50	116,850	M. & N.	Nov.'67 5
Housatonic---------- ------100	820,000	------ ------	------ ------
" pref ---------- ------100	1,180,000	J. & J.	Jan.'68 4
Hudson River ---------- ------100	13,937,100	A. & O.	Oct. '67 4
Hazleton---------- ------ 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top -- 50	494,390	------ ------	------ ------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central----------100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,989,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 3
Joliet and Chicago*.------100	1,500,000	J.A.J&O	Oct.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000	------ ------	------ ------
Lehigh and Mahanoy------ 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley ---------- 50	16,734,100	J.A.J&O	J'n. 68 2½
Lehigh Luzerne---------- 50	844,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami.---------- ---- 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*---------- 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	------ ------	------ ------
Long Island.---------- ------ 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore --	95,194	------ ------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	------ ------	------ ------
Lowell and Lawrence ----100	200,000	A. & O.	Oct. '67 3
Macon and Western.------100	1,500,000	------ ------	Jan.'68 4
Mahanoy & B'd Mount n* 50	921,615	------ ------	------ ------
Maine Central.---------- ---100	1,600,860	------ ------	------ ------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov '67 5
Marietta & Cincinnati---- 50	2,029,778	------ ------	------ ------
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio ---------100	670,000	------ ------	------ ------
Metropolitan (Boston).----100	1,250,000	J. & J.	Jan.'68 5
Michigan Central ---------100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).------100	400,000	------ ------	------ ------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,---	------ ------	------ ------	------ ------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 1
Milw. & St. Paul.----------100	3,627,000	J. & J.	------ ------
" " " pref.------100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuyls. Haven 50	2,775,000	J. & J.	Jan. '68 4
Mobile and Ohio ---------100	3,588,300	------ ------	------ ------
Montgomery & W. Point..100	1,419,769	------ ------	------ ------
Morris and Essex ---------- 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.------100	600,000	M. & N	Nov.'67 5
Nashville & Chattanooga..100	2,066,644	------ ------	------ ------
Naugatuck---------- ------100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538	------ ------	------ ------
N Haven & Northampton.100	1,224,000	J. & J.	Jan.'68 3
New Jersey ---------- ------100	5,000 000	F. & A.	Feb.'68 5
New London Northern.---100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	------ ------	------ ------
New York Central.--------100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem---- 50	4,285,050	J. & J.	Jan.'68 4
" " pref. 50	1,560,000	J. & J.	Jan. '68 4
New York & New Haven.160	6,000,000	J. & J.	Jan.'68 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue---------- ---100	797,400	------ ------	------ ------
North Carolina.---------- ---100	4,000,000	------ ------	------ ------
Northern Central ---------- 50	4,518,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	155,000	------ ------	May'67 4
Northern of N. Hampsh..100	3,06 .400	J. & D.	Dec.'67 4
Northern of N. Jersey ---100	158,800	------ ------	------ ------
North Missouri ----------100	2,369,305	------ ------	------ ------
North Pennsylvania------ 50	3,150,150	------ ------	F'b.'68 5s
Norwich & Worcester ---100	2,363,000	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi------100	20,222,647	------ ------	------ ------
" " pref.100	3,697,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark ------100	281,550	------ ------	------ ------
Oswego and Syracuse------ 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri---------100	3,581,000	------ ------	------ ------
Panama---------- ---------100	7,000,000	J.A.J&O.	Jan.'68 6
Paterson and Ramapo.----100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'68 4
Pennsylvania ---------- ---50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,500	------ ------	------ ------
Philadelphia and Erie*.--- 50	5,069,450	------ ------	Jan. '68 3
Philadelphia and Reading 50	21,191,967	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor't'n 50	1,507,350	A. & O.	Oct. '67 5
Phila. and Trenton*.------100	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt.------ 50	9,919,390	J. & J.	Jan. '68 4
Philadelphia City---------- 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	160,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	2,794,628	------ ------	------ ------
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jan.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	1,000,000	------ ------	Aug.'67 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec '67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	665,019	------ ------	------ ------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	------ ------	------ ------
Richmond and Petersb'g..100	847,000	------ ------	------ ------
Rich., Fred. and Potomac.100	1,041,800	------ ------	------ ------
Rockport ---------- ------100	58,400	------ ------	Nov.'67 2
Rome, Watert. and Og'nb.100	2,385,600	J. & J.	Jan. '68 5
Rutland preferred.-------100	------ ------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute.100	2,800,000	------ ------	------ ------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	------ ------	------ ------
Sandusky and Cincinnati.100	2,089,000	------ ------	------ ------
" " pref.100	393,078	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	------ ------	------ ------
Saratoga and Hudson R...100	1 920,000	------ ------	------ ------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,800	------ ------	------ ------
Schuylkill and Susqueh'a. 50	1,289,150	------ ------	------ ------
Second and Third St.(Ph.) 50	293,757	J. @ J.	Jan. '68 5
Schuylkill Valley* ------ 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	------ ------	------ ------
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts'v.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) ----100	750,000	------ ------	Nov.'67 5
South Carolina ----------100	2,819,275	------ ------	------ ------
South Shore.---------- ----100	259,685	------ ------	------ ------
South Western, Georgia...100	3,283,400	F. & A.	Aug.'67 4
Southern Mississippi.------100	1,000,000	------ ------	------ ------
Staten Island.---------- ---100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	------ ------	------ ------
Taunton Branch ----------100	259,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,925	------ ------	------ ------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).----100	1,750,000	------ ------	------ ------
Thirteenth and Fif. (Ph.)- 50	------ ------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	------ ------	------ ------
" " " 1st pref 100	1,700,000	------ ------	------ ------
" " " 2d pref..100	908,176	------ ------	------ ------
Tol., Wabash and West.... 50	5,400,000	------ ------	------ ------
" " " pref. 50	1,800,000	M. & N.	N. '67 3½
Troy and Boston.---------100	607,111	------ ------	------ ------
Troy and Greenbush*.----100	274,460	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.).100	200,000	------ ------	------ ------
Union Pacific---------- ---100	------ ------	------ ------	------ ------
Union Pacific (E. D.).----100	------ ------	------ ------	------ ------
Union Pacific (Cent. Br.).100	------ ------	------ ------	------ ------
Union (Phila.) ---------- 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River ----100	834,100	J. & J.	Jan. '68 4
Vermont and Canada*.----100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.---------100	8,000,000	------ ------	------ ------
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Vermont Valley.---------- 100	516,164	------ ------	------ ------
Virginia Central ---------100	3,353,678	------ ------	------ ------
Virginia and Tennessee...100	3,452,815	------ ------	------ ------
Western (Mass.).---------100	6,710,800	J. & J.	Jan. '68 5
Western Union ----------100	2,687,237	------ ------	------ ------
West Jersey ---------- ----100	731,950	------ ------	Feb.'68 4
West Philadelphia.-------- 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester.---100	1,130,470	------ ------	------ ------
Wilm. and Weldon.--------100	1,240,293	------ ------	------ ------
Worcester and Nashua ... 75	1,141,800	J. & J.	J'n.'68 5½

CANALS.

Chesapeake and Delaware 50	1,575,965	J. & D.	Dec.'67 3
Chesapeake and Ohio ---- 25	8,228,595	------ ------	------ ------
Delaware Division.-------- 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.----100	10 000,000	F. & A.	Feb.'68 3
Delaware and Raritan.----100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania.------ 50	64,000	------ ------	------ ------
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.-- 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated).---- 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).---------100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,297	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,895	F. & A.	Feb.'67 6
Susq. and Tide Water.---- 50	2,052,883	------ ------	------ ------
Union.---------- ---------- 50	2,907,810	------ ------	------ ------
" preferred ---------- 50	------ ------	------ ------	------ ------
W. Branch and Susq.----- 50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley.---------- 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship..100	4,000,000	M.JS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	M.JS&D.	Dec.'67 3
Union Navigation.--------100	4,000,000	M.JS&D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jul. '67 2
American Coal.---------- 25	1,500,000	M. & S.	M. '68 6
Ashburton ---------- ------ 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal,---------- ---- 25	500,000	J. & D.	Dec.'67 2
Central Coal ---------- ----100	2,800,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.----------	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal ------- 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.-------	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal.---- 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal.---------- 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.---------100	3,460,000	A. & O.	------ ------
Wyoming Valley Coal ---100	1,250,000	F. & A.	Aug. '66
Rutland Marble.---------- 25	1,000,000	------ ------	Dec'67 2½
Adams Express.----------100	10,000,000	FMA&N	Nov.'66 2
American Express ------500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	------ ------	------ ------
United States Express 100	6,000,000	MJE&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	------ ------	------ ------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,860	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	55½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	98½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	....	10
30 Nov.'67	3.80	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,600	8,000	—	28,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	....	63
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	....	44
30 Nov.'67	3.25	—	23	7	—	Northampton & Will.amsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	....	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	....	85½
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,360	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	.....	46,365	1,841	—	....	....
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	....
30 Sep. '66	10.76	—	—	—	38	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,266	23,408	8	100	....
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	288,445	4	100	....
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	....
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,65142	356,656	12	10	....
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	....	....
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	....	....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	....	....
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	143,000	36,545	123,014	loss.	—	100	....
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	....
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	.....	.....	—	....	....
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	....
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	.....	(Com	pleted	Sept.,	1867.)	—	....	....
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	....	....
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,028	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	.....	522,795	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	....	....
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N Y.)	2,406,509	1,170,000	1,280000	70,000	1,69883	280,333	12	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	....	....
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	....	....
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	.....	(no re	port.)		—	....	....
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,260	46,449	14,355	—	....	....
30 Sep. '66	1.76	—	—	4	—	V. Brunt st. & Erie Basin (Bk'n)	62,000	50,000	12,000	.....	15,859	390	—	....	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	....	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	20,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	....	....
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	28	8	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	29	50	....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	184,935	71,475	50,000	21,750	6,184	loss.	—	....	....
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	38
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	....	27
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	36½
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,963	150,000	100,000	—	166,792	51,984	18½	50	29
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	....
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	.....	.....	183,600	8,250	242,181	39,388	—	50	10½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,560	67,450	20,166	—	25	11½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	....	....
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	.....	39,291	13,479	....	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	....
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	160,000	35,600	14,507	116,338	23,058	16	50	....
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	.....	80,135	29,928	20½	50	....
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,360	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	.....	.....	(op. by	S. & P)	—	....	....
31 Oct. '66	19.39	—	486	72	4	Second & Third st. (Phila.)	485,828	339,007	114,200	41,229	407,928	131,588	50	50	47
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	.....	.....	57,662	12,333	—	50	13½
31 Oct. '66	8.50	—	154	10	4	Spruce & Pine (Phil. & Gr'n F.)	250,953	250,157	.....	.....	101,996	38,491	8	50	24½
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	.....	.....	206,945	99,612	31½	50	64½
31 Oct. '66	6.25	—	160	16	—	13th & 15th st. (Phila.)	.....	994,950	.....	.....	128,955	45,196	2	50	17½
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	.....	344,895	67,574	7½	50	37
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	.....	292,461	80,847	10	50	65½
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	....	....
31 Oct. '66	1.08	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	8½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	60,000	.....	.....	.....	.....	—	....	....
31 Dec 62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	60,000	.....	.....	.....	.....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	650,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	100,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1860	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	J. & J.	71-'72	91½
Malden and Melrose:					
1st Mortgage guarantied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	—	.....	.....	....
Malden & Melrose bonds	46,971	—	.....	.....	....
Real Estate	6,000	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1890	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,800	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	67,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	20,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	—	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	80
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M & N.	1873	....
West Ph , adelphia:					
1st Mortgage	100,000	7	J & J	1880	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Feb. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	9,458,392	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	138
" " " ..... coupon		6	" "	1868	139½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	110
" " " ..... coupon		5	" "	1874	111½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	108
" " " ..... coupon		5	" "	1871	123½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " " " yearly		8	July.	1881	----
Loan of July 17, 1861 ..... registered	264,345,600	6	Jan & July.	1881	111½
" " " ..... coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) ... registered		6	May & Nov.	1882	107½
" " (5-20s) ..... coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	108
" " (5-20s) ..... coupon		6	" "	1884	108
Loan of March 3, 1865 (5-20s) ... registered	1,298,488,850	6	May & Nov.	1885	107
" " " (5-20s) ..... coupon		6	" "	1885	108½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	107½
" " " (5-20s) ..... coupon		6	" "	1886	106½
" " 3d series (5-20s) ... registered		6	" "	1887	107½
" " " (5-20s) ..... coupon		6	" "	1887	107
Loan of March 3, 1864, (10-40s) ... registered	180,717,200	5	Mar. & Sept.	1904	101½
" " " (10-40s) ..... coupon		5	" "	1904	101½
Pacific R. R. Bonds ..... (currency)	22,470,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	314,953,850	7.3	June & Dec.	1868	100½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	100
Matured Debt not presented	12,032,180	---	presentation.	------	----
Gold Certificates of Deposit	29,619,280	---	presentation.	------	----
Compound Interest Notes 1864 '65	46,244,780	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,159,127	---	------	------	----
Three per cent. certificates	25,040,000	---	------	------	----
Fractional currency	32,346,438	---	------	------	----
Navy Pension Fund	13,000,000	---	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	188,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ..... "	648,000	5	Jan. & July.	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	133
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free) ...	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	72-'74	83
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,589,000	6	" "	'68-'74	71
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	943,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	943,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,329,936	5	" "	1866	93½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Fonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	695,000	6	various.	'80-'85	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861	800,000	6	"	1871	99
" " " 1863	626,000	6	Mar. & Sept.	1883	98½
" —Bounty Loan of 1866	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" " " (S. & T. W. Can.) steri.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) steri.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1880	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) steri.	3,277,386	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	100
" — " (Bounty)	601,000	6	"	abt.'74	100½
" — " (Ches. & Ohio Can.).	38,000	6	"	1885	----
" — " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	898,000	5	" "	1883	106½
" —Bounty Fund Loan	200,000	5	" "	1883	102½
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " "	2,150,000	6	" "	'74-'76	110
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	104
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	936,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88,'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	------	'41-'71
" " " (Union Bank)	5,000,000	6	------	------	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	88½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	88
" —Pacific R.R.	7,000,000	6	" "	'81-'87	88½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,104,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	100
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	108½
" — " " " ..registered	21,726,566	7	" "	1877	108½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " "	500,000	6	" "	1868	----
" — " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	103
" — " " "	6,000,000	6	" "	1873	103
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July	1875	91
" — " "	860,000	5	" "	1878	----
" —Cana und Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	61½
Ohio—State Bonds (Union Loan)	286,300	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,600,000	6	" "	1875	101½
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	97½
" — " " ..... registered	6,033,052	5	"	'68-'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	103½
" — " " 2d series	7,909,520	6	" "	1882	107
" — " " 3d series	9,270,017	6	" "	1892	108
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	263,000	6	April & Oct.	1883	101
" — " " " 1864	776,000	6	Jan. & July.	1893	101½
South Carolina—Free Loan Bonds	917,000	6	Feb. & Aug.	1894	----
" —State Bonds (various)	798,898	6	J. A. J. & O.	'68-'76	----
" — " " (new)	3,275,060	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,216,803	6	" "	1887	----
" — " "	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	63½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,869,398	6	" "	long.	40½
" — " ..... (6 of 20)	10,900,000	6	" "	long.	----
" — (new) ..... registered	1,379,500	6	" "	1876	36½
" — " (") ..... coupon	489,300	6	"	1886	44½
" — " " (")	39,600	6	"	1890	36½
Wisconsin—State Bond	406,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	296,512	356,408	401,103	357,228	353,344	328,828	3,236,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	575,446	634,243	576,365	5,823,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	486,898	568,589	538,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	394,771	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,127	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,640,092
1866	226,153	222,241	290,111	269,949	329,851	371,544	321,597	387,269	322,638	360,223	323,020	271,247	3,696,152
1867	240,238	142,947	238,562	283,921	338,691	343,471	356,142	421,484	422,164	430,108	364,196	302,408	3,884,122
1868	259,539	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,958,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	261,779	3,313,514
1866	241,395	183,885	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,288	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,912
1868	383,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,254	296,169	473,186	551,122	435,945	407 668	2,811,644
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,586
1865	541,005	432,164	499,296	468,358	655,623	747,944	702,691	767,508	946,707	932,682	764,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	768,398	774,279	896,712	894,357	800,325	1,038,824	1,451,284	1,508,853	1,210,387	918,088	11,532,348
1868	741,926	800,787	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37.501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,693	69,018	77,113	81,676	80,867	81,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,145	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,384	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,436,689	1,522,472	1,429,766	16,434,775
1866	...including Buffalo Division.. 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,630	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,138,300
1868	1,081,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,035	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	426,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,328,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,786	641,559	643,887	518,088	7,181,208
1866	603,053	506,266	505,465	411,605	569,250	567,679	490,626	578,253	571,343	661,971	588,219	504,066	6,546,741
1867	660,488	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,490	679,160	.....	.....
1868	519,856	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,701	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,055
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,836	118,504	112,952	123,802	1 201,239
1867	94,136	78,976	92,910	92,768	90,626	96,536	106,594	114,716	121,217	142,823	132,387	123,388	1,286,971
1868	92,488	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,546
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120 152
1865	363,996	366,361	413 974	365,190	351,489	387,095	301,613	418,575	436,838	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	418,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650 328
1867	305,857	311,088	379,761	391,168	358,601	304,232	312,879	428,762	487,868	539,435	423,341	370,757	4,613 744
1868	371,041	339,736	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,851	490,694	447,670	328,870	4,620,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,936	359,646	429,161	493,640	414,604	308,669	4 260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	314,021	398,993	461,778	506,296	412,934	320,373	4,371,073
1868	343,816	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	340,511	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	368,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	815,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	069,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	253,443	224,957	223,242	268,176	302,596	332,400	278,003	245,243	275,950	3,211,070
1865	259,223	239,139	318,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,906
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	284,683	313,165	355,901	379,367	336,065	272,053	3,440,542
1868	211,973	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	386,686	361,834	396,771	429,929	505,517	464,509	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,183	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	928,283	416,841	666,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	998,841	1,252,336	833,742	887,793	874,974	436,590	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	298,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,210
1863	337,850	366,598	461,965	462,987	427,094	395,845	350,753	407.077	453,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	526,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,126,466
1865	690,144	678,504	857,583	733,866	637,186	646 936	684,523	712,496	795,938	858,501	712,363	580,904	8,489,052
1866	659,982	480,986	662,163	699,806	682,510	633,667	652,378	648.201	654 926	757,441	679,736	555,222	7,467,217
1867	542,416	525,497	677,960	565,657	561,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162.921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,144
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,016	222,953	196,854	244,834	212 227	177,364	2,260,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,395	171,499	2,207,931
1868	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1862	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	243,840	221,670	220,209	265,154	2,050,623
1865	144,084	139,171	155,753	144,001	138,733	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,549
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,530	264,741	3,594,876
1867	237,674	200,796	270,630	317,052	329,078	304,810	306,591	364,724	382,996	406,766	351,759	307,943	3,793,816
1868	278,712	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1866	43,716	37,265	32,378	33,972	63,862	82,147	68,180	59,962	75,077	92,715	61,770	37,830	688,824
1866	45,102	35,005	39,301	43,382	86,913	102,918	85,276	66,698	84,462	100,815	73,248	54,465	814,986
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,262	73,525	126,495	120 269	79,431	64,719	774,457
1868	48,415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7	----	----	1867	----
Convert. (guar. by Dir.)	150,000	7	----	----	1868	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8	----	----	1864	----
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1888	----
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	----
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	----
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	----
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	----
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	----
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	----	1882	----
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	----
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	----
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.	----	1884	----
1st Mortgage, Silver Creek	200,000	7	March & Sept	----	1884	----
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	----
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	----
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	96½
" " " 1850	602,000	6	Jan. & July.	"	1880	96½
" " " 1855	894,250	6	Jan. & July.	"	1875	96½
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.	"	1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	96½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct	Boston.	1870	----
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	----	----	----	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	----
1st Mortgage	800,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1870	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	----
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94½
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	----
Convertible bonds	600,000	7	Jan. & July.	----	1870	----
Old Road bonds	121,160	7	----	----	'93-'80	----
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	----
American Loan	3,335	6	"	New York.	1864	----
Loan for $500,000	210,600	6	"	"	1867	100
" " $300,000	338,040	6	"	"	1870	97
" " $675,000	675,000	6	"	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89
" " $2,500,000	867,000	6	May & Nov.	"	1889	89
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	----
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1886	101
2d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
3d Mortgage (S. F.)	1,205,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.	----	'67-'60	----
Central Pacific of California:						
1st Mortgage	1,258,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,100,000	7	" "	"	1893	99½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75 '80	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	----
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	----
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.	----	----
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101½
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,00	7	April & Oct.	"	1883	91

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	80½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	47,000	8	May & Nov.	" "	var.	----
1st Mort. (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94
General 1st Mortgage	3,500,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	86½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "	----	----
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	----	" "	1877	----
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
2d Mortgage	587,000	8	March & Sept.	----	1876	----
Hubbard Branch	105,800	7	----	----	----	----
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7	----	----	1880	----
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,300	7	March & Sept.	New York.	1873	99
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. mort. bonds	135,000	7	May & Nov.	" "	1890	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	----
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	----
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.	----	----
2d mortgage	1,000,000	7	May & Nov.	" "	----	----
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	----
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1873	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7	----	----	----	----
Toledo depot bonds	169,500	7	----	----	----	----
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	60
2d Mortgage	250,000	7	June & Dec.	" "	----	40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	----
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1876	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----	----	----	----
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	86
Construction bonds, 2d Div'n	666,000	----	----	----	----	----
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	----
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	----
Essex Railroad Bonds	214,400	6	----	----	1876	----
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	----	----	----	----	----
Mortgage (ordinary)	780,490	----	----	----	----	----
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6	----	----	----	----
Endorsed by State of Tennessee	185,000	----	----	----	----	----
1st Mortgage (after State)	74,000	----	----	----	----	----
2d Mortgage bonds	14,000	----	----	----	----	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"	----	60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	----
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	----
Florida:—						82½
Internal Improvement (State)	1,655,000	7	----	----	1891	----
Free Land, 2d Mortgage	1,500,000	8	----	----	1891	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$800,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	97½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	88
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1888	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,600	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	115
Redemption bonds	2,568,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	660,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	250,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'73	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	92½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.			72½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	1910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,595,580	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
2d Mortgage	237,000	7	Jan. & July.	"	1885	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	109
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	110½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,693,000	7	" "	" "	1877	93½
Milwaukee and St. Paul:						
1st Mortgage	4,598,000	7	Feb. & Aug.	New York.	1893	88
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific:						
Real Estate	1,206,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,000	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	98½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,236,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,800	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	94
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug	" "	1876	103
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	458,000	7	Feb. & Aug	" "	1876	125
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	93½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	91
Buffalo Branch	198,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	950,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York	1875	98
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1883	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	85½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88½
Chattel Mortgage	360,000	10	" "		1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,056,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	66
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1860	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'63-'70	90
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1868 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
1st Mortgage (general)	5,000,000	6	" "	"	1881	94
2d Mortgage	3,000,000	7	" "	"	1885	78
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1842, "	2,356,600	6	April & Oct.	"	1870	98½
" 1861, "	106,000	6	Jan. & July.	"	1871	98
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	93
" 1849, "	67,000	6	" "	"	1880	93½
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	101
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93½
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	372,000	7	Feb. & Aug.	"	1875	64½
Mortgage (Registered)	604,000	7	" "	"	1873	64½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	146
2d Mortgage	937,500	7	" "	"	1863	69
3d Mortgage	440,000	7	" "	"	1868	2
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Stg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,187	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steuben and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	63
Sunbury and Erie:						
1st Mort. (Sunbury to W'mesp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	63
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	96½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,030,000	7	April & Oct.	" "	1871	80½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	33
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	988,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1855	53,000	6		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	58
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	706,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	89½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippe*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,882	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,000	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,891	17,922,359	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,068,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	28,249	3	—
31 Jan. '66	122.4	—	17.7	76.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122 4	319,433	644,725	166,196	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	646,113	1,685,334	592,233	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.5	192,988	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,066	.....	62.0	159,074	419,469	185,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,588	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.5	10.0	—	5	3	38	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	62,463	82,195	loss	2	—
30 Nov, '67	100.0	—	.....	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	480,000	277,000	1,602,000	100.0	326,136	382,944	93,604	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	288,046	8,272,133	117.4	787,826	2,068,260	704,016	10	140
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,362	2,363,600	629,500	9,172	3,380,257	66.4	364,521	650,438	204,036	10	92
								DELAWARE.													
31 Oct. '60	94.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	670,000	271,877	1,607,684	84.3	136,631	138,970	41,402	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	—	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,807	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,551	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,800	8½	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,968	96,612	—	—
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,928	4,666,800	785,000	183 940	6,686,956	229.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	.....	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6½	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	102,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,741	228.8	306,335	1,006,953	332,561	9	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '66	230.0	—	.....	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,000	3,983,000	498,049	12,290,004	230.0	1,934,115	3,696,153	1,484,616	8½	130
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,148,862	2,793,443	20	149½
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	46,864,322	1,152	.....	10,161,735	2,226,967	—	66½
31 Mar. '67	181.8	181.5	.....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,084	1,413,992	10	98½
31 May, '63	174.5	5.5	14.8	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '66	454.8	252.6	.....	—	150	83	3,546	*Illinois Central*	30,954,453	*	10,523,828	23,415,780	12,144,000	.....	41,478,280	708.3	3,603,562	6,546,741	2,175,447	10	139½
31 Dec. '66	196.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	.....	4,000,000	6,700,000	.....	10,700,000	200.0	.....	2,240,744	488,548	—	47
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,265	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	20
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	818	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,262,284	140,689	3,453,108	110.0	.....	448,858	230,534	9	60
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,785,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	334,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,324	1,015,907	621,000	.....	2,175,228	108.0	312,859	527,863	288,186	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,460	—	85½
30 Nov. '66	78.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	150½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,216,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	161,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,965	5,429,203	156 5	319,880	805,271	237,801	—	88
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820,200	2,892,000	795,004	5,507,204	162.0	.....	736,687	309,685	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	280.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	537,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	}			Lexington and Frankfort	601,966	52,300	36,711	514,646	65,000	1,790	690,976	29.0	248,821	510,319	153,217	7	—
30 Jun. '67	65.1	—	5.4	—	14	18	225	Louisville and Frankfort	1,405,910	126,786	4.278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,938	2,965,000	444,172	12,841,095	334 0	929,486	2,158,874	810,468	6	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	128	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,426	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,336,874	—	4,697,457	3,551,000	281,157	12,059,623	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	53.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,960	108,424	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,586	—	2,956,000	4,250,000	.....	9,008,369	188.0	.....	340,896	.....	—	—
31 May '67	284.8	28.4	.....	97	88	1,726		Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,499	1,498,719	10	115
31 Mar. '67	246.0	277.8	.....	101	74	1,434		Mich. S'th'n & N'th'n Indiana	16,626,531	2,663,617	1,745,795	10,601,200	9,135,840	786,951	20,473,991	523.8	2,886,193	4,673,193	1,669,387	—	91½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	—	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	536	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	69.7	.....	176,462	116,438	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,650	—	—
								MISSOURI.													
31 Aug. '66	66.6	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,886	7,177,000	.....	.....	206.8	579,854	1,047,567	429,026	—	74½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,482,540	4,400,000	106,225	8,026,361	182.0	.....	1,029,080	267,804	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,686	2,949,674	432,089	2,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	3,675,875	719,236	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,788	1,866,000	1,280,000	3,000,000	.....	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	85.5	2.6	3 3	.....	16	15	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,401,000	49 658	6,362,109	90.1	248,189	899,291	729	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.8	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	237,394	529,325	220,825	6	103½
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,519	Baltimore and Ohio	21,450,621	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	236.8	3,798,323	10,096,706	4,437,983	10	128
30 Sep. '65	30.6	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,858,013	29.6	584,843	916,286	550,992	10	127
31 Dec. '66	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,764	4,042,125	1,167,973	8	43½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.9	269.6	18	12	176	Boston, Hartford & Erie	19,242,061	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	14½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	125
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	138
30 Nov. '67	47.0	7.0	48.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3,360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,393	10	141½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	5,144,615	63.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par)	945,761	86,884	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6	69½
30 Nov. '67	50.0	3.4	12.3	—	14	27	236	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	5	120
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,324	415,090	3,883,390	1,770,400	668,200	6,316,990	94.5	583,222	1,447,048	545,680	8	116½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,861	350,149	463,637	3,540,000	—	—	4,050,286	98.5	505,332	1,101,444	354,744	9	129½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,668	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,845	200,000	73,000	2,160	368,503	(O. b	y B. & L.	21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,725	74.8	381,528	440,241	74,679	10	134
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	152,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	908,677	4,848,320	2,870,900	128,086	7,618,306	141.0	826,061	1,881,065	836,310	6	90
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	86½
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,643	6,679	243,305	226,900	486	470,692	(O. b	y B. & L.	17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	60.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,350,000	550,348	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	57½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,201	4,086,707	1,249,295	10	.....
30 Nov. '67	45.7	—	10.6	—	11	15	228	Worcester & Nashua	1,362,587	169,613	126,626	1,522,200	—	69,906	1,648,328	45.7	260,847	449,388	151,260	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	481,345	1,799,000	1,050,000	80,974	3,231 345	93.5	.....	467,714	147,121	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,750	2,085,925	672,200	—	2,970,087	63 6	433,650	688,700	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72
31 Mar. '67	20.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	128
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,640	681,201	242,998	8	114
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,989	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,661	*	4,381,251	7,987,412	10,078,137	—	18,060,549	124 2	.....	5,607,552	1,444,706	15	126½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,998	1,084,776	107,432	2,244,201	60.2	.....	393,976	129,869	—	96
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.5	1,234,815	3,581,244	1,617,268	10	117
31 Dec. '66	53.0	—	—	46.5	24	48	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,868	1,580,141	5,000,000	355,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	132½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961	—	—
31 Dec '66	65.0	16.0	.....	—	—	—	.....	Raritan and Delaware Bay	4,998,592	*	—	2,530,700	1,562,800	920,447	4,983,947	31.0	—	335,651	oss.	—	55
31 Dec '66	18 2	—	.....	—	—	—	.....	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	88.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	781.050	1,010,500	—	1,741,550	54.0	—	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	18	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,188	2,114,000	19.643	4,628,891	98.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	140
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3.218,000	88.0	1,398,668	2,483,751	812,156	10	105
31 Dec. '66	460.0	97.0	338.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,127	22,429,927	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	72
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	145
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,352,715	932,000	—	2,994,474	120.0	366,430	590,225	352,650	6	45
30 Sep. '67	297.8	296.0	452.5	—	289	296	5,620	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	393.2	6,401,420	13,979,514	3,109,801	6	130½
30 Sep. '66	130.8	2.1	45.5	—	42	132	648	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.9	1,820,122	2,763,700	534,804	8	127
30 Sep. '66	116.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,876,893	942,441	—	3,077,000	1,494,900	—	8,818,331	122.0	451,196	851,783	284,006	—	64
30 Sept. '66	18.0	—	0.5	19.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,000	19,876	1,057,787	36.3	90,290	252,178	89,372	8	.....
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	93½
30 Sept. '66	18.5	—	1.25	—	.....	.....	—	Rochester & Genesee Valley	666,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	.....
30 Sept. '66	141.1	48.5	20.7	—	86	27	423	Rome, Water'n & Ogdensb'g.	3,439,989	563,315	—	2,386,600	1,575,794	55,988	4,008,304	189.6	555,492	1,066,866	364,668	10	117
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	.....
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	989,207	—	—	800,000	400,000	—	930,207	"	"	"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	650,000	200,000	95,000	955,000	13.0	48,168	283,524	118,408	10	.....
30 Sep. '66	81.9	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,967,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,284	—	811,600	—	—	936,581	34.9	83,548	141 888	78,882	7½	.....
30 Sept. '66	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,891	21,757	8	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,485	223.0	371,012	598,199	loss.	—	.....
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	256,361	—	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,360	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,138	1,628,356	3,673,000	1,126,468	6,810,432	141.0	663,028	857,701	350,271	—	38½
31 Mar. '67	60.5	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 709	521,906	8	102½
31 Oct '66	95.5	—	32.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	106
30 Nov. '67	101 0	102.5	.....	—	68	37	1,219	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,691	3,975,489	275,869	9,961,700	208.5	.....	2,298,323	809,515	—	95½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,188	133,692	8,678,764	188.6	1,228,623	2,492,216	1 107,377	14	108½
30 Nov. '60	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,905	6,417,569	142.0	.....	853,368	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	85,790	5,225,433	153.2	1,160,900	1,936,038	489,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	815,434	17,429,777	250.8	739,960	1,224,053	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,243,042	20,549,420	192.3	.....	829,932	119,082	—	31½
30 Jun. '66	152.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,986,354	595 400	391,992	3,382,168	1,218,972	109,318	4,972,740	205.9	345,671	694,520	184,981	—	66½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,883,435	*	106,623	900,236	2,041,600	28,223	2,970,059	128.0	240,785	420,453	126,800	—	.....
31 Dec. '66	412.0	45.2	.....	—	102	47	1,092	Toledo Wabash & Western	19,250,000	*	2,268,900	6,700,000	14,345,000	786,301	23,118,900	250.6	.....	2,717,286	908,200	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	184.201	856,277	123,992	—	18
31 Oct. '66	387.0	6.0	51.0	14.0	160	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,969,900	1,166,819	60,721,124	607.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	262,28[illegible]	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,270,500	717,222	15,376,322	204.5	1,900,776	2,788,496	714,824	20	114
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,600	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	31
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,436	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,548	93.6	313,902	618,566	235,153	—	—
31 Oct. '66	36.0	18.0	17.0	—	—	—	—	Harrisburg and Lancaster	1,382,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	65½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	109,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	55,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,876	285,019	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,482	3,052,790	—	9,408,200	1,477,000	—	12,994,222	118.5	1,078,411	3,718,680	2,260,027	20	53½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	585,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	29½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,968	665,222	467,050	3,150,150	3,124,737	—	6,887,295	67.5	345,588	902,213	382,500	—	32½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	565.5	7,080,028	16 583,883	5,967,520	9	55½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., German't'n & Norrist'n	1,139,079	268,439	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	606,346	247,445	9	67
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,989,733	—	—	5,083 700	13,000,000	600	18,084,300	287.6	1,424,110	2,541,052	454,077	—	27½
30 Nov '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	52 577,548	474 8	4,361,336	10,9 2,819	6,016 581	10	46½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,607	26.5	195,478	849,446	316,756	15	124½
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,067,687	10	54½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,906	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pitteb'g, Ft. Wayne & Chicago	24,268,747	*	2,673,792	9,940,988	12,589,500	1,062,343	23,927,540	468.5	4,945,418	7,467,217	2,319,538	10	101½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,456	—	—	869,460	700,000	—	1,569,460	28.0	149,055	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	567,580	145,650	—	15
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug, '67	62.0	—	5.1	—	16	17	13g	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,491	486,140	111,838	—	84
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,385	195,266	197,906	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	253,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	841,190	125,871	—	.....
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,149,131	*	51,078	898.950	1,028,000	272,259	2,199,209	102.0	154,496	817,775	66,687	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,796	447,491	9,827,175	242.0	.....	1,312,788	287,532	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,138	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	.....
30 June '66	140.0	—	8.0	—	16	8	185	East Tennessee and Virginia	3,399,984	*	824,268	667,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,018	—	.....
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,586	1,002,601	2,196,331	5,312,725	3,126 530	921,937	9,431,517	291.0	786,231	1,661,612	71,490	—	.....
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,237	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	562,059	3,015,107	99.2	.....	367,252	173,729	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	6,000	.....	34.2	30,066	23,806	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,644	1,781,000	.....	.....	159.0	.....	734.118	337,388	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	.....
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	82,670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	456,000	975,000	360,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,981,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	568	Rutland and Burlington	3,991,706	556,275	—	2,283,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,168	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,300,683	62.5	136,761	185,474	67,785	—	.....
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	6,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,328	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	99½
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	.....
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	58,858	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	86,188	68,131	1,834,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,382	—	.....
30 Sep '65	108.5	—	.....	—	—	—	—	Northwestern Virginia	5,222,150	*	—	5,680 685	691,000	.....	.....	103.5	436,729	758,882	42,875	—	17½
30 Sep. '66	88.3	68.4	19.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	19½
30 Sep. '66	123.3	10.1	.....	—	18	7	107	Petersburg and Lynchburg	3,888,272	*	—	1,366,600	1,681,900	124,931	3,566,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,626	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '66	140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000,000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,780	—	.....
30 Sep. '69	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,528	.....	78.6	159,981	279,945	145,836	7	.....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,786	—	.....
30 Sep. '54	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	.....
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,525	—	.....
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,019,550	87,297	6,879,046	221.8	800,405	554,611	136,648	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	550,022	93,859	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	278 0	996,727	2,538,800	984,100	—	84½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	.....	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '67	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,959	*	15,811	1,631,180	911,029	22,984	2,563,376	49.0	.....	242,798	117,842	—	68
30 Jun. '68	1,096	137.0	.....	78.0	204	180	2,899	Grand Trunk	2,410,345	*	—	15,123,480	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,864	—	.....
31 July '68	229.0	115.5	68.0	—	92	126	1,589	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,516	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	765,950	5,678,989	96.1	402,670	467,266	191,133	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	13	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,336	58,777	—	—
July, '61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	02,338	—	1,280,000	13,100	136,000	1,709,282	60 C	.....	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec, '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	129,107	37,18[illegible]	—	—
	8.			—	11	23	120	NEW GRANADA. Pan ma	9,000,000	*	—	4,000,000	—	—	10 [illegible] 735	48.	.....	627,435	1,[illegible]	—	345

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,840,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26½
Catawissa (preferred)	1,150,000	7	---	27½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	64½
Chicago & Alton (preferred)	2,425,400	7	7	138
Chicago & Northwestern (pref.)	14,789,125	7	7	74½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	75
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	---	81½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	29
" " (2d pref.)	4,051,744	7	3	11
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99
" " " (2d pref.)	841,400	7	7	93
Milwaukee & St. Paul (preferred)	7,370,900	7	---	69½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	73
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71½
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	19...	80
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----	---	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	614,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	88
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1868	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	96
2d Mortgage	302,750	6	----	----	81
Boat Loan	232,807	6	----	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86½
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	66
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	61
Mortgage bonds	993,000	6	" "	1878	----
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	38
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	50
Delaware and Hudson	100	10,000,000	10	148
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	28½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	85
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	13
" " (preferred)	50	2,888,988	---	21½
Susquehanna and Tide Water	50	2,048,260	---	16
Union	----	----	---	1½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	80
Wyoming Valley	50	750,000	16	86

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 — @ 42 —
Pig, American, No. 1		38 — @ 39 —
Pig, American, No. 2		36 — @ 37 —
Bar, Refined, English and American		80 — @ 85 —
Bar, Swedes, assorted sizes	(gold)	87 50 @ 90 —
		—Store Prices.—
Bar, Swedes, ordinary sizes		— — @150 —
Bar, English and American, Refined		95 — @100 —
Bar, English and American, Common		85 — @ 90 —
Scroll		125 — @170 —
Ovals and Half-round		120 — @150 —
Sand		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ⅜ @ 3-16 inch		100 — @160 —
Hoop		183 — @185 —
Nail Rod	per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s		— 16 @ — 17
Sheet, Single, D. and T. Common		— 5 @ — 7
Rails, English	(gold) per ton.	— — @ 53 —
Rails, American (at works)		79 — @ 82 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½@ — 20
English Machinery		— 13½@ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½@ — 17
American, Cast, Tool,	do.	— 21 @ — 22
American, Spring,	do.	— 12 @ — 14
American Machinery,	do.	— — @ — 14
American German	do.	— 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23½@ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 40 @ 6 50
German Refined	(gold)	6 40 @ 6 75
English	(gold)	6 45 @ 6 87½
Bar	(net)	10 50 @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26 @ — —
Straits	(gold).	— — @ — 23½
English	(gold).	— 23 @ — 23½
	—Gold.—	—Currency.—
Plates, I.C. Charcoal. p. box	8 37½@ 8 50	12 — @ 12 75
Plates, I. C. Coke	7 12½@ 7 75	10 25 @ 11 —
Plates, Coke Terne	6 25 @ 6 50	9 — @ 9 50
Plates, Charcoal Terne	8 — @ 8 25	11 50 @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 13
Crude, 40 @ 47 gravity (in shipping order)		— 17½@ — —
Refined, free, S. W.		— — @ — 42
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 23
Refined, in bond, Standard White		— 25 @ — 25½
Refined, in bond, prime White		— — @ — 26
Naptha, Refined, (60 @ 63 gravity)		— 28½@ — 29
Rosidnum	per bbl.	3 — @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	Th. 27.	F. 28	Sat. 29.	M. 2	Tu. 3.	W. 4
Atlantic M. S. S. Co.	98½	98½	98½	98	98½	98½
Boston, Hartford & Erie	14½	15½	15½	16	15½	15½
California 7s	----	----	----	----	----	138
Canton Co.	61½	64	62½	----	----	64
Chicago & Alton	----	----	130	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	150	149½	----
" " " 8 p.c.	----	----	118	----	118	----
Chic. & Northwest'n.	60½	60	61	63	66	68½
" " pref.	72½	72½	73½	73½	74½	74
" " 1st M.	----	----	----	----	87½	87½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	86	----
Chicago & Rock Isl.	96½	96½	96½	----	97	97
" 1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896.	94½	94	94	----	----	----
Clev., Col. and Cin.	----	----	101½	101½	102½	102½
Clev. and Pittsburg	93	94	94½	----	94½	94
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	106½	107½	108	107½	108½	107½
" S. F. 7 p.c.	102	----	----	----	----	----
Cumberland Coal, pref.	34	----	34	----	33½	----
Del. & Hudson Canal	147	----	148½	----	148	148½
Del., Lack. & West.	114	----	114	----	114	----
" 1M. 8 p.c. '71-5.	----	----	99	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	68½	68	68½	66	69½	74½
" pref.	76½	77	----	76½	78	78
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '70	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	94½	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Hudson River	140	142½	143	142½	144	145
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	138	----	140	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	29½	----	29	29
" " 2d "	----	----	----	----	11	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	7	7	7	----	----	----
" " pref.	10½	11½	11½	----	----	11
" " 1st mort.	----	----	----	----	----	----
Michigan Central	112½	113	113	----	----	----
" S F. 8 p.c. '82	----	112½	----	112½	112½	113
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	91	90½	91	----	91½	91½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	100½	----	100½	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	99	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	99	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	50½	51½	51½	51½	52	52½
" " pref.	65½	66½	67	----	68	68½
" " 1st mort.	----	----	88½	88	88	88
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	----	106	106½	86½	87½	89
" iss. to H. & St. J. R.	----	87½	87½	87½	----	88
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" 1st mort.	----	99	99	----	----	----
" 2d mort	----	----	----	----	----	----
New York Central	127	128½	129½	128½	129½	131
" 7s. S. F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	----	84	----	----	----
" 6s, S. F. '87	92½	----	----	----	----	----
N. York & Harlem	127	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	140	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	76
" ex-coupon.	57	58	61	60	62	62
" new	56	----	61	----	61½	62
Ohio & Miss.	30½	30½	30½	31½	31½	31½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	111½	113½	113	110	110½	110½
Panama	----	340	345	345	----	346
Phila. and Reading	92½	93	93½	93½	94	94
Pitts. Ft. W. & Chicago	99½	100½	100½	100	100½	101
" " 1M.	----	----	----	----	----	----
" " 2M. 101	----	----	----	----	----	----
" " 3M.	----	93½	----	22	22	24½
Quicksilver Mining Co.	----	23	----	22	22	47
St. L., Alton & T. H.	----	----	----	----	----	73½
" " pref.	74	----	----	----	73½	73½
" " 1M.	----	94½	----	----	94½	94
" " 2M. pref.	----	----	----	----	----	----
" Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. 1890	----	----	----	----	----	----
" ex-coupon.	----	66½	----	66	66	65½
" new	61½	61½	61½	61½	62	63½
Tol. Wab. & Western.	46	46½	----	46½	47½	49
" Pref.	70	70½	----	----	71	----
" 1M. ex.	91	----	----	----	91½	----
" " 2M.	----	----	----	----	81	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	----	----	----	49½	----	49½
new	42½	43	----	44	44	44½

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	Th 27.	F 28	Sat 29.	M 2.	Tu 3.	W 4
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	104¼	104¼	104¼	100¼x	101¼	101¼
U. S. 5s, 10-40s, reg.	----	100¼	----	----	101¼	----
U. S. 6s, 1881, reg.	----	111¼	110¼	----	----	----
U. S. 6s, 1881, cou.	111	110¼	----	----	110¼	111
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	106¼	----	106⅝	----	106⅝	106⅞
U. S. 6s, 5-20s, c. '62	110⅜	110¼	110	110¼	110¼	110⅜
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	107⅛	107⅛	107⅛	107⅛	108	108¼
U. S. 6s, 5-20s, reg. '65.	107	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	108⅜	103¼	103¼	108⅜	108¼	109
U. S. 6s, 5-20s, r. n. '65.	----	107	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	106⅜	106⅜	106⅛	----	107	107⅛
U. S. 6s, 5-20s, r. n. '67.	107	----	----	----	----	106¼
U. S. 6s, 5-20s, c. n. '67.	107⅛	107	106⅞	106⅜	107¼	107⅛
7.30 Notes, 2d series	106¼	106	105⅞	106⅛	106⅛	106⅛
" " 3d series	106¼	----	----	106⅛	106⅛	106⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 3.

	W. 26	Th 27.	F. 28.	Sat. 29.	M. 2.	Tu 3
Catawissa	----	----	----	----	----	----
" preferred	----	27¼	----	27¼	----	----
Camden & Amboy	126¼	126⅝	126¼	----	126¼	126¼
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	88¼	89	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	96¾
Del. Div. Canal	----	----	----	----	----	50¼
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	27¼	27¼	28	28¼	28¼	28¼
" " 6s, '84	----	88	88	----	88	88
Lehigh Valley R. R.	52¼	52¼	52¼	53	53¼	53¼
" " 6s	----	----	95¼	----	----	----
Little Schuylkill R. R.	----	----	29	29	29¼	----
" " 7s	----	----	----	----	----	----
Minehill	----	57	----	57	----	57
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32	32¼	32¼	----	----	----
" " 6s	88¼	88¼	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	44	----	----
Pennsylvania R. R.	55¼	55¼	55⅝	55¼	55⅝	55¼
" 1st m.	----	----	100¼	100¼	100¼	100⅜
" 2d m.	----	----	----	----	----	----
Penn. State, 6s 1st series	104	104¼	104¼	103⅜	103¼	103¼
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	108	107¼	----	108	108	----
" " 6s, W. L.	102¼	----	102¼	102	----	102¼
Philadelphia City, 6s	98¼	98¼	----	98¼	98¼	98¼
" " new	102¼	102¼	102¼	102¾	102¼	102¼
" " muno	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	46¼	47¼	46¼	46⅞	46¼	47
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	25⅞	26	26⅝	----	27	----
" " 6s	----	----	94	----	----	----
Philad. & Sunbury, 7s	----	93	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	----	----	71⅜	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	15	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	10¼
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	57¼	57	----	----
Spruce & Pine, "	24¼	----	24¼	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 3.

	W. 26	Th 27.	F. 28.	Sat. 29.	M 2.	Tu 3
Baltimore City 6s, 1875	----	----	----	----	99¼	99¼
" " 1886	97¼	----	98	98	98¼	----
" " 1870	----	----	----	----	----	----
" " 1890	99¼	99¼	98¼	99¼	99¼	99¼
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	128	----	----	----	128
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	96¼
" " " '85	----	----	----	----	----	----
Northern Central	----	44	----	----	44	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	19¼	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	Th 27.	F 28	Sat 29.	M 2.	Tu 3.	W 4
Boston and Albany	147	149	148¾	150	----	148¾
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	139	----	----	----	138
Boston and Providence	----	----	141¾	----	----	141½
Boston, Hartford & Erie	15⅜	15⅜	15⅜	15⅜	15⅜	14⅜
Cheshire, pref.	----	----	----	64¾	----	64½
Concord	----	----	----	----	----	----
Connecticut River	----	----	120	----	----	120
Eastern	115	115	115	----	----	116½
Fitchburg	130	130	----	----	----	129½
Manchester & Lawr'ce	125	----	----	----	----	----
Michigan Central	113¾	----	----	----	113¾	----
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	63¾	64	----	----	----	----
Old Colony & Newport	90	90	90	----	----	----
Ph., Wil. & Baltimore	54¼	54¼	54¼	54¼	54¼	54⅝
Portl'd, Saco & Ports.	104	103¾	----	----	----	105¾
Vermont & Canada	----	----	99¼	99¼	----	99⅜
Vermont & Mass.	56	59	----	----	----	57¼
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	62	63	63	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22	22¼	----	22	----	22¼
Franklin "	14	----	----	15	15¼	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	7¾	----	----	8¼	9	9¼
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	25
Rockland	----	----	----	----	----	----

[London Stock Exchange.

The following were the closing prices for American Securities Feb. 7th, and 14th:

	Closing Prices. Feb. 7.	Feb. 14.
United States, 5-20s, 6 per cent 1882.	71¼@ 71¾	72 @ 72¾
Do. do. 6 do. 1884.	70 @ 72	-- @ --
Do. do. 6 do. 1885.	70¾@ 70¾	71 @ 71¼
Do. do. 6 do. 1868.	87 @ 89	-- @ --
Do. Bonds 5 p. ct. 1874.	70 @ 72	-- @ --
United States 10-40s, 5 per ct. 1904.	67¼@ 68	65¾@ 66¼
Massachusetts State 5 per cent	85 @ 87	-- @ --
Virginia State, 5 per cent	50 @ 52	-- @ --
Do. 6 per cent	80 @ 82	-- @ --
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	-- @ --
Do. do., 2d mort., 1881	53 @ 58	-- @ --
Do. Penn., 1st mort., 1877	55 @ 60	-- @ --
Do. do., 2d mort., 1882	53 @ 58	-- @ --
Do., consolid. mort.-bonds, 1890	24¾@ 25¼	24¼@ 25¼
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	-- @ --
Do. 2d mort. 8 per cent.	59 @ 63	-- @ --
Erie shares, $100 (all paid)	47¼@ 47¾	48¼@ 49¼
Do., Preference ditto	71 @ 73	-- @ --
Do., 3d mort., 1883, 7 p. c.	62 @ 66	-- @ --
Illinois Central, 6 p. c., 1875	88 @ 92	-- @ --
Do., $100 shares (all paid)	87¼@ 87¾	88¼@ 89¼
Do., 7 p. c., 1875	78 @ 80	-- @ --
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	-- @ --
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	-- @ --
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	-- @ --
New York Central $100 shares	-- @ --	67 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	-- @ --
Penn. R. R. bonds, 2d mort. con. 6 p c.	92 @ 94	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	-- @ --
Do. with option to be paid in Phil.	82 @ 84	-- @ --

American Railroad Journal.

Saturday, March 7, 1868.

Stock Exchange and Money Market.

There has been more activity in the Money line, since our last. The calls from speculative, as well as from mercantile borrowers, have been more numerous and urgent, because of the augmentation of business at the Stock Boards, as also in produce and merchandise. There has been an unusually spirited movement in the railway share list, especially since Monday, which has led to a livelier negotiation of call loans, and these have been quoted up to 6 per cent. as the ruling figures, though exceptional advances are yet made at 5 per cent. to the more prominent dealers in the public funds. The gold speculation has been comparatively tame, and the requirements of operators, in the way of pecuniary aid, have been on a reduced scale. The spring traffic is opening with considerable vigor in the line of domestic produce, and a more animated mercantile demand for money is noted, the best business paper being marketable at the full legal rate of 7 per cent. per annum. The U. S. Sub-Treasury made some very heavy disbursements and transfers about the 1st inst., reducing its cash balances materially. It closed the month of February with a cash reserve of 99¼ millions, against 97½ millions on the 31st of January. It is now gaining a little again, in the currency form. The city banks reported, in their last weekly statement, a general decrease in their averages, the most important having been a loss of nearly 2⅜ millions of legal tender reserve. A falling off of less than half a million of specie and deposits, respectively, was also indicated, and over half a million of a contraction in the loan and discount item noted. The specie reserve of the city banks is now $22,091,641, against $11,579,881 same time last year. The city bank deposits are now $208,651,578, against $198,018,914 week ending March 2, 1867. The legal tender reserve amounts to $58,553,607, against $63,014,195 same time last year. The circulation now stands at $34,086,223, against $33,294,433 same time last year. The loans are now $267,240,678, against $260,166,436 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $141,022,000 a day, against a daily average of $90,484,320 the preceding week, and $91,753,531 the week ending with Feb. 15, 1868. The current week's exchanges average about $106,400,000 a day, the clearances of the Gold Exchange Bank being now included. The city banks, last week, lost $2,315,328 of legal tender, $453,772 in the deposit line, and $422,339 of their specie reserve. They reduced their loans, $225,965; and their circulation, $13,800.

The Philadelphia Bank movement the past week shows an increase in loans, of $39,591; an increase of $6,435 in specie; an increase in legal tenders of $304,728; a decrease of $655,150 in deposits; and an increase of $1,989 in circulation. The Bank Clearings show an increase of $6,289,479, and the balances, an increase of $631,055.

National Bank notes to the amount of $82,480 were issued last week, making the total issue to 1,673 banks thus far, $306,486,981, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $6,806,275, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790.) an actual circulation at this date, of $299,680,706. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,606,550; and for the public deposits, $37,877,950—making a total of $379,484,500. The Treasury Department last week redeemed and destroyed $527,000 of worn and mutilated fractional currency, and issued $520,540 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 29, were $12,970,421, including $2,324,472 from customs duties; payments, $23,274,464, including $129,086 of coin interest; balance at the close of the week, $99,239,619, against $109,543,661, at the close of the preceding week, showing a decrease of $10,304,042. The business of the Office during the first two days of the cur-

rent week, was as follows: Receipts on Monday, $2,295,082 including $477,000 from customs; and payments, $2,090,802; on Tuesday, receipts, $1,869,843 including $457,494 from customs, and payments, $1,879,751. The balance at the close of business on Tuesday stood at $99,427,943, against $109,082,086 a week previous; and $105,187,429 on Feb. 18, 1868.

The Sub-Treasury receipts in all February were $48,488,155, including $9,735,128 from customs; payments, $46,741,243, including $1,880,087 of coin interest; balance at close $99,239,619, against $97,492,707 on February 1st.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 18th of Feb., $28,700,000, against $20,104,580 on the 1st of January.

A fair average revenue, for the closing week of the winter season, has been reported, since our last, by the National Treasury. The excises, last week, yielded over 8½ millions, against less than two millions the preceding week; customs at the port of New York (five business days,) $2,324,472 and at the outports, about $725,000 (in coin) more, making the grand total income for the week equal to about $7,921,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $130,000,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to Feb. 7, 1868, $797,664, against $541,000 same time last year.

The Gold market has been measurably free from excitement, and even activity, during the past week. The speculative demand has been quite moderate, while the customs and export calls have been less pressing. The offerings of Gold have been on a more liberal scale, partly in the form of the March 1st coin coupons on the Ten-forty loan, which have been rather freely marketed by the bondholders. The receipts of treasure both from California and from foreign sources of supply, have been more extensive. The export drain was less than three-fourths of a million last week. On Wednesday of this week, the *Cuba* for Liverpool, carried off only $191,320. The range of the price within the week, has been from 140⅝@141⅞, showing an extreme fluctuation of only 1¼ per cent. The latest figures on Wednesday were 140¾, on a dull and yielding market.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $691,837, against $262,603 same time last year. The customs demand for Gold last week, averaged $464,894 a day; thus far, this week, it has been equal to $467,250 a day, or equal to a weekly aggregate of $2,803,500. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $261,600 and from California, $1,551,270. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $73,631,248, against $84,024,093 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $23,096,863 against $29,384,811 same time in the preceding fiscal year, showing a decrease of $6,287,948 in 1867–'68. The exports of specie from this port, last week, were $659,901, against $759,182 same week last year. The exports of specie, hence, since July 1, 1867, have been $38,562,730, against $22,254,325 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $129,086, and since July 1, 1867, $51,166,606, against $35,139,640 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to Feb. 7, 1868, were $3,825,963, against $4,502,400 same time last year.

Less activity has been noted in the line of foreign exchange, and decidedly less firmness has been discernable in the market for sterling drafts. The offerings of produce bills have been heavier, and not easily disposed of, at even the modified ruling figures.

Bankers' prime sixty day bills on London closed on Wednesday at 109⅛@109¾, and on Paris to 5.18¾c.@5.13¾; sight bills on London to 109⅞@110⅛, and on Paris to 5.12½c.@5.11¼. The offering of produce bills have been on a more liberal scale this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,980,200, against $4,492,564 same week last year; total, since July 1, 1867, $121,035,214, against $126,929,655 same time in 1866–'67.

The dealings in the public funds have been a little more spirited, through the past week. The demand from some of the street houses, stimulated by the reduced prices current early in the week, has been more animated, particularly for the later issues of the national obligations, in the funded, as well as in the currency forms. The offerings of both bonds and notes have been less extensive, and the leading local holders have evinced much less eagerness to realize. Washington advices have been of a more assuring and inspiriting tenor, and less uneasiness and anxiety have been exhibited, in relation to the immediate future, in the political, as well as the financial line. The administration of the national finances is meeting with more general and hearty endorsement from the press, as well as from the public, at large; and no legislative action is apprehended that will not harmonize with the policy of Secretary McCulloch, who, in less than three years of almost unexampled dullness and prostration in the business of the country, has succeeded in funding safely and economically over 800 millions of embarrassing national obligations, besides liquidating even more perplexing floating claims against the Department of over 200 millions.

U. S. sixes of 1881 closed here on Wednesday at 111⅛@111⅜; U. S. Five-twenties of 1862, 110½@110⅝; U. S. Five twenties of 1864 at 108@108¼; U. S. Five-twenties of 1865 at 108⅞@109⅜; U. S. Five-twenties of 1865, consolidated, 107@107¼; U. S. Five-twenties of 1867, 107⅛@107⅜; U. S. Ten-forties at 104¼@101⅜, and U. S. Seven-thirties at 106⅛@106⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	118	September, 1865	116¼
August, 1865	117	October, 1865	116

U. S. three per cent. certificates 100¾

Government through the Sub-Treasury in this city, has paid off $4,807,800 of the matured loan of 1847–'67, since Jan. 1, 1868.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 19.	Feb. 26.	Mar. 4.
Consols	92¾	93⅛	93⅛
U. S. 5-20's of 1862	72	71⅝	71½
Erie	43⅜	44¼	47½
Ill. Central	88¾	88	89½

The railway and miscellaneous stock market has been very brisk, chiefly in the line of the leading railway shares. Erie stock has been dealt in with unusual freedom, prices advanced very sharply on Tuesday evening, followed by a partial reaction on Wednesday. The whole market moved in more or less intimate sympathy with the course of Erie, and higher prices were marked on most of the list.

A livelier trade has been reported in the principal kinds of domestic produce, especially toward the close, breadstuffs, provisions and cotton leaving off buoyantly. Middling upland cotton closed at 25 cts., per lb. The stock of cotton now here is estimated at about 53,000 bales. The receipts at the port this week, have averaged about 6,500 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 1,595,000 bales, against 1,341,000 bales same time last year; exports, same time, 1,007,000 bales, against 720,000 bales same time last year; stock on hand at latest dates, 871,000 bales, against 623,000 bales same date last year. At the Live Stock Markets, this week, beeves have been moderately sought after at less firm prices, ranging from 8@20c.; week's receipts, 5,012. Veal calves, have been in good request at from 10@14c.; receipts, 631. Sheep and lambs have been in fair demand at from 5@9½c.; receipts, 21,959. Swine, dull at from 8¾@9½c. per lb., all live weight; receipts, 11,979. There has been also more doing in foreign merchandise, particularly in groceries and dry goods. There has been a very fair degree of activity the line of domestic cotton goods and of desirable styles of foreign fabrics, chiefly dress goods, which have been rather more firmly held, on comparatively moderate offerings. The total imports of foreign dry goods, last week, were $2,037,327, and the total amount marketed $2,045,959. The value of foreign merchandise imported last week, was $3,073,771—making the grand total specie value of last week's imports of dry goods and merchandise, $5,111,098, against $5,735,486, same week last year; total since July 1, 1867, $150,135,154, against $179,601,759 same time in 1866–'67. The ocean freight market has been rather dull since our last, rates closing in favor of shippers. For Liverpool we quote flour at 2s. by sail, and 2s. 9d. by steamer, per bbl.; grain at 8⅛d.@8¾d. by sail, and 9½d.@10d. by steamer, per bushel; cotton at $\frac{5}{16}$d.@$\frac{7}{16}$d. by sail, and ½@$\frac{9}{16}$d. by steamer, per lb.; and heavy goods at 25s.@35s. by sail, and 35s.@60s. by steamer, per ton. Total number of vessels in port on Wednesday 498.

The balance in the Sub-Treasury on Wednesday was $100,242,233 92.

The New York exports, exclusive of specie, for

the week ending Feb. 25, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$4,492,574	$5,980,200
Prev. reported.....	27,745,454	25,912,129
Since January 1.....$32,238,018		$29,892,329

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods $3,315,373		$2,037,327
Gen. merchandise..... ..	2,583,217	3,073,771
Total for the week.....	$5,898,954	$5,111,098
Previously reported....	37,237,544	28,325,928
Since January 1.....$43,136,498		$33,437,021

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Galena and Chicago 1st mort., 100; Toledo, Peoria and Warsaw 1st mort., 82½; Great Western 2d mort., 76½; Pacific R. R. 7s, guar. by Mo., 110; do., ex-coupon, 90; Toledo and Wabash Equipment bonds, 72; Chicago and Milwaukee 1st mort., 88¾; Chicago and Great Eastern 1st mort., 80½; Ohio and Mississippi 1st mort., 92; Chicago and North Western Interest bonds, 91; York and New Haven 6s, 98; Hannibal and St. Joseph, 74¾; do., pref., 81½; Rome, Watertown and Ogdensburg, 117; Buffalo, N. Y. and Erie, 140; do., 1st mort., 94¼; New Jersey R.R., 132½; Second Avenue R. R., 45; Dubuque and Sioux City, 58; do., pref., 75; New Jersey Central R. R., 117; New York State 7s Bounty Loan reg., 108⅞; do., coupon, 108⅝; do., 6s, 1873, 103; Georgia 6s, 71; do., 7s, 83; Michigan 6s, 1883, 95; Rutland Marble, 13; Union Navigation, 20; Adams' Express Co., 74½; Wells-Fargo Exp., 40¾; U. S. Express, 73; Merchants' Union Exp., 35; Am. Exp., 70½; Western Union Telegraph, 84¾; Citizens Gas, 140; Central Coal, 47; City Bank, 180; Bank of Commerce, 119; Central National Bank, 106½; Fourth National Bank, 104½; Corn Ex. Bank, 125; Bank of Republic, 118; Am. Exchange Bank, 120; Continental Bank, 103; Merchants' Bank, 117½; Park Bank, 150; Bank of North Am., 107; 7th Ward Bank, 111; Hanover Bank, 112¼; Alamada Silver, 1.00; American Flag, 0.70; Consol. Gregory Gold, 4.00; Corydon, 0.40; Davidson Copper, 0.48; Edgehill Mining, 3.40; Keystone Silver, 0.02; La Crosse Gold, 0.61; Liberty Gold, 0.04; Montana Gold, 0.65; New York Gold, 0.65; Owyhee Mining, 20.00; Quartz Hill Gold, 1.15; Rocky Mt. Gold, 0.21; Reynolds Gold, 0.01; Smith and Parmalee, 2.80; Wallkill Lead, 0.33; Rynd Farm petroleum, 0.08; United States, 2.10; Brevoort, 0.25; Buchanan Farm, 0.40; Bennehoff Run, 1.90.

Philadelphia.—Phila. and Reading 6s, 1871, 96; Phila. and Erie 7s, 78; West Jersey R.R. 6s, 89¾; Belvidere Delaware 2d mort., 84½; Catawissa Chattel bonds, 47; North Penna. 7s, scrip, 80½; Camden and Amboy scrip, 125½; 13th and 15th streets R. R., 17¼; Chesapeake and Delaware Canal, 38; Lehigh Coal and Navigation R. R. 6s, 91¾; do., gold loan, 94¼; Allegheny County coupon 5s, 75; Pittsburg 4 per cent. scrip, 50; Big Mt. Coal, 4¾; N. Y. and Middle Coal Fields, 3⅜; Butler Coal, 7; Hazleton Coal, 48; Fulton Coal, 5¼; New Creek, ¼; Green Mt., 3; Ocean Oil, 2⅜; Feeder Dam, 0.46; Manufactures Bank, 31; Consolidation Bank, 42½; Corn Ex. Bank, 72; Girard Bank, 60½; Commercial Bank, 58¼; Farmers' and Mechanics' Bank, 132¼. The latest quotations are: City 6s, 98¾@99; do., free of tax, 102⅜@102½; State 5s, reg., 98@98½; do., coupon, 96@98; do., 6s, W. L., 102@102¼; Reading, 46⅞@47; do., 6s, 1870, 98@—; do., bonds, 92@94; Camden and Amboy, 126½@126¾; do., mort. 6s, 1889, 96½@97; do., 1883, 89@89½; Penn. R. R., 55¾@56; do., 1st mort., 100½@101; do., 2d mort., 97@97; Little Schuylkill R. R., 29@30; Morris Canal, 30@40; do., pref., 85@87; do., bonds, 88@92; Wyoming Valley Canal, 37@45; do., 6s, 75@85; Susquehanna Canal, 13½@14¾; do., 6s, 60@61; Sch. Nav., 12@13¼; do., pref., 22@22⅜; do., 6s, 1882, 71@72; Union Canal bonds, 15@17; Delaware Div. Canal, 50@50½; do., bonds, 83@89; Elmira and Williamsport, 30@31½; do., pref., 40@40½; do., 7s, 1873, 95@97; do., 5s, 58½@62; Lehigh Coal and Navigation, 28¼@28⅝; do., bonds, 1884, 87¾@88; North Pennsylvania, 32@33; do., 6s, 88@88½; Philadelphia and Erie, 27@27¼; do., 6s, 94@94¾; Minehill, 56½@57; Catawissa, 6@8; do., pref., 27¾@28; Lehigh Valley, 53⅜@53⅝; do., bonds, 95½@96; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 58@59; West Philadelphia, 65@66; Spruce and Pine, 24@25½; Green and Coates, 29½@30; Chestnut and Walnut, 45½@46; Thirteenth and Fifteenth, 17@17½; Girard College, 26@27; Tenth and Eleventh, 64@64½; Union, 37@37; Hestonville, 10½@10⅝.

Boston.—Union Pacific R. R. 6s, 97¼; Vermont Central and Vermont and Canada 8s, 1877, 101⅞; Eastern R. R. 6s, 1874, 95¾; Boston, Hartford and Erie 7s, 65; do., new, 51; Ogdensburg and Lake Champlain 1st mort., 100; do., Equipment 8s, 1878, 102; Rutland and Burlington 1st mort., 146; do., 2d mort. 7s, 69; Connecticut and Passumpsic Rivers R. R. 6s, 1876, 95; Old Colony and Newport 7s, 1877, 103; Phil., Wil. and Balt. 6s, 1877, 97; Indianapolis and Cincinnati R. R., 30; Rutland R. R., 35; Vermont Central old, 75c.; Boston Water Power Co., 20½; Cary Imp. Co., 8; Waverly Land, 1⅜; Ophir (N. S.) Gold, 1.50; New Hampshire 6s, 1869, 99¾; do., 1872, 100; Connecticut 6s, 1881, 100; Rhode Island 6s, 1892, 101¼; Vermont 6s, 1876, 100½; Maine 6s, 1889, 100⅛; Chicago 7s, Tunnel bonds, 98⅞; Cook Co., Ills., 7s, 96¼; Cincinnati 6s, 1878, 84⅞; Brooklyn 6s, 1887, 94¼; Portland 6s, 1877, Building Loan, 98; do., 1887, Railroad, 93¼; do., 1870, At. and St. Law. R. R., 97¾; do., municipal, 98; Boston 6s, 1877, currency, 103⅞; St. Louis 6s, 1887, gold, W. L., 99⅝; do., currency, 86; Louisville, Ky., 6s, 1886, 83¾; Rochester, N. Y., City Works 6s, 1887, 84⅞; Bath 6s, 1891, 92½; Bangor 6s, 1872, 93¼; Roxbury 6s, 1873, 101½; Albany 6s, 1879, 94¾; Salem 5s, 1882, 90¼; East Boston Gas, 28½; Boston Gas, 76½; Cambridge Gas, 118; Merchants' National Bank, 118¾; National Bank of Commerce, 123; North National Bank, 118¾; Eagle National Bank, 116½; Atlas National Bank, 119¾; Eliot National Bank, 111¼; National Bank of Redemption, 116¼; National Bank of North America, 106¼; Shawmut National Bank, 110¼; Traders' National Bank, 101; Allouez Mining Co., 3½; Humboldt, 75c.; Hancock, 5½; Star, 37½c.; Superior, 62½c.

Baltimore.—Western Maryland bonds, 75; do., guaranteed, 90; Marietta and Cincinnati 1st mort., 92¼; do., 2d mort., 72½; Richmond and Danville R. R. bonds, 64¼; Central Ohio 1st mort., 86⅝; N. W. Va. 3d mort., 94; Orange and Alexandria 3d mort., 66; Santa Clara, 1.75; Liberty Copper, 0.47; Navassa Guano, 21; Bankers' and Brokers' Tel., 5.05; Mechanics' Bank, 10¾; People's Bank, 18¼; Farmers' and Merchants' Bank, 46; Bank of Baltimore, 112; Bank of Commerce, 26½; Second National Bank, 118. The latest quotations are: Balt. and Ohio, 127¼@129; do., 6s, 1875, 96½@97; do., 1880, 96½@97; do., 1885, 98½@98¾; Northern Central, 44@44; do., bonds, 1885, 85@85¼; do., 1900, 83@85; Parkersburg Branch, 23@25; N. W. Va., 1st mort., 94@—; do., 2d mort., 94@—; do., 3d mort., 1873, 92@92½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 92¼@92½; do., 2d mort., 72½@72¾; Central Ohio, 86@88; do., 1st mort., 86⅛@—; Western Md. 6s, 1890, 70¾@75; do., guar., 94@94½; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99¼@99½; do., 1886, 98¼@98¼; do., 1890, 99@99¼; do., coupon, 99@—; do., Park, 97½@98¾; do., 1893, 92½@96; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19@19¾; Canton Co., 56½@—; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 60@70; Santa Clara, 1.75@2.00; Atlantic Coal, 0.72@0.80; Baltimore Coal, 290@—.

Winchester and Strasburg Railroad.

This road, which was incorporated by the Virginia Legislature less than a year since, is a link in the line of roads leading from Harper's Ferry, through Winchester to Strasburg, and thence to Harrisonburg. With this link built it is expected that the Valley road of Virginia will proceed at an early day to organize for the construction of a line from Harrisonburg, through Staunton and Lexington, to Salem. At the latter point the road through the Valley of Virginia will strike the Virginia and Tennessee road, and thus be connected with the entire system of railways extending through the intermediate States to Louisiana.

The line of road between Harper's Ferry and Winchester is in full operation. The length of road to be built between Winchester and Strasburg is but nineteen miles, and the country affords peculiar advantages for its economical construction. From Strasburg to Harrisonburg (50 miles) the road will be completed by August 1st of the present year, so that, by the completion of that link, a line penetrating the rich valley of Virginia for more than one hundred miles from Harper's Ferry will be promptly secured.

At a recent meeting of commissioners appointed by the Winchester and Strasburg Railroad Company for the purpose of obtaining subscriptions in Baltimore, the sum of $150,000 was subscribed. As subscriptions to the extent of $500,000 only are required, it is taken for granted that the subscription list will be immediately filled, for in addition to the advantage of the investment, there is an agreement on the part of the Winchester and Strasburg Railroad Company to allow interest at the rate of six per cent. on the installments, as called for, until the completion of the road, which will take place within the year.

It is understood that the Baltimore and Ohio Railroad Company will be prepared to lease the Winchester and Strasburg road as soon as completed.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwest ern Railroad for 4th week in Feb., 1868..$237,762 09
Corresponding week previous year .. 161,528 88

Increase $76,233 71

The earnings of the Atlantic and Great Western Railway for the third week in Feb., 1868, were.....$103,928 00
Corresponding week previous year....110,870 00

Decrease $6,947 00

The earnings of the Michigan Central Railroad for the 3d week in Feb., 1868, were...$71,773 29
Corresponding week of previous year.. 70,642 34

Increase $1,130 95

Liability of Express Companies.

In the case of Belger *vs.* Adams Express Company decided during the past week by the General Term of the Supreme Court of the State of New York, the plaintiff sought to recover the sum of $467, the value of a trunk and contents entrusted to defendants for conveyance, and which were lost or destroyed before reaching their destination. On the trial at the Circuit it appeared there were six trunks and three boxes delivered to defendants by the plaintiff, only one trunk, however, was lost. When the plaintiff rested his case, the defence introduced a receipt, having no stamp upon it, upon which were printed certain words, of which the following is the substance of all that is important: "Nor in any event shall the holder hereof demand anything beyond the sum of $50, at which sum the article forwarded is hereby valued, unless otherwise herein expressed, or unless specially agreed by them, and so specified in this receipt, and shall constitute the limit of liability of the Adams Express Company."

When the receipt was introduced, plaintiff made two objections to it: first, that it was not stamped; and second, that there was no evidence that the contents were ever brought to the knowledge of the plaintiff, and hence that it was no contract as to him. The Judge at Circuit overruled both objections, and decided in favor of the defendants. A stamp was put on the receipt in Court, however, and as to that objection the General Term say, the case of De Barre *et al vs.* The Hope Express Company is decisive. It was then held that a stamp is not required in such cases, that the exception in the act of 1865 includes such cases. On the second point, the Court decides against the defendants. In brief, it decides that Adams Express Company, as common carriers, may limit their liability by express contract. But, in order to make an express contract, the company must not only call the attention of the other contracting party to the terms made by them, but there must be an assent to those terms by that other party. The plaintiff in this case should have assented to the conditions in the receipt, before it could become a contract. "The Judge below not only refused to submit to the jury the question whether there was any evidence of a contract between the parties, but expressly held that the contents of the receipt were a binding contract between the parties, and limited the defendants' liability to $50, for which sum a verdict was directed. For this error of the learned Judge there must be a new trial."

Journal of Railroad Law.

PROPERTY DELIVERED TO COMMON CARRIER TAKEN FROM HIM BY LEGAL PROCESS.

The facts in Bliven & Mead, Appellants *vs.* Hudson River R. R. Co., Respondents (36 N. Y. 403) lately decided by the Court of Appeals, are fully set forth in the following opinion.

PARKER J. On the 2nd day of September 1859, the plaintiffs delivered to the defendants at their depot, in the village of Sing Sing, Westchester County, 29 cases of saw plates and handles, of the value of $4,338 82, for transportation to the city of New York, which were on that day placed by the defendants in their freight cars for that purpose.

Before the regular hour for the departure of the train in which they were to go, a complaint was made on oath by one Cheeseman to a justice of the peace at Sing Sing, to the effect that the said merchandise had been stolen or smuggled from the Eagle Saw Manufacturing Co., at Sing Sing, (of which company Cheeseman claimed to be the Secretary) and that he suspected that the said property was concealed in a railroad car at the Sing Sing depot. The magistrate thereupon issued a warrant to search for the property, and delivered it to a constable of the town, who, in proceeding under it, on the morning of the 3d of Sept., forcibly opened the car in which the merchandise was locked, and seized and took the same before the Justice, who thereupon sent the same to the place of business of the said manufacturing company, and there delivered the same to said Cheeseman, for said company. The plaintiff, Bliven, was at such place of business on the morning of the day on which the merchandise was so delivered, and was then made acquainted with, and fully knew, all the circumstances attending the taking of said merchandise out of the possession of the defendants, as before stated.

It further appears, by the findings of the Referee, before whom the cause was tried, that the certificate, by the filing of which on the 28th of November, 1858, the company became incorporated, provided for the mangement of its affairs by five Trustees, of whom plaintiff Bliven was one, and Cheeseman one; and that by the bye-laws three Trustees constituted a quorum; that on the organization of the company a President, Treasurer and Secretary were chosen from the five Trustees, Bliven being the Treasurer. The manufacturing carried on by the company was done in the Sing Sing prison, by the hired labor of convicts, in shops provided for the company and under a Superintendent employed by the company. Immediately upon the organization, a contract was made by the company with the plaintiffs, by which plaintiffs were to have the sale of all the articles made by the company, on a commission, and were to make advances to the company, and hold all the articles consigned to them as security for such advances. And subsequently, on the 30th June, 1859, the company gave the plaintiff's a chattel mortgage on all their fixtures and stock, manufactured and unmanufactured, and all their other goods and chattels then or thereafter to be at the works in Sing Sing prison, as security for the payment to the plaintiffs on demand of all advances made, or to be made by them to the company

On the 31st Aug. 1859, at an adjourned meeting of the Trustees, the said Cheeseman and one other trustee, in the absence of the others, assumed to remove the president and declare his office as trustee, vacant and to elect one Francis trustee in his place; and at a subsequent time in New York, to which they adjourned, assumed, in conjunction with said Francis to remove the secretary from his office, as such, and to appoint Cheeseman in his place. Cheeseman thereupon proceeded to Sing Sing, to the works of the company in the prison, and took possession as secretary, notifying Hawley, the secretary, of his removal.

On the 2d Sept., in the absence of Cheeseman and the superintendent, Hawley still claiming to be secretary, went with Bliven to the premises, and caused the articles of merchandise in question, which were not in a state of completeness for the market, to be boxed up and delivered to Bliven for the plaintiffs, and he thereupon delivered them, as before stated, to the defendants for transportation to New York, where was the plaintiffs' place of business for selling the merchandise received by them for sale. It does not appear from the findings of the Referee, that the plaintiffs had made any advances to the company, or that the company was at that time indebted to the plaintiffs.

There is no dispute that the ownership of the goods was in the manufacturing company, and the facts found fall short of showing that the plaintiffs' had any lien upon them. The taking of them by Bliven, on the 2d Sept., was not warranted by the original contract, for that contemplated only the consignment to the plaintiffs' of articles fitted for the market. Neither was it warranted by the subsequent mortgage, for there was no indebtedness so far as appears, on which to rest a lien, by virtue of it. The description of the mortgage, given by the Referee, is that it was upon "all the engines, shafts, tools, anvils, and fixtures, stock manufactured and unmanufactured, or in course of manufacture and all other goods and chattels of the company, now or hereafter to be made at the works in Sing Sing prison, as security for the payment to the plaintiffs, on demand of all advances made, *or to be made*, by them to the company." The fact of the existence of such a mortgage does not carry with it the presumption of an existing indebtedness, as between the plaintiffs and the company; therefore, so far as appears, not only the ownership, but the right of possession belonged to the company.

The goods, then, belonging in fact to the company, without any right of possession in the plaintiffs, the delivery of them by the justice at the company's shop, from which they had been taken, to a person having the actual possession of it, for the company, was a delivery to the company.

The defendants, then, are entitled to take the ground that the goods were taken from them by valid legal process, and under such process, delivered to the true owner.

It is said, that the evidence shows an indebtedness from the company to the plaintiffs; we are not at liberty to go into the evidence for the facts, but must take them from the findings of the Referee. If we were at liberty to examine the evidence, and form our own conclusions of fact, we should see Bliven present at, or immediately after the delivering up of the goods at the company's

rooms, claiming them under plaintiffs' mortgage, and as agent of the company, and directing Rooney, the superintendent, who was in charge of the establishment for the company, to keep them, and let no one take them without his (Bliven's) consent, and that Rooney thereupon put them back where they belonged and where they had been the day before, and that they remained there about a month. This I think, we should have to consider, either as a taking of them into his own possession, or as consenting to the possession of the company, either of which would exonerate the defendants.

But as the case stands upon the findings of the Referee, I think it may well be considered a case of delivery to the true owners, through the regular process of the law; so that, even if the mere taking of them out of the defendants' possession by valid legal process would not alone be a defense, there can be no doubt that, on this ground, a good defense was made to the action. It is well settled that the right of the true owner may be set up by the carrier as a defense against the shipper or bailor, in all cases where the property has been delivered up to him by the carrier, whether voluntarily on demand, as in Bates *vs.* Stanton (1 Duer. 79) or taken by process in a suit instituted for that purpose. (Van Winkle *vs.* U. S. Steamship Co., 37 Barb., 122; Barton *vs.* Wilkinson, 18 Vern., 186.)

But my associates, not passing upon the question, whether the property was delivered to the true owners, desire to put this case upon the doctrine that the common carrier is exonerated from his obligation to his bailor, where the property of the latter is taken from him by due legal process, provided the bailor is promptly notified of such taking.

It is to be remembered that the plaintiff Bliven had notice of the taking of the merchandise from the defendants, with all the circumstances attending it, on the morning when it occurred; so that the case is fully within the doctrine just referred to.

The judgment of the Superior Court should therefore be affirmed.

All affirm, on the ground that the property is taken from the carrier by legal process, and he gives notice thereof, he is discharged.

Pacific Railroad.

Of the progress of the Kansas Pacific Railroad the Lawrence *Republican* says: "If we may judge by the preparations now making by this company, they calculate on extending the road very far westward the coming season. Long trains of ties and iron are constantly shipped to that point, and immense piles of the former are brought by the farmers all along the line of the road. The Union Pacific Railroad is the main life-artery to the prosperity of Kansas. And especially will this fact be seen when we are brought nearer to Colorado and New Mexico—those two great natural mines of wealth."

☞ A delegation of thirteen gentlemen from towns in Western New Hampshire, visited Portland to advocate the construction of the proposed Portland and Rutland Railroad through that section of New Hampshire from Alton along the south shore of Lake Winnipisaukee, through Meredith Centre and Bristol to Danbury, on the Northern road.

Philadelphia Horse Railroads.

The fares collected by the City Passenger Railway Companies of Philadelphia in 1867, were as follows:

Union Passenger (7th and 9th sts.)	$356,698 00
Second and Third streets	369,381 00
Frankford and Southwark (5th & 6th streets)	285,761 00
Germantown (4th and 8th streets)	280,952 00
West Philadelphia (Market street)	276,067 00
Phila. City (Chestnut & Walnut sts.)	222,284 00
Green and Coates streets	170,757 00
Citizens' (10th and 11th streets)	203.703 57
Hestonville, Mantua and Fairmount.*	220,304 00
Thirteenth and Fifteenth streets	122.260 00
Girard College	111,573 00
Phila. & Gray's Ferry (Spruce & Pine)	85,152 13
Lombard and South streets	62,789 62
Seventeenth and Nineteenth streets	66,288 00
Ridge Avenue and Manayunk	39,795 00
Philadelphia and Darby	34,757 27
Frankford and Philadelphia†	15,357 00
Total	$2,923,779 59

* The Race and Vine and the Arch street railroads are consolidated with this road.

† This road is merged in the Second and Third streets Company.

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Leon. W. Jerome,	George Osgood,	S. D. Bradford,
Wm. M. Rysdyk,	W. M. Tilden,	J. V. Brokaw,
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NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY, ONEIDA, N. Y., Feb. 10, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the Office of the Company, until the 15th day of April, 1868, at noon, for the GRADING, MASONRY, and BRIDGING of that portion of the NEW YORK AND OSWEGO MIDLAND RAILROAD, extending from the City of Oswego to the Village of Sidney Plains, a distance of ONE HUNDRED AND TWENTY MILES, and passing through the Towns of Volney, Hastings, West Monroe, Constantia, Vienna, Lenox, Stockbridge, Eaton, Lebanon, Smyrna, North Norwich, Norwich, Oxford and Guilford, and that portion known as the Branch, from at or near East Guilford, in the town of Guilford, to Mt. Upton, in the same town.

The line will be divided into Sections of about One Mile each, and proposals may be made for separate Sections or for the Entire Work. The Company will entertain separate proposals for BRIDGING only.

The line passes through a desirable section of country of Central New York, and the work will be worthy of the attention of Contractors.

Plans, Profiles and Specifications will be ready for examination at the Office of the Chief Engineer, in Oneida, N. Y., where all necessary information may be obtained, on and after the 6th day of April.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

To Bridge Contractors.

ENGINEER'S OFFICE LOUISVILLE BRIDGE COMPANY, *Louisville, Ky., February* 17, 1868.

PROPOSALS will be received by the undersigned until March 10th, 1868, for the construction of a portion of the superstructure of the OHIO RIVER BRIDGE AT LOUISVILLE, consisting of ten (10) spans of FINK'S IRON SUSPENSION TRUSS of the following lengths, from centre to centre of piers; four spans of 149.6 feet, two spans of 190 feet, two spans of 210 feet, and two spans of 227 feet.

Plans and specifications can be seen at this office.

F. W. VAUGHAN, *Ass't Engineer.* ALBERT FINK, *Chief Engineer.*

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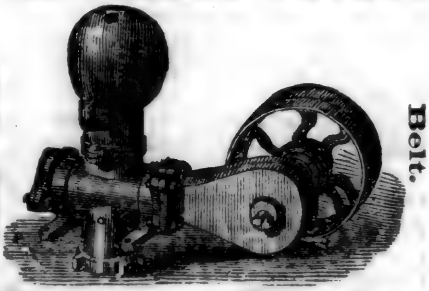
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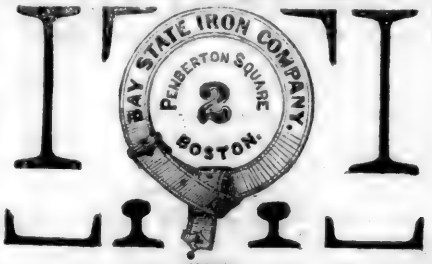
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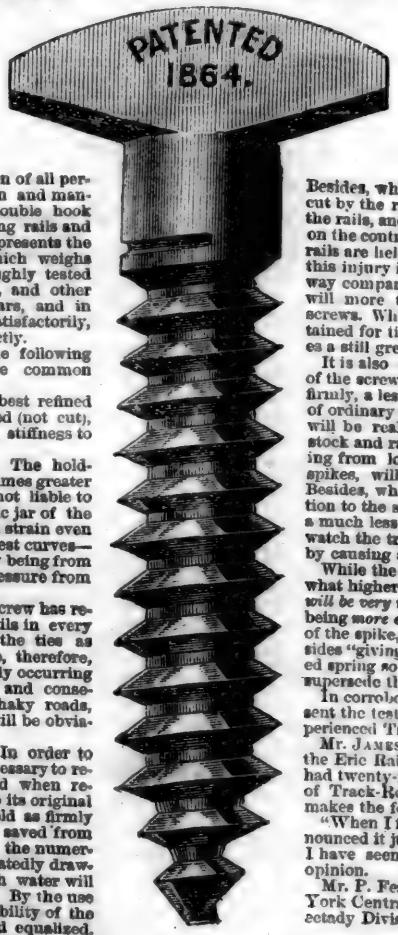
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for c[illegible]ssings and bridges."

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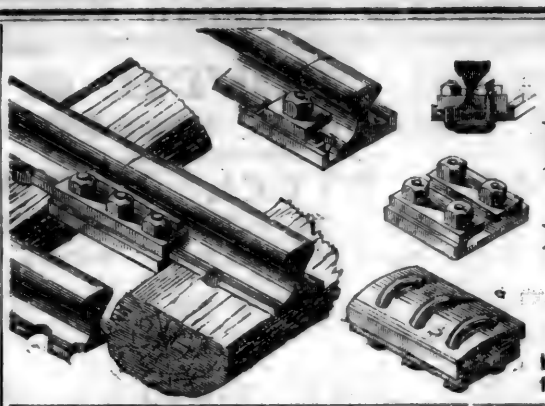
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The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns ***The Life and Limb of all Travelers upon Railroads.***

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I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,

Box No. 2745 Philadelphia, Pa,

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4.	" 14 " " 1½ to 1	16.	" " 24 " 1½ to 1
5.	" 15 " " ¼ to 1	17.	" " 25 " 1½ to 1
6.	" 15 " 1 to 1	18.	" " 26 " 1½ to 1
7.	" 15 " 1½ to 1	19.	" " 28 " ¼ to 1
8.	" 16 " ¼ to 1	20.	" " 30 " 1 to 1
9.	" 16 " 1 to 1	21.	" " 30 " 1¼ to 1
10.	" 18 " ¼ to 1	22.	" " 30 " 1½ to 1
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American Railroad Journal.

New York, Saturday, March 14, 1868.

Erie Railway.

REPORT OF THE EXECUTIVE COMMITTEE OF THE BOARD OF DIRECTORS TO THE STOCKHOLDERS.

The directors of the Erie Railway Company herewith submit to the stockholders the report of the Executive Committee made to the Board March 9, 1868. The Executive Committee beg to submit to the Board of Directors a separate report of their doings under the powers conferred upon them by the Board on the 19th day of February last, by the following vote:

It being necessary for the finishing, completing and operating the road of the company to borrow money.

Resolved, That under the provisions of the statute authorizing the loan of money for such purposes, the Executive Committee be authorized to borrow such sum as may be necessary, and to issue therefor such security as is provided for in such cases by the laws of this State, and that the President and Secretary be authorized, under the seal of the company, to execute all needful and proper agreements and undertakings for such purpose.

Early in the winter the President called the attention of the committee to the condition of the road and to the probable wants of the company during the coming summer. At several sessions of the committee the subject was informally considered, and it was discussed, as well between the members of the committee as with Mr. Riddle and the Vice President, and it was substantially agreed to by all, that the best interests of the company called upon us, so far as we might be able to do so, to replace iron with steel rails whenever renewals were made, and to double track the Delaware Division also with steel rails. It was also supposed that the new storehouses now being constructed for the Central and Hudson River Railroads in St. John's Park would give them such an advantage over us in the transportation from storehouses of heavy freight destined for competing points in the West, that we should be forced to construct equally good accommodations at Long Dock. Several private parties were in negotiation with us for the privilege of erecting such storehouses, as well as of erecting grain storehouses and elevators, but we thought it the best policy for the company to own the buildings if possible. The Superintendent had also informed us that the new equipment was needed for the increasing business of the company, and we had informally determined that when these things should so take shape that we could make a definite report thereon to the Board we would advise that the necessary capital be raised by the sale of the convertible bonds of the company, under the powers conferred upon the company by the General Railroad Law. Of the power to issue such bonds, and of the right to comply with the terms of such a contract by authorizing the conversion of such a bond into stock, we did not entertain a doubt. Our predecessors had claimed and exercised the right of increasing the capital stock of the company by conversion of bonds as early as 1863, and had reported the same to the Legislature, and had continued to exercise the right and to report their actions to the Legislature without criticism. The New York Central Railroad Company had exercised the same right also to the amount of over $3,000,000, and had from time to time reported their doings to the Legislature without criticism, and the holders of the stock created by such conversions in each company had exercised their right of voting, as stockholders, without challenge. The same may be said of the Hudson River Railroad Company and of most of the railroad companies in this State. The construction of the law was universal in favor of the right to issue convertible bonds, and to convert those bonds into stock if called upon, even though the amount of capital stock should be increased thereby beyond the amount named in the charter, and it never entered into our heads to doubt a right so universally claimed and exercised.

While we were maturing these schemes for increasing the efficiency of your road and its equipment we were also, under the authority conferred upon us by you, negotiating for the extension of its business connections, so as to reap the full advantage of the new capital to be put in the property. We contracted with the Michigan Southern and Northern Indiana Railroad Company to have them put down a third rail on their road so soon as other parties should take the broad gauge to Toledo. It is needless for us to point out to you the immense value of this connection to the Erie Railway Company. We also consented to the deposit of the bonds of the Boston, Hartford and Erie Railroad Company, issued under the agreement between that company and this company, as collateral with several parties who loaned their property to aid in the construction of that valuable connection. And just as we had so far completed these several important matters as to be ready to report them to you, we received reliable information that an attack in the Courts was immediately to be made upon the Erie Railway Company in the interest of the New York Central Railway Company, to restrain us from extending our connections and to localize our road—in fact, to destroy its value as a competitor with that powerful company. The first blow struck was a suit discrediting this company, by charging a former Board as having been in collusion with Mr. Drew in certain alleged frauds in his contracts with the company, and the present Board as guilty in permitting the conversion of the stock of the Buffalo, Bradford and Pittsburg Railroad Company. The second blow followed soon after in the summary removal of Mr. Drew from his office as director and a prayer for his removal from his office as treasurer. One of these suits was in the name of Mr. Frank Work, then a director in this board, and the other was instigated by him, notwithstanding the fact that he voted to make Mr. Drew a director and the treasurer of this company, with a full knowledge of all the facts which he charges to be fraudulent, and the further fact that he voted for the conversion of all the leases of the company, including the Buffalo, Bradford and Pittsburg road. The motive for this otherwise unaccountable change of front on Mr. Work's part is to be found in the well-known fact that he was put into this board in the interest of the Hudson River and Central Railroads; and that when we refused to become parties to the schemes of Mr. Vanderbilt and his friends to create a gigantic monopoly for the benefit of the Central line Mr. Work's interests were exposed.

It was under these circumstances that you gave us authority to issue and sell convertible bonds for the purpose of completing, finishing and operating our road; and although, owing to the hostile presence of Mr. Work, we could not discuss this matter as freely as we would have wished, yet you reposed a generous confidence in us, and, we believe, anticipated in advance what our course would be.

There was but one course open to us as pru-

dent men charged with the protection of the interests of the Erie Railway Company as distinguished from those of rival lines—namely, to secure, before it was too late, the means to meet the necessary expenditures we have alluded to; and after full discussion of the matter we authorized the creation, issue and sale of $10,000,000 of convertible bonds, the entire proceeds of which would not be more than enough for the contemplated improvements.

Notwithstanding the unwarranted attacks upon us we took no steps to defend ourselves. We continued our negotiations with the New York Central, Hudson River and Harlem Companies for the consolidation of rates. Some of us were slow to believe that they could be implicated in such proceedings; and all of us thought that we ought to continue to maintain amicable relations with them so long as we could do so without a sacrifice of our self-respect. The next of these suits, however, made it our imperative duty to take steps to protect the Erie Railway Company; for we were now enjoined—and still at the suit of Mr. Work—from carrying out our agreement to convert our convertible bonds into stock. When you remember that, independently of the ten millions of bonds which we authorized as above to be issued and sold, there are outstanding some nine millions more of bonds which are convertible into the common stock of the company, you will see how disastrous it may be to our credit to have a Court assume to compel us to repudiate our contracts. We were further enjoined from making certain transfers of stock—from carrying out our contracts with the Michigan Southern Company, and with the Boston, Hartford and Erie Company; and the injunction further contained the usual shots against Mr. Drew. There was no mistaking the purpose of this suit. It meant destruction to the credit of the Erie Railway Company, the localization of its traffic, the severance of its terminal connections, denial of the means necessary to give it a proper, suitable or safe equipment, its prostration to the interests of the New York Central Railroad Company and its final administration in their interest—and all this was done at the instigation of one of our own directors. We accepted the issue and authorized the commencement of a suit, in which Mr. Work is enjoined from serving as a director in this board and from proceeding with his suits. Copies of these proceedings will be furnished to each director, and we hope you will carefully read them.

The Senate has taken this matter up, and a committee has been appointed to examine into the condition of the company and into the charges made against it in the newspapers and in the Supreme Court, and the hearing is to commence on the 10th inst. To this tribunal we confidently appeal. If it be true that, in converting $3,000,000 of bonded debt, and in contracting to convert $9,000,000 more (irrespective of our late proceedings) the Erie Railway Company has exceeded its corporate powers, it is equally true that the New York Central Railroad Company has exceeded its powers in converting $3,200,000 of its bonded debt. And it is in the power of the Legislature to afford both companies, by ratifying acts, the fullest protection. And on the other hand, if it be true, as we believe it to be, that the Legislature intended to confer upon railroad companies the wise, just and most reasonable power of shifting its debt into capital stock whenever it can be done, and if, in consequence of the exercise of that power in good faith and in the best interests of this company, speculators and rival lines have assailed us and cast a cloud upon our issues of stock, we feel ourselves equally justified in asking the Legislature to remove that cloud; and the summons to go to Albany has only anticipated by a few days our request for a hearing and for a remedy to allay the doubts and disquietudes of those who hold the stock of this company.

It only remains to state the wants of the company, to meet which the late issue of bonds was made. More detailed statements thereof are to be found in the reports of the General Superintendent herewith submitted:

STATEMENT.

17,000 tons of new iron, at $75	$1,275,000
8,000 tons of steel rails, at $145	1,160,000
50 locomotives, at $15,000	750,000
300 box cars, at $800	240,000
200 box cattle cars, at $900	180,000
100 coal dumps, at $625	62,500
200 coal dumps (for bituminous coal)	125,000
Double track on Delaware Division	2,790,000
Passenger stations at Long Dock, Buffalo and Rochester	400,000
Storehouses for teas, sugar, grain, cotton, &c., at Long Dock	1,000,000
Elevator at Long Dock	300,000
Elevator at Buffalo	150,000
New depot lands and river front at Newburg	225,000
Ferry slips at Twenty-third street	25,000
New ferryboat for Twenty-third street service	75,000
Total	$8,757,500

All of which is respectfully submitted.

JOHN S. ELDRIDGE, President.

New York, March 9, 1867.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$1,246,295 88	$1,209,706 96
" freight	2,309,498 59	2,430,008 86
" express Co.'s	79,516 93	154,036 52
" U. S. mail	85,475 00	85,362 50
" miscellaneous	24,366 46	63,747 14
	$3,695,152 86	$3,892,861 48
Expenses, viz.:		
Conducting transp	$429,187 92	$477,288 85
Motive power	626,938 12	658,942 27
Maintenance of way	697,983 58	610,225 35
" cars	232,265 78	196,206 61
Taxes	140,727 30	113,108 98
General expenses	83,483 53	93,356 00
	$2,210,586 23	$2,149,128 06
Net earnings	$1,484,616 63	$1,743,733 42

Compared with 1866 the gross earnings of 1867 show an increase $197,708 62; with a decrease in expenses of $61,408 17—making the increase in net earnings $259,116 79. The President in his report says:

When the Chicago and Alton Railway was surrendered into your hands, on the 15th of October, 1862, it was still in an imperfect condition, although many improvements had been made in the property while in the care of James Robb, Esq., Receiver.

From that day to the present, it has been the policy of those to whom you have entrusted its management to make what they have deemed judicious, but liberal, expenditures, not only to increase its capacity for traffic, so as to keep pace with the rapid growth of the country, but to improve its condition, so as to secure, as early as practicable, the utmost degree of economy in maintenance and transportation expenses.

The wisdom of this policy has never been questioned, and its fruits are apparent.

During the past year, operating expenses amounted to 55.2 per cent. of gross earnings; while, in the preceding year, the amount was 59.8 per cent. This reduction of 4.6 per cent., is mainly due to the reduced cost of maintaining the permanent way and rolling stock, by reason of expenditures heretofore made.

The income account, for the year 1867, may be stated as follows:

INCOME.

Balance to credit of this account, Jan. 1, 1867	$1,497,955 12
Net receipts during the year	1,743,733 42
Total	$3,241,688 54

DISBURSEMENTS.

Interest on bonds	$277,095 00
Paid on sinking funds	55,000 00
Rent Joliet and Chicago road, exclusive of sinking fund	152,927 23
Rent Alton and St. Louis R.R. being dividends and tax on stocks not owned by this company	10,710 52
Dividends No. 8 and No. 9, and Government Tax	664,173 68
Government Tax on sinking fund in 1867	1,942 75
Cost of improvements charged in this account	355,407 92
Premium on scrip redeemed	79 16
Alton and St. Louis stock charged out of this account	800,000 00
Balance	924,352 28
Total, as above	$3,241,688 54

For the information of those persons who have become stockholders since the 15th of February, 1866, an explanation of the item of $800,000, in the foregoing account, may be required. At that date the Chicago and Alton Railroad Company were the owners in fee of the line from Joliet to Alton. The Joliet and Chicago and Alton and St. Louis lines, were held under perpetual lease. The construction of the Alton and St. Louis road having been completed by the Chicago and Alton Company, they had thereby acquired a portion of the stock representing that road, and it was deemed for the best interest of your company to become the sole owner of that stock (and consequently of the entire property, that company having no indebtedness,) as soon as the same could be purchased at a fair price.

To provide the means for purchasing the remainder of the Alton and St. Louis stock, and for other purposes, on the 15th of February, 1866, an increased issue of Chicago and Alton stock was sold to stockholders *pro rata*, with the understanding that if the Alton and St. Louis Road should become the property of your company in the manner indicated, it should be merged with the other property of the company, and represented by Chicago and Alton stock then issued. Purchases of the Alton and St. Louis stock were made from time to time, as opportunity offered, but the entire stock had not been acquired until the close of the year 1867. In the meantime, the stock of that company and the fund set apart for its purchase, have appeared in our income account as part of assets on hand.

The object having now been accomplished, the cost of that road is charged out of that account.

The gross earnings exceed those of the preceding year by $197,708 62, or about 5½ per cent. The receipts from passenger traffic being $36,588 92 less, and from freight traffic $234,297 52 more than in 1866.

The increased amount of earnings from freight traffic is mainly due to the accession of business from the St. Louis, Jacksonville and Chicago road since its connection with your line at Bloomington, on the 23d of September last. Although the two lines were connected at that date, the remaining three months of the year were occupied by the St. Louis, Jacksonville and Chicago Company in constructing sidings and station buildings, and in procuring rolling stock necessary for the transaction of its business. The amount of traffic contributed to your line was, therefore, much less than it would have been, had that company been fully prepared for business when the connection was made.

The amount of your earnings on joint business with that line, received mainly during the last rthee months of the year, was, exclusive of the 10 per cent. bonus paid to them as per contracts dated January 25th, 1864, as follows: On passenger traffic, $40,950 08; on freight traffic, $214,514 05; making an aggregate of $255,464 13.

While the cash receipts from passenger traffic on your line are less, the number of passengers carried exceeds that of the preceding year by 14,674; the number in 1866 being 516,543, and in

1867, 531,217; the increase being in local traffic.

The number of local or way passengers carried in 1866 being 477,578, and in 1867, 494,601, showing an increase of 17,023, or about 3½ per cent. The proportion between the number of way and through passengers being 93 per cent. of the former to 7 per cent. of the latter.

The average amount of fare paid by way passengers during the year, is found to be one dollar and seventy-one cents.

The increased tonnage of freight in 1867 over 1866, is equal to nearly 18 per cent. The proportion between through and local freight being 12.4 per cent. of the former, to 87.6 per cent. of the latter.

On the 14th of February, the bridge on your line over the Kankakee River—550 feet in length—was destroyed by a freshet of unparalleled magnitude. At that point the river runs with great rapidity over a bed of rocks, and by reason of the continued high stage of water, accompanied by masses of ice, it was found to be impossible to construct a temporary bridge for the passage of trains earlier than the 8th of March. During the time when your railway was thus practically severed in twain, your company suffered a loss in traffic which has been estimated at $150,000.

The coal traffic of your line is yet in its infancy. Beginning in 1865 with 6,000 tons, it increased in 1866 to 71,090 tons, and in 1867 to 146,050 tons. A large number of new mines are being opened, from which an increased amount of coal will be taken the present year.

This branch of our traffic is one that must be specially cared for. The coal upon your line, when mined extensively and cheaply, as it soon will be, if proper encouragement is afforded, will contribute largely to your future income, and diminish operating expenses, by reducing the cost of fuel burned upon your locomotives.

It will not only contribute to enhance the value of your property as already stated, but an All-Wise Providence has placed an almost continuous deposit of coal below a soil unsurpassed in fertility, for a distance of two hundred and thirty miles, traversed by your railway. Cheap fuel has heretofore appeared to be the only essential element lacking to ensure a continued and rapid development of the country, and that has now been discovered in inexhaustible quantities.

The northern portion of this immense coal field is much nearer to Chicago than any other, (being only 55 miles), and your railway will, at no distant day, be the means of transporting nearly all the coal consumed in that city.

The foregoing statements, indicating the character of the present and prospective traffic of your line, are made that you may see how largely the value of your property is based upon local traffic, which is subject to few contingencies of an adverse character as compared with through traffic, which is liable to be diverted upon other lines. It may also be observed that the traffic of the St. Louis, Jacksonville and Chicago line is derived wholly from local sources. That road runs through the oldest settled portion of the State, traversing a country as rich and fertile as that of any part of your line. It is therefore but reasonable to assume that it will, in years to come, contribute to your line a much larger amount of traffic than the earnings heretofore, under adverse circumstances would indicate, and that the character of that traffic—being local—will be as reliable as that of your own line.

It will be observed that while the general business of the country from which your earnings are derived, is gradually approaching its normal condition—involving a reduction of rates in some cases—it is increasing in amount, so as to more than compensate for the reduction.

While the business of your line is, perhaps, more equal in amount throughout the year than that of any other Western line, all roads which are largely dependent upon the products of the soil for traffic, have much larger demands upon them for transportation during certain seasons of the year than at others. This fluctuating demand must be met in some degree, or great loss is occasioned to the company and patrons.

Your traffic requires an additional number of locomotives and cars, which it is the intention of the directors to obtain as early as practicable.

On the night of November 1st, the main machine and car shops of the company, located at Bloomington, were destroyed by fire, involving a loss estimated at $124,634 59, of which $97,000 was covered by insurance. The loss has occasioned great inconvenience, and has interfered with our plans for the construction of cars during the present winter.

It is the intention of the directors to build fireproof buildings on an enlarged and better arranged plan than before, to take the place of those destroyed. Additional grounds are being obtained for this purpose, under an arrangement with the city of Bloomington, which provides that the cost of the same shall be refunded to your company within two years, with ten per cent. interest.

The bridge before referred to as having been destroyed at the crossing of the Kankakee River, and the bridge over Hickory Creek (near Joliet), 104 feet span, have each been replaced with iron structures of the most substantial and durable character. In the former case, the grade of the railway has been raised to an elevation which it is believed must place the bridge out of all danger from future freshets.

Four thousand five hundred and sixty tons of re-rolled rails, 3,260 tons of repaired rails, and 104 tons of steel rails, together with 135,757 new cross-ties have been placed in the track during the past year, and the condition of the permanent way and rolling stock improved.

The investment of your company ($50,000) in the Union Stock Depot at Chicago yields a direct return of ten per cent. per annum, and incidental advantages to your line, in common with others, of much greater importance, in promoting your traffic in the transportation of live stock.

The company have 72 locomotives, (5 of which were added during the year); 28 first-class, and 6 second class passenger cars, 8 baggage, 7 express, 773 house, 238 stock, 244 platform, and 2 wrecking and tool cars.

The performance of locomotives has been as follows: Miles run on passenger trains, 419,723; on freight trains, 908,285; on wood trains, 30,646; on construction trains, 103,946; on switching, 210,365—total, 1,672,965.

The number of passengers carried during the year was 531,217, of which 494,601 were local or way passengers, and 36,616 through passengers. Of the whole number, 263,962 went south, and 267,255 north.

The number of tons of freight carried north was 388,666; do., south, 381,850--total tons of 2,000 lbs., 750,516.

During the past year there have been expended in the Engineer department for improvements, $338,835 40; and for maintenance of way and general repairs, $610,225 35. Some 68 miles of original iron still remain in the track, which should be taken out the coming season. Most of the iron used the past year was of English manufacture, and appears to be more durable than the average of re-rolled iron in the track. The steel rails put in Chicago yard more than two years ago have already outworn more than four iron rails, and show no signs of failure. About 5,500 tons of iron rails will be required the coming year.

The cost for repairs of locomotives during the past year has been $184,954 42, or 11.05 cents per mile run.

The company are now using steel for tires, and intend to enter more largely into the use of steel for axles, guide bars, crank pins, and various other parts of locomotives, trusting to find it economy so to do. The superintendent of machinery thinks the time is not far distant when steel wheels will be profitably used, so far as economy and safety are concerned.

GENERAL BALANCES, DECEMBER 31, 1867.

Cost of road and equipment		$10,276,604 50
L. H. Meyer and S. J. Tilden, Trustees, bonds, etc., in their hands.		37,813 39
Bonds held by Trustees on renewal account		50,000 00
Chicago and Mississippi R. R. Co. bonds owned by this company		2,500 00
St. Louis, Jacksonville & Chicago R. R. Co. bonds, received for transportation of materials, $17,000—cost		15,300 00
T. B. Blackstone, Trustee, interest in stock depot		55,000 00
T. B. Blackstone, Trustee, interest in palace sleeping cars		20,000 00
United States 5-20 bonds, on hand.		10,000 00
Due from Insurance Companies for old fire losses		85,133 75
Due from United States Post Office Department		10,612 45
Due from United States for military transportation		3,466 25
Trustees of sinking fund, balance in their hands		254 37
Due from other companies, for track service, mileage of cars, freight charges, etc.		60,183 85
Due from sundry persons		16,751 50
Expended at Bloomington, to replace property destroyed by fire, Nov. 1, 1867, including value of lumber destroyed $86,141 46		
Less amount received from Insurance Co.'s on account 7,989 03		
		78,152 43
Expended at Bloomington for additional depot grounds		13,800 00
Due from stations		64,815 78
Supplies on hand		308,787 83
Cash on hand		524,128 49
		$11,583,307 59
Capital stock, preferred	$2,425,400 00	
Capital stock, common	3,886,500 00	
	$6,311,900 00	
Convertible scrip outstanding		82 00
Bonds 7 per ct., sinking fund 444,000 00		
Bonds 7 per cent. first mortgage 2,400,000 00		
Bonds 7 per ct. income 1,100,000 00		
	3,944,000 00	
Sinking fund bonds, cancelled		156,000 00
Sundry bonds, stocks, etc., issued		37,813 39
Unclaimed coupons, (six months past due)		1,749 13
Unclaimed wages, including December, pay rolls		100,936 09
Balances due other companies		31,489 61
Due United States for revenue taxes		9,366 01
Balances due sundry persons		20,746 70
Supplies purchased, payable in Jan.		44,872 48
Income account, surplus December 31, 1867		924,852 28
		$11,583,307 59

Pres't and Sup't.—T. B. BLACKSTONE.

Directors.—T. B. Blackstone, A. Havemeyer, John B. Drake, Wm. F. Weld, John A. Stewart, Peyton R. Chandler, John Crerar, Lorenzo Blackstone, John J. Mitchell.

Secretary and Treasurer.—W. M. LARRABEE.

☞ Subscriptions to the St. Louis and Cairo Railroad Co., now amount to $475,000.

Philadelphia and Reading Railroad.

In the AMERICAN RAILROAD JOURNAL, of January 18th, we gave the President's Report in full. In the present instance we select several important tables referring to the years ending Nov. 30, 1866, and 1867 respectively, and append a general statement of the cost, earnings and dividends since the completion of the road in 1842–'43.

ROADWAY.

Extent of road operated by the company in the years 1866 and 1867:

	Miles of Track.		M. of Sidings.		—Total.—	
	1866.	1867.	1866.	1867.	1866.	1867.
Phila. and Reading	198.80	198.80	107.95	116.98	306.75	315.78
Mt. Carbon & Port Carbon	5.18	15.18	9.26	9.26	14.44	14.44
Mount Carbon	7.83	8.65	2.07	4.73	9.90	13.38
Lebanon Valley	86.66	86.66	14.43	15.66	101.09	102.32
Chester Valley	21.50	21.50	2.01	2.06	23.51	23.56
Schuylkill Valley	30.82	29.88	3.08	3.18	33.90	33.06
Mill Creek	15.93	16.64	8.55	9.53	24.48	26.17
Union	3.47	3.47	0.66	0.66	4.13	4.13
Good Spring	10.23	14.88	2.45	1.94	12.68	16.82
Lorberry Creek	6.62	6.62	0.89	0.89	7.51	7.51
Little Schuylkill	32.83	32 83	17.12	17.50	49.95	50.33
East Mahanoy	11.84	11.38	3.81	3.05	15.65	14.43
Port Kennedy	0.78	0.78	.....	.....	0.78	0.78
West Reading	1.74	1.74	.....	0.89	1.74	2.63
Mine Hill and Sch. Haven.	91.47	93.33	50.67	51.93	142.14	145.26
Total miles	525.70	532.34	222.95	238.26	748.65	770.60
	521.90	525.70	195.60	222.95	717.50	748.65
Increase over previous yr.	3.80	6.64	27.35	15.31	31.15	21.95

LOCOMOTIVES AND CARS.

Locomotive engines and cars on the road at the close of the fiscal years:

	1866.	1867.
Locomotives—1st class engines	197	201
" 2d "	29	25
" 3d "	5	5
" 4th "	3	4
Total	234	235
On Mine Hill Railroad (not included above)	33	33
Aggregate on all roads operated	267	268

	No. of cars.		Equiv. 4 wheel.	
	1866.	1867.	1866.	1867.
Coal Cars—8 wheel, iron cars	3	3	6	6
" " wooden cars	4,079	4,081	8,158	8,162
" 4 wheel iron cars	2,897	2,834	2,897	2,834
" " wooden cars	2,132	2,114	2,132	2,114
Total	9,111	9,032	13,193	13,116
Freight cars—16 wheel platform gun cars	1	1	4	4
" 8 wheel, house cars	351	381	702	762
" " cattle cars	37	38	74	76
" " platform	577	647	1,154	1,294
" " lime	15	20	30	40
" 4 wheel house	168	109	168	109
" " cattle	2	2	2	2
" " platform	69	41	69	41
" " sand and ore	10	10	10	10
" " lime	110	130	110	130
Total freight cars	1,340	1,379	2,323	2,468
Passenger Cars—8 wheel	75	79	150	158
Baggage " "	19	20	38	40
Mail and express cars—8 wheel	11	11	22	22
Total passenger trains	105	110	210	220

In addition to the above there are used in the management of the road:

In the *Transportation Department:*	1866.	1867.	1866.	1867.
8 wheel house cars, wreck trains	3	5	6	10
" platform cars, with cranes	10	8	20	16
" crate cars, for sawed wood	2	2	2	4
4 wheel house cars, wreck trains	5	5	5	5
" open cars, for cord wood	73	71	73	71
" " depot, fuel, etc.	3	3	3	3
" pass. and baggage cars for stock trains, &c.	...	5	.....	5
Total in transportation department	96	99	111	114
In use on Mine Hill Railroad	66	66	72	67½
And in the *Roadway Department*	337	309	400	368
8 wheel passenger cars	1	1	2	2
Aggregate of all cars	11,056	10,996	16,311	16,355½

GENERAL ACCOUNT.

	1866.	1867.
Preferred stock	$1,551,800 00	$1,551,800 00
Common stock	18,688,873 47	21,192,067 27
Stock issued in payment of optional dividend	1,890,693 80	1,056,234 08
Bonds converted into stock in 1865–'66	247,000 00	56,000 00
Stock issued for East Pennsylvania R.R. stock	864,500 00	.....
Aggregate stock	$22,742,867 27	$23,856,101 35
Loans—5 p. c. sterling bonds, 1836–'67	$408,000 00	$.....
" 5 p. c. " " 1836–'80	182,400 00	182,400 00
" 6 p. c. dollar " 1849–'70	2,661,600 00	2,656,600 00
" 6 p. c. " " 1861–'71	106,000 00	106,000 00
" 6 p. c. " " 1843–'80	549,000 00	549,000 00
" 6 p. c. sterling " 1843–'80	976,800 00	976,800 00
" 6 p. c. dollar " 1844–'80	804,000 00	804,000 00
" 6 p. c. " " 1848–'80	101,000 00	101,000 00
" 6 p. c. " " 1849–'80	67,000 00	67,000 00
" 6 p. c. "(conv)" 1857–'86	228,500 00	171,500 00
" 7 p. c. sterling " 1836–'72	.....	110,400 00
" 7 p. c. " " 1836–'74	.....	43,200 00
" 7 p. c. " " 1836–'77	.....	134,400 00
Aggregate loans	$6,084,300 00	$5,902,300 00
Sinking fund stock, created in lieu of bonds purchased and cancelled	195,000 00	320,000 00
Bonds and mortgages on real estate	635,262 67	658,525 17
Balance of reserved fund	2,920,118 01	2,449,255 96
Total debtor side	$32,577,547 95	$33,186,182 48
Railroad	$14,564,479 05	$14,716,224 02
Depots	685,045 31	1,032,963 56
Locomotives and cars	3,765,774 45	3,765,774 45
Real estate	1,729,007 48	2,280,611 34
P., R. and P. telegraph stock	20,730 00	20,730 00
Lebanon Valley Branch	4,548,878 57	4,584,430 81
Willow street Railroad	100,000 00	100,000 00
Pottsville Water Company stock	24,304 65	24,304 65
Pottstown Gas Company stock	3,000 00	3,000 00
Sch. and Susq. and Allentown R.R. stock	553,575 83	553,575 83
Shamokin Valley & Pottsville R.R. purchase	50,000 00	50,000 00
Greenwood Coal Co. purchase of railroad	18,750 00	18,750 00
Mahanoy and Br. Mt. R.R. stock and bonds	1,168,750 00	1,582,950 00
Lorberry Creek R. R. stock	50,950 00	50,950 00
East Mahanoy R. R. stock	237,645 61	237,645 61
Good Spring R. R. stock	100,000 00	100,000 00
Port Kennedy R. R. stock	10,550 00	10,550 00
East Pennsylvania R. R. stock	.....	364,500 00
Reading and Columbia R. R. stock	232,480 00	232,480 00
Union Canal R. R	.....	200,000 00
Added in past year:		
Real estate	357,148 99	124,664 09
New engine houses, Reading, &c	347,918 25	73,227 34
New wharves at Richmond	194,454 92	177,563 79
Lebanon Valley second track	35,552 24	.....
Union Canal Co.'s R. R., &c	200,000 00	.....
Sidings, &c.	151,744 97	109,738 76
East Pennsylvania R. R. stock	364,500 00	.....
Mahanoy and Broad Mountain R. R. stock	414,200 00	341,100 00
New rolling mill at Reading	.....	452,709 09
	$29,929,440 27	$31,208,443 34
Assets—cash items	1,296,030 57	264,562 44
" stock and bonds held by company	1,500,679 27	2,195,882 43
Materials on hand, &c	992,827 92	1,056,926 08
Debts due (current, partly secured)	462,641 88	550,763 12
Total assets	$4,252,179 64	$4,068,134 02
Liabilities—debts due by company	$799,621 24	$1,302,062 49
" coupons to Jan. 1	151,838 00	149,223 00
" interest on bonds	12,111 25	14,687 60
" sinking funds	501,070 54	444,858 04
" credit balance of insurance fund	22,772 86	43 757 86
" credit balance renewal fund	.....	13,386 42
" U. S. and State taxes on div	116,658 07	122,419 47
Total liabilities	$1,604,071 96	$2,000,394 88
Assets over liabilities	$2,648,107 68	$1,977,739 14
Total credit side	$32,577,547 95	$33,186,182 48

	1866.	1867.
Coal Transported—Total tons of 2,240 lbs.	3,714,684	3,446,826
Total amount of coal to date, in tons of 2,240 lbs.	42,630,758	46,077,584
Merchandise Transported—Tons of 2,000 lbs.:		
Total way-billed and paying freight	1,087,121	1,185,896

Materials Transported—Tons of 2,000 lbs.:	1866.	1867.
Total, including ballast, timber, rails, etc.	226,896	242,526
Tonnage, including passengers in tons of 2,000 lbs.	5,574,907	5,421,558
Total tonnage of road to date, in tons of 2,000 lbs.	59,543,238	64,964,776

Statement of passenger travel in 1866 and 1867:

Number of passengers	1,444,257	1,273,644
Number of miles traveled	35,740,101	32,175,185
Equivalent number of through passengers	384,302	345,970
Number of passengers to date, including Phila. Br.	9,416,726	10,690,370

TRANSPORTATION AND INCOME ACCOUNT.

	1866.	1867.
Receipts from travel	$1,026,217 27	$1,005,647 16
" freight on goods	1,421,539 02	1,525,550 55
" freight on coal	8,248,696 46	6,404,878 50
" United States mail, etc	209,366 12	170,420 02
Total receipts	$10,802,818 87	$9,106,496 23
Schuylkill Nav. Co., rents etc	.....	116,192 12
Balance from previous year	1,643,857 27	1,608,526 58
Total resources	$12,546,676 14	$10,831,214 93
Running account	$1,802,435 39	$1,570,531 79
Workshop "	1,413,252 63	1,433,418 72
Depot "	179,905 19	221,483 23
Superintendence	396,026 72	375,361 06
Roadway	690,828 99	740,297 69
Bridges	75,686 51	57,835 51
Buildings	90,963 29	72,174 13
Machinery	62,889 00	58,786 34
Richmond wharves	71,599 43	65,645 34
Police	63,342 63	37,490 98
Sundries	89,258 44	84,038 94
Drawbacks	152,401 51	143,847 65
Rents and ground rents	615,336 79	563,895 38
Profit and loss, damages &c.	90,706 00	92,859 23
Insurance account	15,987 00	15,640 00
Taxes, U. S. and State &c.	460,779 51	284,595 22
Renewal fund	517,247 43	498,576 21
Total expenses	$6,788,747 06	$6,266,434 08
Interest on bonded debt and mortgages	396,649 76	395,108 56
New works and equipment	1,169,234 88	386,519 79
Sinking funds	68,600 00	68,600 00
Total disbursements	$8,373,231 70	$7,066,662 43
Total reserved fund	$4,173,444 44	$3,764,480 50
Dividends	$2,564,917 86	1,315,224 54
Leaving a balance of	$1,608,526 58	$2,449,255 96

—the balance of 1867 being subject to the 5 per cent. dividend declared for January 1868 amounting to $1,192,805 07.

PROGRESS OF THE COMPANY.

Statement showing the cost, earnings and dividends annually from the oponing of the road in 1843 to the close of the fiscal year in 1867:

Fiscal Years.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends. Amount.	Dividends. Rate.
1843	$7,119,292	$214,923	$394,318	$179,495	$	
1844	9,398,354	597,613	329,442	268,171		
1845	10,276,351	1,078,031	570,726	507,305		
1846	11,531,441	1,900,115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692,555	1,212,029	480,526		
1849	16,318,087	1,933,591	1,023,245	910,846		
1850	16,325,332	2,363,958	1,169,455	1,194,503	249,590	6
1851	16,649,515	2,294,975	1,304,291	990,684		
1852	17,141,987	2,480,262	1,340,797	1,139,829	722,971	8* / 6
1853	17,905,018	2,688,287	1,329,511	1,358,776	172,935	3
1854	18,464,115	3,781,639	1,771,101	2,010,438	587,423	10*
1855	19,004,180	4,291,898	1,941,041	2,350,857	1,077,029	8* / 4
1856	19,163,151	2,879,584	1,979,019	1,900,565	770,530	8
1857	19,262,720	3,065,522	1,601,753	1,463,769	385,425	4
1858	23,811,910	2,510,751	1,382,720	1,128,031		
1859	24,070,835	2,724,923	1,478,477	1,245,816		
1860	24,161,889	3,312,546	1,686,561	1,625,985		
1861	24,481,217	2,905,838	1,282,133	1,623,705		
1862	25,126,389	3,911,880	1,816,155	2,095,775	699,788	7*
1863	25,469,544	6,252,902	2,916,159	3,336,743	889,030	7*
1864	25,469,544	9,269,341	4,961,190	4,923 151	2,618,129	15*
1865	27,869,361	11,142,519	6,330,248	4,812,271	2,226,471	10*
1866	29,929,440	10,902,819	6,738,747	4,164,072	2,564,918	10†
1867	31,208,448	9,106,496	6,266,434	2,840,062	2,508,029	10†

* Paid in stock. † Paid in stock or cash as preferred.

Statement of the gross receipts annually, 1843–'67:

Years.	Passengers.	Mail, etc.	Coal.	Merchandize.	Total.
1843	$71,895	$5,656	$278,840	$37,927	$394,318
1844	92,862	7,449	448,509	49,293	597,613
1845	103,411	27,093	886,989	60,588	1,078,031
1846	141,749	20,116	1,660,667	137,583	1,900,115
1847	156,201	11,860	1,698,664	136,220	2,002,945
1848	174,958	13,585	1,386,605	117,457	1,692,555
1849	155,908	22,436	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,781	125,822	2,363,958
1851	152,482	19,355	2,018,871	128,672	2,314,330
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,763	27,218	2,254,194	180,612	2,688,287
1854	272,867	23,823	3,253,823	231,626	3,781,639
1855	301,952	22,996	3,664,095	325,851	4,321,794
1856	288,427	34,158	3,242,458	348,699	3,913,742
1857	287,534	35,079	2,412,923	329,986	3,065,522
1858	272,680	36,463	1,865,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	41,409	2,328,158	599,620	3,312,546
1861	338,905	49,590	2,111,023	406,321	2,905,889
1862	403,564	105,431	2,879,419	523,416	3,911,830
1863	566,520	116,039	4,897,200	673,143	6,252,902
1864	909,882	201,908	7,203,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,165,277	11,142,519
1866	1,026,217	209,366	8,245,697	1,421,539	10,902,819
1867	1,005,647	170,420	6,404,878	1,525,551	9,106,496

Statement of the number of engines and cars, and of the mileage of engines annually, 1843–'67:

Years.	Number of Engines.	Number of cars. Passengers.	Number of cars. Coal & Freight.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,136,572
1849	86	22	5,086	1,047,014
1850	92	20	5,117	1,238,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5,755	1,707,366
1858	142	58	5,634	1,570,842
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	145	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	217	81	9,606	3,328,229
1865	221	87	10,074	3,689,309
1866	234	105	10,451	4,261,336
1867	235	110	10,886	4,356,385

Statement of the number of passengers and tons of coal, merchandise and material carried over the road annually, 1843–'67:

Years.	Passengers Carried.	Tonnage carried. Coal.	Merchandize.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88,641	1,188,258	74,971	101,471	1,515,473
1847	97,463	1,360,681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118,676	1,570,631
1849	95,577	1,097,762	51,204	145,503	1,429,564
1850	92,726	1,351,507	63,625	157,450	1,748,680
1851	127,590	1,650,270	63,807	219,731	2,145,182
1852	155,164	1,650,912	75,769	181,217	2,122,171
1853	211,819	1,582,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,568
1855	277,617	2,213,292	154,384	247,478	2,909,667
1856	282,300	2,088,903	198,886	236,700	2,815,760
1857	291,679	1,709,692	184,617	182,512	2,326,706
1858	285,651	1,542,646	187,729	170,603	2,126,881
1859	379,406	1,632,932	334,609	196,104	2,405,814
1860	385,304	1,946,195	423,528	160,084	2,819,898
1861	368,651	1,689,585	824,958	143,287	2,348,906
1862	396,416	2,310,991	451,733	171,499	3,260,958
1863	576,861	3,065,261	652,863	224,071	4,391,877
1864	1,048,501	3,065,577	807,106	242,908	4,606,286
1865	1,481,682	3,090,814	846,105	249,868	4,712,016
1866	1,444,257	3,714,684	1,037,121	226,896	5,574,907
1867	1,273,644	3,446,826	1,185,896	242,526	5,421,588

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	---- ----	---- ----
Allegheny Valley 50	1,498,400	---- ----	---- ----
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,282,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,245,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	11,522,150	---- ----	---- ----
" " " pref.. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,850,000	A. & O.	Oct. '67 5
Baltimore City Passenger....	670,000	---- ----	Jan. '68 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	Jan.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,000	J. & D.	Dec. '67 4
Boston and Maine.....100	4 676,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,680,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000	---- ----	---- ----
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n..100	392,800	---- ----	---- ----
Buff., New York & Erie*..100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Cape Cod Branch 60	721,926	J. & J.	Jan. 6?3½
Catawissa. 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110	---- ----	Jan '68 4½
Central of Georgia 100	4,666,300	J & J.	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A J&O	Jan.'68 2½
Central Ohio..... 100	400,000	J. & D.	Dec.'67 3
Do. pref.....	---- ----	J & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,600	---- ----	Oct.'67 2½
Charlotte & S Carolina...100	1,201,000	---- ----	---- ----
Chemung*..... 100	380,000	---- ----	Mar.'68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy . 50	19,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000	---- ----	---- ----
Chicago, Iowa & Nebras*.100	1,000,000	---- ----	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	13,160,927	---- ----	---- ----
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin , Ham. & Dayton.....100	3,129,100	A. & O.	Oct. '67 5
Cincinnati City Passenger...	---- ----	J'n &J'ly	Jan.'68$2
" Street	---- ----	J. & J.	Jan.'6$2
Cincinnati and Zanesville. 50	1,000,250	---- ----	---- ----
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,403,911	---- ----	Sep. '67 5
Cleveland and Toledo* ... 50	4,841,600	J & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,186,200	J. & J.	Jan. '68 5
Concord..... 10	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan.'68 3½
Coney Island & Brooklyn.100	600,000	---- ----	---- ----
Conn. & Passump. Rivers.100	---- ----	---- ----	---- ----
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,900	---- ----	---- ----
Dayton and Michigan*....100	2,384,941	---- ----	---- ----
Delaware..... 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050	---- ----	---- ----
Detroit & Milwaukee..... 100	452,959	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,673,641	---- ----	---- ----
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,573,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	600,400	---- ----	---- ----
East Tenn. and Georgia...100	---- ----	---- ----	---- ----
East Tenn. and Virginia...100	---- ----	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport... 50	600,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan. '68 3½
Erie Railway 100	18,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,536,700	Annual.	Jan. '68 7
Erie & North East*..... 100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,884	---- ----	---- ----
Fitchburg 100	4,840,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	---- ----	M. & N.	N'v '67 5
Forty-Sec. St. & G. Pt.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	---- ----	J. & J.	Jan.'68 4
Great Western (Ca.).....	16,802,748	---- ----	---- ---- 1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Jan. '68 3
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do pref.100	3,253,330	---- ----	---- ----
Hanover Branch 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top .. 50	494,880	---- ----	---- ----
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep.'67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J.A J&O	J'n. 68 2½
Lehigh Luzerne 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4½
Little Schuylkill*..... 50	2,646,160	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	---- ----	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000	---- ----	Jan.'68 4
Mahanoy & B'd Mount n* 50	921,615	---- ----	---- ----
Maine Central..... 100	1,600,860	---- ----	---- ----
Manchester & Lawrence.100	1,000,000	M. & N.	Nov '67 5
Marietta & Cincinnati..... 50	2,029,778	---- ----	---- ----
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000	---- ----	---- ----
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	---- ----	---- ----	---- ----
" " " 1st pref 100	3,082,008	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J.	---- ----
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	---- ----	---- ----
Montgomery & W. Point..100	1,419,700	---- ----	---- ----
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N.	Nov. '67 5
Nashville & Chattanooga..100	3,056,544	---- ----	---- ----
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	785,588	---- ----	---- ----
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '68 3
New Jersey.....	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	---- ----	---- ----
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,255,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid' & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400	---- ----	---- ----
North Carolina..... 100	4,000,000	---- ----	---- ----
Northern Central 50	4,518,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	155,000	---- ----	May '67 4
Northern of N. Hampsh..100	3,067,400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800	---- ----	---- ----
North Missouri 100	2,369,307	---- ----	---- ----
North Pennsylvania..... 50	3,150,150	---- ----	F'b.'68 5a
Norwich & Worcester 100	2,368,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647	---- ----	---- ----
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri.....100	3,681,000	---- ----	---- ----
Panama..... 100	7,000,000	J.A J&O.	Jan. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,580	---- ----	---- ----
Philadelphia and Erie*.... 50	5,068,450	---- ----	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,,00	J. & J.	Jan. '68 5
Phil., Germ'n't'n & Nor't'n 50	1,507,550	A. & O.	Oct. '67 5
Phila. and Trenton*..... 50	999,200	F. & A.	Feb. '68 6
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phil'a. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,623	---- ----	---- ----
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Jan.68 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	1,000,000	---- ----	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	605,019	---- ----	---- ----
Rensselaer and Saratoga ..100	500,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,000	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,600	---- ----	---- ----
Rockport 100	88,460	---- ----	Nov.'67 2
Rome,Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred..... 100	---- ----	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute.100	2,800 000	---- ----	---- ----
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,059,000	---- ----	---- ----
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	---- ----	---- ----
Saratoga and Hudson R...100	1 020,000	---- ----	---- ----
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	293,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'67 5
South Carolina 100	2,810,275	---- ----	---- ----
South Shore 100	259,685	---- ----	---- ----
South Western, Georgia....100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	---- ----	---- ----
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama .100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	---- ----	---- ----
" " " 1st pref.100	1,700,000	---- ----	---- ----
" " " 2d pref.100	908,176	---- ----	---- ----
Tol., Wabash and West.... 50	5,400 000	---- ----	---- ----
" " pref. 50	1,900,000	M. & N.	N. '67 1½
Troy and Boston.....	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union Pacific..... 100	---- ----	---- ----	---- ----
Union Pacific (E. D.)..... 100	---- ----	---- ----	---- ----
Union Pacific (Cent. Br.).100	---- ----	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,060	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Vermont Valley..... 100	516,164	---- ----	---- ----
Virginia Central 100	3,353,579	---- ----	---- ----
Virginia and Tennessee...100	3,452,815	---- ----	---- ----
Western (Mass.).....100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	---- ----	---- ----
West Jersey 100	731,950	---- ----	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,130,470	---- ----	---- ----
Wilm. and Weldon.....100	1,340,273	---- ----	---- ----
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb.'68 3
Delaware and Raritan.....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	6,137,600	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 160	J. & J.	Jan.'68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,603,297	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,595	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,683	---- ----	---- ----
Union..... 50	2,997,850	---- ----	---- ----
" preferred 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec.'67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,480,000	A. & O.	---- ----
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	---- ----	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

Debt of New Brunswick.

The following is a detailed statement of the debt and other liabilities of the Province of New Brunswick, on the 1st day of July, 1867:

Messrs. Baring Brothers & Co., interest, &c		$14,835 66
Messrs. Baring Brothers & Co., dividend account		93,053 19
		$107,888 85
Savings Banks		777,250 78
Debentures issued and outstanding:		
New Brunswick and Canada Railway Company	$211,200 00	
European and North American Railway	4,474,080 00	
E. & N. A. Railway, in currency	40,000 00	
Provincial liabilities	148,800 00	
"	134,400 00	
Provincial liabilities, currency	68,400 00	
Railway facilities currency	68,500 00	
		5,145,380 00
		$6,030,528 63
Assets:		
Invested in Provincial debentures, on account Savings bank debt	$86,875 20	
Cash in Commercial Bank	6,041 48	
Cash in Provincial Treasurer's Office	14,189 09	
		107,105 77
Balance		$5,923,422 86
The above debt incurred by—		
Over expenditure on ordinary revenue account		1,163,322 86
For stock in St. Andrew's Railway		240,000 00
European and North American Railway		4,514,080 00
Copper coin in Provincial Treasurer's hands, held on account of the Province		6,020 00
		$5,923,422 86
Railway subsidies:		
Western Extension, 88.60 miles, at $10,000	$886,000 00	
Western Extension, st'k.	300,000 00	
Fredericton Branch, 21. 50 miles, at $10,000	215,000 00	
St. Stephen Branch, 19 miles, at $10,000	190,000 00	
Woodstock Branch, 11. 25 miles, at $10,000	112,500 00	
Eastern Extension, 86 miles, at $10,000	360,000 00	
Do. for land damages	20,000 00	
	$2,083,500 00	
Paid on the above:		
St. Stephen Branch	$184,203.01	
Woodstock Branch	30,000.00	
	214,203 01	
		1,869,296 99
		$7,792,719 85

☞ The following graduates of the Pennsylvania Polytechnic College have been added to the engineer corps of the Union Pacific Railroad, and ordered to report at Omaha without delay, with the view to a speedy location and construction of a difficult section of road between Cheyenne and Salt Lake City: James R. Maxwell, of Delaware; W. T. Schneider, of New York; Wm. H. Harris, of New Jersey; James F. McCabe, of Maryland; Dovung Garcia, of Cuba, and John B. Wilson, of Pennsylvania.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States February 1, and March 1, 1868:

	Feb. 1, 1868.	March 1, 1868.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$207,739,200.00	$212,764,400.00
Six per cent. bonds of 1867 and 1868	9,458,391.80	9,378,191.80
Six per cent. bonds of 1881	283,676,600.00	283,676,600.00
Six per cent. Five-twenty bonds	1,398,488,850.00	1,407,321,800.00
Navy pension fund	13,000,000.00	13,000,000.00
Total	$1,912,363,041.80	$1,926,160,991.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$22,470,000.00	$22,470,000.00
Three-year compound interest notes	46,244,780.00	46,244,780.00
Three-year seven-thirty notes	214,953,850.00	202,951,100.00
Three per cent. certificates	25,040,000.00	25,585,000.00
Total	$308,708,630.00	$297,250,880.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867	$1,742,650.00	$1,519,600.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867	6,900,390.00	6,163,000.00
Bonds of Texas indemnity	256,000.00	256,000.00
Treasury notes, acts July 17, 1861, and prior thereto	162,311.64	159,661.64
Bonds, April 15, 1842	6,000.00	6,000.00
Treasury notes, March 3, 1863	716,192.00	616,192.00
Temporary loan	2,474,625.55	1,890,700.00
Certificates of indebtedness	30,000.00	19,000.00
Total	$12,288,169.19	$10,630,153.64
DEBT BEARING NO INTEREST.		
United States notes	$356,159,127.00	$353,157,747.00
Fractional currency	32,246,438.51	32,307,947.51
Gold certificates of deposit	29,619,280.00	25,699,360.00
Total	$418,024,845.51	$414,165,054.51
Total debt	$2,651,394,686.50	$2,648,207,079.95
AMOUNT IN THE TREASURY.		
Coin	$98,491,162.70	$106,623,374.75
Currency	25,578,150.61	21,754,082.36
Total	$124,069,313.31	$128,377,457.11
Amount of debt less cash in the Treasury	$2,527,315,373.19	$2,519,829,622.89

By comparing this with the statement of February 1, it is shown that the debt bearing coin interest has increased $13,797,950; the debt bearing currency interest has decreased $11,457,750; the matured debt not presented for payment has decreased $1,658,015 55; and the debt bearing no interest has decreased $3,859,791—making the decrease in the total debt since February 1, 1868, $3,177,606 55. The amount of coin in the Treasury during the same period has increased $8,132,212 05, and the amount of currency has decreased $3,824,078 25—leaving the amount of debt less cash in the Treasury February 1, $7,485,750 30 less than on February 1st.

Russian Railways.

Russian railways are rapidly on the increase. The Ryasan-Morschansk line, a portion of the Moscow-Volga line, has just been opened. It is one hundred and fifty miles long, and has taken only a year and three months to construct. The Koslow-Woronesh Railway, a link in the long line to be laid down between Moscow and the Sea of Azof, will be completed in a few weeks; the Moscow-Odessa Railway is progressing so fast that it will, perhaps, be finished this year; and the works between Poti and Tiflis, a line which, after its extension to the Caspian harbor of Baku, will monopolize a considerable portion of the Persian trade, have just begun. For these extensive enterprises the funds are supplied by the Russian Treasury and the German and Dutch money markets.

Chapin & Wells.

We invite attention to the advertisement in another column, of Messrs. CHAPIN & WELLS, Bridge, Turn-table and Depot Builders, Chicago, Illinois. This firm have had *fifteen years* experience in the business, and claim that they can do as good work and as promptly as any other firm. Since July, 1866, they have constructed over 8,600 feet of bridging. They have built during the period named: the railroad bridge over the Des Moines River at Ottumwa, Iowa, on the Burlington and Missouri River Railroad, six spans, total length 715 feet. Three draw bridges and two fixed spans in Milwaukee, Wis. For the Chicago and Northwestern Railway Co. over Cedar River at Cedar Rapids, Iowa, their bridge 900 feet in length, without hindrance to the passage of trains during the erection of the same. For the same company, four bridges a short distance from Omaha. For the Illinois and Michigan Canal Co., aqueducts over the Fox, Vermillion and Aux Sable Rivers at Ottawa, Morris and La Salle, Ill., 800 feet in length. For Michigan Southern and Northern Indiana Railroad Co., at Monroe, Mich., 360 feet. Five spans on Kansas City and Cameron Branch of Hannibal and St. Joseph Railroad. Five spans on line of Leavenworth, Lawrence and Galveston Branch Railroad, Kansas. One 220 feet span at Fort Riley, Kansas, and they are now building for the Dubuque and Sioux City Railroad over the Iowa and Boone Rivers about 600 feet.

They also furnish Bridge Materials, Dimension Timber, Dock and Bridge Bolts. Address Messrs. CHAPIN & WELLS, 86 Dearborn street, Chicago, Ills.

Pennsylvania Railroad.

At the recent annual election for directors and officers of this company, the following gentlemen were chosen: *Directors.*—By the Stockholders—J. Edgar Thomson, Josiah Brown, Alexander Nimick, of Pittsburg, Joseph B. Myers, John M. Kennedy, Wister Morris, Washington Butcher, Samuel T. Bodine, Edward C. Knight and John Rice. By the City—Lewis Elkin, Wm. Aspach, and G. Morrison Coates. By the Board—Thomas A. Scott and Herman J. Lombaert.

President.—J. Edgar Thomson.

Vice Presidents.—Thomas A. Scott and Herman J. Lombaert.

Treasurer.—Thomas T. Firth.

Secretary.—Edmund Smith.

☞ The Detroit *Tribune* says that arrangements are completed by which the Michigan Central Railroad Company substantially guarantee the bonds of the Grand River Valley Railroad Company, whose road will extend from Jackson to Grand Rapids, and through the center of the counties of Eaton and Barry, about midway between the Detroit and Milwaukee and Central Roads. The road will probably be completed to Grand Rapids this year.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Mar. 1, 1868.					
Loan of Jan. 28, 1847 registered	9,378,192	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	140½
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	110
" " " coupon		5	" "	1874	111½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	119½
" " " coupon		5	" "	1871	122½
Loan of Feb. 8, 1861 registered	18,413,000	6	" "	1881	111
" " " coupon		6	" "	1881	110½
Oregon War Bonds of March 2, 1861	1,016,000	6	" "	1881	---
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	284,245,600	6	Jan. & July.	1881	111
" " " coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) registered	1,407,321,800	6	May & Nov.	1882	107
" " " (5-20s) coupon		6	" "	1882	110
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	107
" " " (5-20s) coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	107
" " " (5-20s) coupon		6	" "	1885	108
" " 2d series (5-20s) registered		6	Jan. & July.	1885	106½
" " " (5-20s) coupon		6	" "	1886	106½
" " 3d series (5-20s) registered		6	" "	1887	107
" " " (5-20s) coupon		6	" "	1887	106
Loan of March 3, 1864, (10-40s) registered	185,782,400	5	Mar. & Sept.	1904	101
" " " (10-40s) coupon		5	" "	1904	101½
Pacific R. R. Bonds (currency)	22,470,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	202,951,100	7.3	June & Dec.	1868	105½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1869	105½
Matured Debt not presented	10,374,135	---	presentation.	---	---
Gold Certificates of Deposit	25,699,360	---	presentation.	---	---
Compound Interest Notes 1864-'65	46,244,780	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	353,157,747	---	---	---	---
Three per cent. certificates	25,585,000	---	---	---	---
Fractional currency	32,307,947	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July	1876	---
" — " " (") "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank) "	510,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	133½
" — " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	---
" — " " May, 1865 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	6	Jan. & July.	var	---
" " " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	85
" — " " (Act Mar. 12, '60. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	74½
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,647	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'69-'70	---
" — " " "	4,387,253	6	" "	'77-'79	99½
" —War Loan Bonds	943,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,329,936	5	" "	1866	93½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds coupon	99,945	---	Jan. & July.	1875	---
" —War Loan Bonds "	500,000	---	" "	'76-'81	---
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	253,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	635,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " " (Brilroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.) "	666,800	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1886	---
" — " " (New) "	892,800	6	"	'88-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	---
" — " " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	99½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	---
" — " " (R. R. various) "	120,000	5	" "	1889	---
" — " " (") currey.	159,974	5	" "	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,616	5	" "	1859	---
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.)	429,583	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" — " " "	21,000	5	" "	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	---
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass)	50,000	6	June & Dec.	1877	117
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	388,000	5	" "	1883	106½
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	---
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	104
" —Western R.R. Loan (sterling)	4,819,520	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	---
" — " " (stg.)	554,180	5	" "	'88, '90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	98
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6		41-'71	---
" " " (Union Bank)	5,000,000	6		Var.	---
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	90
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	---
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —Platte County R.R.	700,000	6		1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	100
" — " " 1863 (")	1,002,900	6	" "	'86-'96	---
" — " " 1864	793,400	6	" "	'97-'62	102½
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,900	7	Jan. & July.	1877	103½
" — " " " registered	27,728,500	7	" "	1877	103½
" —General Fund Bonds	1,189,780	6	" "	pleas.	---
" — " " "	500,000	6	" "	1868	---
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	103
" — " " "	6,000,000	6	" "	1873	103
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	---
" — " " "	442,980	5	May & Nov.	1868	---
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	---
" —Canal Bonds	1,163,000	5	J. A. J. & O.	1868	---
" — " " "	167,000	5	" "	1871	---
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " " "	8,334,000	6	Jan. & July.	'81-'90	---
" — " " "	650,000	6	April & Oct.	'90-'91	---
" — " " (new) "	8,500,000	6	Jan. & July.	1900	63
Ohio—State Bonds (Union Loan)	288,366	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	99
" — " " "	1,600,000	6	" "	1875	101½
" — " " "	4,095,309	6	" "	1881	102
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,874	7	Jan. & July.	1875	---
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	97½
" — " " registered	5,083,052	5	"	'68-'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	---
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,450	5	" "	1882	---
" — " " 3d series	720,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	103½
" — " " 2d series	7,909,520	6	" "	1882	107
" — " " 3d series	9,270,017	6	" "	1892	108
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,560	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	101
" — " " " 1863	776,000	6	Jan. & July.	1893	101½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	---
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	---
" — " " (new)	1,216,803	6	" "	1887	---
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	---
" — " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67
" — endorsement	2,207,800	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	63½
Vermont—State War Bonds	1,667,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	---
" — " " (sterling new)	466,250	5	" "	long.	---
" — " " registered	108,000	6	" "	long.	---
" — " " "	21,469,398	6	" "	long.	61
" — " " coupon	10,980,000	6	" "	long.	---
" — " (new) registered	1,379,500	6	"	1876	44½
" — " (") coupon	489,300	6	"	1886	44
" — " (")	89,500	6	"	1900	36½
Wisconsin—State Bond	606,100	6	Jan & July	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	266,626	295,512	356,408	401,103	357,223	353,344	328,823	3,236,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,366	5,825,356
1866	475,641	433 279	385,991	412,521	464,507	493,243	456,898	568,589	533,150	599,670	474,056	388,573	5,606,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	476,134	360,641	5,167,371
1868	394,771	396,286	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,796	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,097
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,852	285,961	282,165	335,510	342,353	354,244	416,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	308,231	389,480	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,464	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,912
1868	283,600	281,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,668	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,944	702,681	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	768,396	774,279	896,712	893,357	800,325	1,088,824	1,451,284	1,506,883	1,210,387	918,088	11,582,348
1868	741,926	800,787	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,468	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,118	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,940	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,900	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,680	1,522,472	1,429,765	16,434,775
1866 ....including Buffalo Division..	1,185,746	987,936	1,070,917	1,158,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,902	343,920	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,033	7,181,208
1866	603,053	506,266	606,468	411,605	569,250	567,679	480,626	678,253	671,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	679,160	.....	.....
1868	519,856	498,089	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	98,768	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,787	1,224,053
1866	90,411	85,447	84,351	81,181	96,288	108,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,828	132,387	123,383	1,286,971
1868	92,433	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.985	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	328,454	330,651	267,126	315 258	276,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	436,808	524,760	495,072	351,790	4,826 721
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,656	429,546	352,218	4,850,338
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	423,341	370,757	4,613,744
1868	371,041	339,736	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,548	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,106	413,501	476,631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,936	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,096	283,661	376,210	362.783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	340,511	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	368,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,225	736,114	610,417	749,571	752,841	892,744	1,018,375	963,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,816	11,069,853
1864	921,831	936,587	059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,859	14,576,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,185,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,076,773	1,227,286	1,093,731	934,536	1,101,698	1,389,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	280,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,641	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,360,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	318,165	355,901	379,367	326,065	272,053	3,440,542
1868	211,978	231,851	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,068,831
1863	325,685	361,834	396,771	429,929	505,517	464,800	451,884	574,486	714,302	815,902	746,955	526,000	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	908,974	864,637	693,104	873,153	956,658	837,361	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,253	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,316
1863	337,350	366,598	461,965	462,957	427,094	395,845	350,753	407,077	463,500	505,814	486,300	487,642	5,152,924
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,360	701,362	691,556	914,082	7,120,466
1865	660,144	678,504	857,583	733,866	637,136	646,996	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	638,667	552,378	648,201	664 926	757,441	679,385	555,222	7,467,217
1867	542,416	525,497	677,960	565,557	561,484	507,451	537,381	606,218	669,037	784,800	696,598	573,727	7,242,126
1868	492,694	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,745	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	224,194	204,785	202,966	204,726	2,064,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,786	207.301	162,694	2,240,744
1866	178,120	155,893	192,136	170,485	168,699	162,532	166,015	272,953	198,884	244,834	212 227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,786	156,066	172,933	220,788	219,160	230,340	204,395	171,499	2,207,961
1868	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,596	161,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,333	139,626	244,114	243,840	221,570	220,209	205,154	2,050,322
1865	144,084	139,171	155,755	144,901	138,736	194,625	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,694,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	300,591	364,724	382,906	406,766	351,759	307,943	3,783,816
1868	278,712	265,793	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,072	63,862	52,147	68,189	59,862	75,677	92,715	61,770	37,550	669,338
1866	45,102	36,006	39,301	43,332	36,913	102,918	85,276	60,668	84,462	100,312	75,248	54,468	814,006
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	128,495	120 268	79,431	64,719	774,957
1868	46,415	40,703	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	96½
" " " 1850.	602,000	6	Jan. & July.	"	1880	96½
" " " 1855.	894,250	6	Jan. & July.	"	1875	96½
" " " 1834.	821,361	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	—			1870	—
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1868	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	96½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	106½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1896	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94½
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,336	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	97
" " $675,000	675,000	6	"	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89½
" " $2,500,000	867,000	6	May & Nov.	"	1889	87½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	89
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67-'60	
Central Pacific of California:						
1st Mortgage	1,336,000	6	Jan. & July.	New York.	1896	98½
Convertible bonds	1,600,000	7	" "	"	1883	99½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	96
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	850,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101½
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1893	91

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	83½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	83
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94½
General 1st Mortgage	3,600,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1888	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	87½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	70
Consol. S. F. mort. bonds	135,000	7	May & Nov.	" "	1890	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	750,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
Construction bonds, 2d Div'n	666,000	—				
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	125,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	189,480	—				
Mortgage (ordinary)	780,490	—				
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000	—				
1st Mortgage (after State)	74,000	—				
2d Mortgage bonds	14,000	—				
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	9[illegible]
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						62½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage (S. F.) Coupon	1,173,900	7	May & Nov.	" "	1875	97½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	75
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	90
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1886	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	115
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1883	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	6	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,885	7	Feb. & Aug.	Baltimore.	1891	53
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		73½
Scioto & Hocking Val. R. mort.	800,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	$910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	840,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.		1884	
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1860	109
1st Mortgage (convert.) Dollar	236,000	8	April & Oct.	" "	1882	114
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	114
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1866	100½
2d General Mortgage	2,603,000	7	" "	" "	1877	93½
Milwaukee and St. Paul:						
1st Mortgage	4,598,000	7	Feb. & Aug.	New York.	1893	89
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	78
Real Estate Purchase	135,500				1876	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1893	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,600	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1886	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,000,160	6	Jan. & July.	New York.	1883	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	143,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'63-'66	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		87
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1876	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1866	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1866	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1886	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	94½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Exchanged Stks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	455,000	7	Feb. & Aug	" "	1876	125
Bonds of Oct. 1863, (S. F.)	2,900,000	6	June & Dec.	" "	1887	93½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept	" "	1879	103½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage	926,500	7	June & Dec.	" "	1868	91
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	99½
New York and New Haven:						
Mortgage Bonds Coupon	1,683,500	6	April & Oct.	New York.	1876	98
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1875	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	85½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88½
Chattel Mortgage	360,000	10	" "	"	1887	113
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	6	May & Nov.	" "	1873	66
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	350,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	90
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	85
Pennsylvania:						
1st Mortgage	4,250,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	661,600	6	April & Oct.	Boston.	'74-'76	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
2d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
1st Mortgage (general)	5,000,000	6	" "	"	1881	94
2d Mortgage	3,000,000	7	" "	"	1885	78
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1840, "	2,356,600	6	April & Oct.	"	1870	99½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,300	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	101
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93½
Bridge Bonds	158,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	65
Mortgage (Registered)	504,000	7	"	"	1873	65
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	146
2d Mortgage	937,500	7	" "	"	1863	70
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	961,000	7	Feb. & Aug.		1900	97½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Stg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	68
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M. (I. R., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	92½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	33½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	98
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	6	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	698,300	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	288,000	6	March & Sep.	Camden,	1883	90
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,566	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,906	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.8	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,961,331	1,501,391	17,972,359	482.5	8 mos	1,224,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	.....	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	.....	1,493,850	22.5	.....	230,251	104,894	—	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,855	108,333	28,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,463,095	3,000,000	927,000	104,183	4,946,027	75.2	546,118	1,685,334	592,283	11	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	—
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,489	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	.....
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	.....
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	8b
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000,000	1,079,500	259,046	8,272,133	117.4	787,828	2,068,269	704,016	10	141
30 Nov. '67	59.4	7.0	9 5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	864,521	680,438	201,086	10	94
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,529	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,817	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '67	86.7	—	.....	—	18	6	88	Atlanta and West Point	1,290,079	*	145,554	1,282,290	35,500	56,575	1,346,632	86.7	.....	391,477	68,380	3½	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,968	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,949,923	4,666,800	786,000	183 940	6,636,956	229.0	.....	1,734,749	359,214	—	.....
31 Mar. '67	171.0	71.0	.....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6½	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102 5	226,241	404,615	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,028,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	.....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,325	1,006,953	332,551	0	.....
30 Sep. '59	138.0	—	.....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,342	454,541	—	.....
								ILLINOIS.													
31 Dec. '67	280.0	—	.....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	462,973	11,583,307	230.0	1,672,965	3,892,861	1,743 783	10	131
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,936	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	150
31 May, '67	491.0	661.4	30.0	—	248	138	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,162	.....	10,161,735	2,226,967	—	66
31 Mar. '67	181.8	181.5	.....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,318,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	94
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '66	454.8	252.5	.....	—	150	83	3,548	*Illinois Central*	30,954,453	*	10,593,828	23,415,789	12,144,000	.....	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	139
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	.....
31 Dec. '66	195.0	14	12.2	—	46	30	1,602	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,568	—	48½
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	29
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,146	559,128	246,730	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,680,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	60
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	249,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	.....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	.....	1,538,763	132 0	.....	315,172	117,941	9	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	36½
30 Nov. '66	78.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	78.0	448,884	1,949,720	297,128	12	150½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	161,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	980,000	653,966	5,429,208	166 5	319,850	805,271	287,861	—	53
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,592,000	795,004	5,507,204	162.0	.....	735,587	309,686	—	.....
30 Jun. '65	185.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,562	*	—	3,452,300	7,145,262	118,000	10,715,562	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	30.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	237,582	4,375,903	111.8	.....	426,408	227,534	—	.....
30 Jun. '67	29.0	—	3.4	—	14	13	226	Lexington and Frankfort	601,935	52,300	36,711	514,646	63,000	1,790	690,976	29.0	.....	248,821	110,319	7	.....
30 Jun. '67	55.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	55.1				6	
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,966,000	444,172	12,841,096	334 0	929,486	2,158,874	810,468	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,060	414,741	200,220	—	.....
30 Nov. '66	206.0	—	.....	205.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,268	—	.....
31 Aug '60	53.?	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	348,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	—	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,398	.....	—	.....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,008	4,325,490	1,498,718	10	113½
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,886,163	4,672,198	1,699,387	—	90½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	69.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	628	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	.....	.....	206.8	579,324	1,047,567	420,926	—	74
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,582	815,063	266,715	2,469,540	4,400,000	106,225	8,026,361	182.0	.....	1,020,089	287,894	—	.....
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,039	3,609,115	9,200,000	1,356,135	15,598,448	300.0	1,190,660	2,615,875	719,230	—	.....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	.....
28 Feb. '64	86.5	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,362,109	90.1	282,189	300,291	329	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Siddings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,666	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,664,089	*	—	2,494,900	3,471,560	1,986,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,202	—	—
31 May, '67	51.8	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,894	529,325	230,825	6	104
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	18,019,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,953	10	128
30 Sep. '65	30.0	.....	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,848	916,486	560,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,643,096	1,747,041	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	2,676,085	1,212 159	8	44
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	209.6	18	12	176	Boston, Hartford & Erie	19,242,091	*	—	14,884,000	3,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	14½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	125
30 Nov. '67	74.8	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,167	481,471	10	138
30 Nov. '67	47.0	7.0	45.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	140
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	63.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	89,884	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,931	61,251	6	60
30 Nov. '67	50.0	3.4	12.3	—	14	27	236	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,488	53.4	288,750	629,165	169,164	8	120
30 Nov. '67	44.1	59.4	36.4	—	41	70	699	Eastern	4,616,276	642,334	415,090	3,888,300	1,770,400	663,260	6,316,000	94.5	863,222	1,447,946	545,630	8	114½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	130½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	38,195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.8	—	2	8	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O. by B. & L.)		21,780	17,958	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,725	74.8	881,529	440,241	74,679	10	194
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	462,682	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	162,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	903,677	4,848,320	2,870,000	128,000	7,618,806	141.0	826,061	1,381,065	336,310	6	92
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	81,862	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80½
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	371,855	702,916	180,429	8	124½
30 Nov. '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O by B & L.)		17,500	16,688	14	110½
30 Nov. '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Operated by Troy and Boston.)		461,424	62,594	1½	57½
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,906	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	57½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,988	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,382,587	169,613	126,626	1,522,200	—	69,906	1,648,826	46.7	266,847	449,388	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689.307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433.650	688,' 00	128,462	8	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	78
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	325,000	175,000	—	1,000,000	—	—	1,000,000	(Operated by Concord)		97,925	9	128	
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Operated by C.)		50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,640	681,301	242,998	8	114
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,061	*	4,381,251	7,957,412	10,073,137	—	18,060,549	124 2	.....	5,607,552	1,444,706	15	126
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,931,434	*	—	1,001,998	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	117½
31 Dec. '66	68.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,028,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,666	1,580,141	5,000,000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	132
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	168,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—
31 Dec 66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	oss.	—	65
31 Dec '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec '66	38.5	—	.....	49.	—	—	—	West Jersey	1,219,809	*	454,219	731,050	1,010,800	—	1,741,550	54.0	.....	265,420	69,712	20	—
								NEW YORK.													
30 Sep. '66	93.5	—	7.4	41.6	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19.643	4,628,691	93.5	191,672	385,199	180,002	—	—
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	960,000	2,380,000	Leased	to Erie	Railway		Co.	233,100	18½	140
30 Sep. '66	88.3	—	20.9	—	38	23	736	Buffalo and State Line	2,277,838	506,676	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	75½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,846,526	1,795,099	9	142
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,228	352,650	6	45
30 Sep. '67	297.8	296.0	482.5	—	289	296	6,620	New York Central	29,759,528	6,854,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	693.2	6,401,420	13,979,514	3,109,801	8	127½
30 Sep. '66	130.8	2.1	45.5	—	42	132	646	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,829,129	2,763,700	534,804	8	127
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,331	122.0	451,196	851,783	284,606	—	62
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,900	222,000	157,060	585,880	—	—	—	—	—	—
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	432,400	386,000	19,875	1,057,737	36.3	90,290	252,175	69,372	8	—
30 Sep. '66	25.2	—	0.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	609,163	1,891,923	207,413	7	53½
30 Sept. '66	18.5	—	1.25	—	.....	.....	.....	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Watert'n & Ogdensb'g	3,439,989	563,315	—	2,385,500	1,575,794	65,988	4,003,304	189.6	555,492	1,066,366	364,668	10	117
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	—
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	—
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	980,207	—	—	500,000	400,000	—	930,207		"			7	—
30 Sep. '66	13.0	—	1.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	—
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	—
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,942,759	330,799	—	607,111	1,497,000	375,586	2,479,997	112.0	408,408	641,486	211,173	—	—
30 Sept. '66	34.9	—	2.6	51.3	5	7	86	Utica and Black River	871,248	65,234	—	811,000	—	—	936,581	34.9	83,548	141 888	78,832	7½	—
30 Sept. '66	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,767	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,958	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,879	4,000,000	339,000	364,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	'59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,776,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	256,351	—	—
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	270,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	38½
31 Mar. '67	90.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,269,800	1,759,000	778,160	6,197,537	202.0	.....	2,301,537	843,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	104
31 Oct '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,382,070	986,387	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	962,041	10	108½
30 Nov. '67	101 0	102.5	.....	—	62	37	1,219	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,691	3,975,489	275,869	9,961,700	203.5	.....	2,298,323	809,515	—	93
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,846	5,000,000	2,872,185	133,692	8,673,764	188.6	1,228,523	2,492,216	1 107,377	14	105½
30 Nov. '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494 543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,368	209,512	—	—
30 Nov. '66	83.6	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	2,572,400	1,400,000	85,790	5,225,433	153.2	1,160,900	1,933,038	469,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,216,950	9,870,000	4,343,042	20,549,420	192.3	.....	529,932	119,032	—	30½
30 Jun. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	8,988,364	595 400	391,992	3,282,163	1,218,972	109,318	4,972,746	205.9	346,671	694,420	134,081	—	60½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,809	—	—
31 Dec. '66	412.0	45.2	.....	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,345,000	795,301	22,113,900	250.6	.....	3,717,386	906,200	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,943,400	614,000	313,542	2,870 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,99 9,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	286,000	—	3,634,000	65.5	227,645	447,052	130,441	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687.427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	714,825	20	114
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	854,400	574,900	—	1,564,740	36.0	199,412	446,078	237,094	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	286,143	517,531	loss.	5	31
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,948	98.6	313,902	618,566	235,158	—	—
31 Oct. '66	36 0	15.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	55½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,566	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,596	—	16
31 Oct. '66	80.0	2 0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	255,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,080	2,260,027	90	57½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	29½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	"	"	"	"	8	56½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,236	67.5	345,588	902,218	382,560	—	32½
31 Dec. '66	354.8	33.3	466.8	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 236	—	44,251,544	565.5	7,080,026	16 583,883	5,967,520	9	55½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	67½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541 052	454,077	—	26½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,493	3,765,774	2,399,368	22,742,867	6,719,562	—	32 577,548	474 8	4,381,336	10,9 2,819	6,016 531	10	46½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	*	272,223	1,099,120	200,000	—	1,641,607	26.5	195,478	849,446	316,764	15	125
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,936	2,470,958	1,057,687	10	54½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	539,109	245,966	—	—
31 Dec. '66	468.5	—	188.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,253.747	*	2,678,792	9,940,988	12,568,560	1,062,343	26,927,540	468.5	4,945,418	7,467,217	2,319,581	10	100½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	44	46
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345.387	146,721	10,000	684,036	962,600	113,966	1,760,501	35.4	144,402	367,510	143,660	—	15
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,054	264,123	122,812	25	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5 1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	256,491	486,140	111,838	—	94
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,283	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	162.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,495	317,776	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,793	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.9	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,281,585	1,002,601	2,195,331	5,812,725	3,126 530	921,937	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,016,107	*	—	825,399	1,069,600	962,039	3,017,107	99.2	.....	367,252	173,729	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,906	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	20,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	—
1859.....	.....	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,960	127,958	67,242	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,845	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184.652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	858	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	126,761	185,474	67,786	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	16.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	99½
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	798,200	.....	.....	23.6	.....	90,278	34,358	—	—
30 Jun. '68	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,554,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,989,861	775,500	118,789	.....	113.7	703,034	126,302	42,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '65	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	694,000	.....	.....	103.5	436,729	758,883	42,878	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,083,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102.661	—	18½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,838,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	383,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	—	74
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,200	1,025,761	7,681,446	100.5	310,204	689,662	289,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,986,579	*	52,800	1,041,880	642,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,642	.....	.....	—	—
28 Feb '67	80.0	—	—	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	220,526	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,840,788	541,814	296,428	3,353,679	1,919,550	37 ,297	6,879,046	221.8	300,405	554,611	135,648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,522	7,362,250	214.9	278,889	556,022	93,839	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,960	3,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	51
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	226.0	.....	.....	.....	—	40
.....	.....	.....	.....	—	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,838,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,662	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462.589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	66
30 Jun. '68	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	7,210,345	*	—	15,123,430	54,750,510	7,236,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,302,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	14	—
1 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,950	5,678,929	96.1	402,670	467,286	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,668,706	—	—	108.0	—	—	148,339	55,777	—	—
July, '67	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	02,3 5	—	1,280,000	12,100	136,000	1,709,223	60 0	—	135 556	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.8	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,401	—	—	4,273,231	92.0	155,416	129,107	37,181	—	—
								NEW GRANADA.													
			.....	—	11	22	120	Pan ma	9,000,000	*	—	5,000,000	0	—	10,763,729	48.5	.....	1 857,428	1,138,924	—	335

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	—
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	—
Baltimore and Ohio, (pref.)	3,000,000	—	—	—
Berkshire (guarantied)	600,000	7	7	—
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	—	—
Camden & Atlantic (preferred)	620,800	7	—	26½
Catawissa (preferred)	1,150,000	7	—	27½
Chemung (guarantied)	380,000	—	—	—
Cayuga & Susquehanna (guarant.)	343,500	—	—	—
Cheshire (preferred)	2,017,825	7	—	64½
Chicago & Alton (preferred)	2,425,400	7	7	133½
Chicago & Northwestern (pref.)	14,789,125	7	7	73½
Cochecho (preferred)	177,750	8	—	—
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	82½
Cumberland Valley (1st preferred)	241,900	8	8	—
" (2d preferred)	243,000	8	8	—
Detroit & Milwaukee (preferred)	1,500,000	—	—	—
Dubuque & Sioux City (preferred)	1,988,171	7	3½	75
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	—
Elmira & Williamsport (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	76½
Hannibal & St. Joseph (preferred)	5,253,856	7	—	80
Harrisburg & Lancaster (guar.)	1,182,100	7	7	—
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	—
Kennebec & Portland (preferred)	372,000	6	—	—
Lackawanna & Bloomsburg (pref.)	500,000	7	—	—
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	31
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	737,700	10	10	149
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99
" " (2d pref.)	841,400	7	7	98
Milwaukee & St. Paul (preferred)	7,370,900	7	—	67½
New Haven & Northampton (guar.)	1,010,000	—	4	—
New York & Harlem (preferred)	1,500,000	8	—	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	—
Paterson & Hudson (guarantied)	630,000	—	8	—
Paterson & Ramapo (guarantied)	248,000	—	5½	—
Peoria & Bureau Valley (guar.)	1,200,000	—	6	—
Philadelphia & Reading (pref.)	1,551,800	7	7	—
Philadelphia & Trenton (guar)	1,000,000	—	10	—
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	—
Rutland & Burlington (preferred)	382,700	8	—	—
" " (preferred)	608,176	6	—	—
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	73
Toledo, Wabash & Western (pref.)	1,000,000	7	7	74
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	—	—
" " " (2d pref.)	908 425	7	—	—
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	—
White Mountains (guarantied)	200,000	5	5	—
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	—

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	—
" " sterling	4,375,000	5	"	1890	—
Preferred bonds	1,700,000	6	—	18—	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	—	—	—	—	—
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	—
Interest Certificates	161,960	6	"	1868	—
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	—
Six per cent. Loan	5,434,361	6	"	1884	84
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	—
2d Mortgage	57,000	6	" "	1865	—
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	96
2d Mortgage	302,750	6	—	—	93
Boat Loan	232,807	6	—	—	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86½
2d Mortgage	3,980,670	6	J. & J.	1882	70
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	—
Md. stg. loan converted	200,376	5	" "	1865	—
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	—
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	88
Wyoming Valley.					
—	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,568	—	38
Chesapeake and Ohio	100	8,228,596	—	—
Delaware Division	100	1,633,350	—	50
Delaware and Hudson	100	10,000,000	10	148½
Delaware and Raritan	100	2,298,400	10	—
Erie of Pennsylvania	50	64,000	—	—
Illinois and Michigan	—	—	—	—
Lehigh Navigation	50	6,968,146	10	28½
Monongahela Navigation	50	726,800	3	—
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	85
North Branch	100	—	—	—
Sault Ste Marie	100	—	—	—
Schuylkill Navigation (consolid.)	50	1,908,207	—	12
" " (preferred)	50	2,888,988	—	22½
Susquehanna and Tide Water	50	2,048,260	—	16½
Union	—	—	—	1½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	80
Wyoming Valley	50	750,000	16	86

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 per ton	42 — @ 44 —
Pig, American, No. 1	— — @ 40 —
Pig, American, No. 2	— — @ 38 —
Bar, Refined, English and American	82 50 @ 87 50
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	85 — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ⅜ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod per lb.	9 @ — 10
Sheet, Russia, Med. No's	— 16 @ — 17
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton	52 — @ 53 —
Rails, American (at works)	78 — @ 80 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	— 12 @ — 23
English Spring.(2d and 1st qlty.)	— 10 @ — 12½
English Blister.(2d and 1st qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German, (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½@ — 17
American, Cast, Tool, do.	— 21 @ — 22
American, Spring, do.	— 12 @ — 14
American Machinery, do.	— — @ — 14
American German do.	— 10 @ — 15

COPPER—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½@ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1¼ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 40 @ 6 50
German Refined (gold)	6 40 @ 6 75
English (gold)	6 45 @ 6 87½
Bar (net)	10 50 @ — —
Pipe and Sheet (net)	12 — @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

	Gold.	Currency.
Banca (gold) per lb.	— — @ — 27	
Straits (gold)	— 23½@ — 23½	
English (gold)	— 23½@ — 23½	
Plates, I.C. Charcoal, p. box	8 37½@ 8 50	12 — @ 12 75
Plates, I. C. Coke	7 12½@ 7 75	10 25 @ 11 —
Plates, Coke Terne	6 25 @ 6 50	9 — @ 9 50
Plates, Charcoal Terne	8 — @ 8 25	11 50 @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 13 @ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— 18 @ — 18½
Refined, free, S. W.	— 41½@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 23
Refined, in bond, Standard White	— 25 @ — 25½
Refined, in bond, prime White	— — @ — 26
Naptha, Refined, (60 @ 63 gravity)	— 28½@ — 29
Residuum per bbl.	3 — @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 11.

	Th. 5.	F. 6	Sat. 7.	M 9.	Tu. 10.	W. 11
Atlantic M. S. S. Co.	98½	99	99½	99½	99½	99½
Boston, Hartford & Erie	14½	14½	14½	15	—	14½
California 7s	—	—	134	133½	—	—
Canton Co.	62½	62	64	64½	64	64½
Chicago & Alton	—	130	—	—	131	131
" " pref.	—	—	—	—	—	133½
" " M.	—	—	—	—	—	—
" " S. F.	—	—	—	—	—	—
" " Inc. b'ds	—	—	—	—	—	—
Chicago, Burl. & Q.	—	150	—	—	—	—
" " 8 p.c	—	—	—	—	—	—
Chic. & Northwest'n	66½	67½	69	69½	67	65½
" " pref.	74½	74½	75½	76½	75½	73½
" " 1st M.	87½	87½	87½	—	87½	—
" " 2d M.	—	—	—	—	—	—
" " S. F.	—	—	—	—	—	—
" " Consol.	86½	86½	87	—	8 —	—
Chicago & Rock Isl.	98½	98½	98½	97½	96½	96
" '1st M.'70	—	—	—	—	—	—
Chi., R. I. & Pa. 7s 1896	—	—	94½	—	—	—
Clev., Col. and Cin.	—	104	—	—	—	—
Clev. and Pittsburg	95½	95½	95½	96½	95	93½
" " 2 M.	—	—	—	96	—	—
" " 3 M.	—	—	—	—	—	96
" " 4 M.	—	—	—	—	—	79
Clev. and Toledo	108½	108½	108½	108½	106½	105½
" " S. F. 7 p.c.	—	—	—	—	—	102
Cumberland Coal, pref.	—	34	34½	35½	—	33½
Del. & Hudson Canal	148	147	148	147½	148	148½
Del., Lack. & West.	—	—	—	—	—	—
" " 1M. 8p.c. '71-5	—	—	—	—	—	—
" " 2M. 8p.c. '81	—	—	—	—	—	—
Erie	72	74	77½	81½	78	76½
" pref.	76	—	76½	80½	78	76½
" " 1 M. 7 p.c. '67	—	—	—	—	—	105
" " 2 M. 7 p.c. '79	—	—	—	—	—	—
" " 3 M. 7 p.c. '88	—	—	—	—	—	—
" " 4 M. 7 p.c. '80	94	—	—	94½	—	—
" " 5 M. 7 p.c. '88	—	—	—	—	—	—
Hudson River	145	143½	—	—	—	—
" 1M. 7p.c. '69	—	—	—	101	101½	101
" 2M. S. F.	—	—	—	—	—	—
" 3M. 7p.c. '75	—	—	—	—	—	—
Illinois Central	139½	138½	138½	139	—	—
" bonds	—	—	—	—	—	—
Marietta & Cin. 1st pref.	30	31½	32	32	31	—
" " 2d	—	12	—	—	—	—
" " 1st mort.	—	—	—	—	—	—
Mariposa Mining Co.	—	—	—	—	—	7
" " pref.	—	11	11	—	11	—
" " 1st mort.	—	—	—	—	—	—
Michigan Central	—	—	113	—	—	—
" S. F. 8p.c. '82	—	—	—	—	113	113½
" conv. 8p.c. '69	—	—	—	—	—	—
M. S. and N. I.	91	91½	91½	92½	92	90½
" " guar'd.	—	—	—	—	—	—
" " 1M. S. F.	—	—	—	—	—	—
" " 2 M.	—	—	—	—	—	—
Mil. and P. du Chien	—	—	—	—	—	—
" " 1st pref.	99	—	—	—	—	—
" " 2d pref.	—	—	—	—	—	—
" " 1st M.	—	—	—	—	—	—
Milw. and St Paul	54½	54½	54½	52½	51½	—
" " pref.	69½	69½	69½	68½	67½	—
" " 1st mort.	88	—	88½	89	89	—
" " 2d mort.	—	—	—	—	—	—
Missouri 6s	88½	89	88	88½	88	87
" iss. to H. & St. J. R.	—	89	90	—	—	—
" " Pacific	—	—	—	—	—	—
Morris and Essex	—	—	—	—	—	—
" " 1st mort.	98½	98½	98½	—	—	99
" " 2d mort	—	—	—	—	87	—
New York Central	130½	129½	130½	130½	128½	127½
" " 7s. S. F. '76	—	—	—	104	—	—
" " 7s. conv. '76	—	—	—	—	—	—
" " 6s, S. F. '83	—	95	94½	—	94½	—
" " 6s, S. F. '87	93½	93½	—	—	—	—
N. York & Harlem	—	—	—	—	—	—
" " pref."	—	—	—	—	—	—
" " 1M. 7p.c. '73	—	—	—	—	—	—
" " 3M. 7p.c. '67	—	—	—	—	—	—
N. Y. and N. Haven	—	—	140½	141	—	141
North Carolina 6s	—	—	—	—	—	—
" ex-coupon.	62	62½	63½	66	66½	64
" new	61½	62½	64½	65½	66	62½
Ohio & Miss.	31½	31½	31½	31½	31	29½
" " pref.	—	77	—	76	—	—
Pacific Mail S. S. Co.	111	110½	111½	111	111½	110½
Panama	345	345	345	—	340	—
Phila. and Reading	93½	93½	94½	94½	94	92½
Pitts. Ft. W. & Chicago	101½	101½	101½	101½	100½	99½
" " 1M.	—	—	—	—	—	—
" " 2M.	—	—	—	—	—	—
" " 3M.	—	—	—	—	—	—
Quicksilver Mining Co.	22	22	21½	22	22	21½
St. L., Alton & T. H.	48	48½	—	49½	48½	—
" " pref.	73	—	—	—	73½	73
" " 1M.	95	94½	94½	—	—	94½
" " 2M. pref.	—	—	—	—	—	—
" " Inc. b'ds	—	—	—	—	—	—
Tennessee 6s. 1890	—	—	—	—	67	67
" ex-coupon.	67	67	66½	—	—	—
" new	63½	63½	63½	64	64½	63½
Tol. Wab. & Western	51½	53½	54	55½	54½	51½
" Pref.	71½	73	74	74	74	—
" 1M. ex	—	91½	—	91½	91½	91½
" 2M.	81	82	—	82½	—	—
" Int. b'ds	—	—	—	—	—	—
Virginia 6s	—	—	—	—	—	—
ex-coupon	50	52	—	53	53½	53
new	43½	45½	47½	50	50½	51½

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 11.

	Th 5.	F.6	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	119¼	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	110	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	101¼	101¼	101¼	101¼	101	----
U. S. 5s, 10-40s, coup.	101¼	101¼	----	----	----	----
U. S. 5s, 10-40s, reg.	101¾	101¼	----	----	----	----
U. S. 6s, 1881, reg.	111¼	----	111	----	----	----
U. S. 6s, 1881, coup.	111¼	111¼	111	110¼	110¼	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	140¾	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	107½	107½	----	107	----	----
U. S. 6s, 5-20s, c. '62	110¾	110¾	110¾	110	110	----
U. S. 6s, 5-20s, reg. '64	----	----	107	----	----	----
U. S. 6s, 5-20s, c. '64	108	107¾	----	107¾	107¾	----
U. S. 6s, 5-20s, reg. '65	----	107¼	----	107	----	----
U. S. 6s, 5-20s, c. '65	108¾	108¼	108¼	----	108	----
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	106¾	106¼	106¼	106¼	106¼	----
U. S. 6s, 5-20s, r. n. '67	107¾	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67	107	107	107	107	106¾	106¼
7.30 Notes, 2d series	106¼	105¾	106	105¾	106¼	106¼
" " 3d series	106	105¾	----	106¾	106¾	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 10.

	W.4	Th 5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa	----	----	----	----	----	----
" preferred	----	----	----	27¾	27¼	----
Camden & Amboy	126¾	126¾	126¾	126¾	----	126¾
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	89½
" " 6s, '89	----	----	87¾	----	----	----
" mort. 6s, '89	97	97	97¼	----	----	97¼
Del. Div. Canal	50	----	----	50	50	
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	97	97	
Lehigh Navigation	28¼	28¼	28	28¼	28¾	28¼
" " 6s, '84	87¼	----	----	87¼	87¼	----
Lehigh Valley R. R.	53¾	53¼	53¼	53¼	53¼	53¼
" " 6s	----	----	----	----	90	
Little Schuylkill R. R.	----	----	30	30¼	28¼	
" " 7s	----	----	----	----	----	----
Minehill	----	----	56¼	56¼	56¼	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32	----	----	32¼	----	----
" " 6s	----	----	----	88¼	----	88¼
" " 10s	----	----	----	----	----	----
Northern Central	43¾	----	44	----	----	----
Pennsylvania R. R.	55¾	55¾	55¼	55¼	55¼	55¼
" 1st m.	----	----	----	----	----	----
" 2d m.	----	----	98	----	----	98¼
Penn. State, 6s 1st series	103¾	----	----	104	----	104
" " 6s, 2d series	107	----	----	----	106¼	106¼
" " 6s, 3d series	----	----	108	----	----	108
" " 6s, W. L.	----	----	----	102¾	----	103
Philadelphia City, 6s	----	----	98¼	----	98¼	98¼
" " new	102¼	102¼	102¼	102¾	102¾	103¼
" " muno	----	----	----	----	----	----
Philad. Germ. & Nor.	----	----	----	67¼	----	----
Phila. & Reading	47	46¾	46¾	47¼	47¼	47
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	99¼	----	----
Philadelphia & Erie	27¼	----	27¼	27¼	27¼	26¾
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	103	----	----
Schuylkill Navigation	12	----	----	----	----	----
" " pref.	----	----	22¼	----	----	----
" " 6s '82	----	----	----	70	70	70
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	15¾
" " 6s '78	----	----	----	----	----	61
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10¼	----	10¼	10	----	9¾
Chestnut & Wal. "	----	----	45	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	58	58	58	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 10.

	W.4	Th.5	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875	99¼	99¼	----	99¾	99¾	----
" " 1886	----	----	100	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100	100	----	100	100	
" " 1893	93	----	----	----	94	
Balt. and Ohio	128	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	44	----	----	----	----	----
" " b'ds, 1885	85¼	86¼	----	85	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W 11
Boston and Albany	149	149	148¾	149	----	149
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	138	138¼	138¼	----	----	138
Boston and Providence	----	----	140	----	----	----
Boston Hartford & Erie	14¾	14¼	14¼	15	14¾	14
Cheshire, pref.	----	----	66¼	----	64¾	64¼
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	115¾	----	116¾	----	----	117¼
Fitchburg	130	----	130	130	130	130¼
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	113	113	113	113	113
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	63¼	----	----	61	----	62
Old Colony & Newport	92	----	90	92¼	----	92
Ph., Wil. & Baltimore	----	54¼	54¼	54¾	----	54¾
Portl'd, Saco & Ports.	----	----	103	103	----	104
Vermont & Canada	100	100	99¼	----	----	99¼
Vermont & Mass.	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	57¼
Cambridge "	----	----	----	----	----	----
Metropolitan "	64	----	----	----	----	66¼
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls " 22¼	----	----	----	----	----	----
Franklin "	15¼	15¼	16	16	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic " 9	9¼	----	9¼	----	----	----
Pittsburg "	----	----	----	23¼	----	----
Quincy "	----	----	26	28	----	----
Rockland	----	----	4	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Feb. 21st, and 14th:

	Closing Prices. Feb. 21.	Feb. 14.
United States, 5-20s, 6 per cent 1882	72 @ 72¼	72 @ 72¼
Do. do. 6 do. 1884	70 @ 72	-- @ --
Do. do. 6 do. 1885	71 @ 71¼	71 @ 71¼
Do. do. 6 do. 1868	87 @ 89	-- @ --
Do. Bonds 5 p. ct. 1874	70 @ 72	-- @ --
United States 10-40s, 5 per ct. 1904	67¼@ 68	65¾@ 66¼
Massachusetts State 5 per cent	85 @ 87	-- @ --
Virginia State, 5 per cent	50 @ 52	-- @ --
Do. 6 per cent	80 @ 82	-- @ --
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	-- @ --
Do. do., 2d mort., 1881	53 @ 58	-- @ --
Do. Penn., 1st mort., 1877	55 @ 60	-- @ --
Do. do., 2d mort., 1882	53 @ 58	-- @ --
Do., consolid. mort. bonds, 1890	25½@ 25¾	24¼@ 25¼
Detroit and Mil. 1st mort. 7 p. c. 1864	59 @ 61	-- @ --
Do. 2d mort. 8 per cent.	59 @ 63	-- @ --
Erie shares, $100 (all paid)	46¼@ 46¾	48¼@ 49¼
Do., Preference ditto	71 @ 73	-- @ --
Do., 3d mort., 1883, 7 p. c.	62 @ 66	-- @ --
Illinois Central, 6 p. c., 1875	88 @ 92	-- @ --
Do., $100 shares (all paid)	88¼@ 89¾	88¼@ 89¾
Do., 7 p. c., 1875	78 @ 80	-- @ --
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	-- @ --
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	-- @ --
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	-- @ --
New York Central $100 shares	-- @ --	67 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	-- @ --
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	-- @ --
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	-- @ --
Do. with option to be paid in Phil.	82 @ 84	-- @ --

American Railroad Journal.

Saturday, March 14, 1868.

Stock Exchange and Money Market.

A very brisk inquiry has been experienced for Money, especially toward the close of the week, chiefly from speculative borrowers, whose wants have been very much augmented, and have been unusually urgent, in view of the extraordinary activity, excitement and irregularity in the Stock Market. The transactions in the Stock line, particularly in Erie shares, have been on the most extensive scale, and the fluctuations in values have been remarkably frequent and violent. As a necessary result, call loans have been in very lively request, and have advanced to full 7 per cent. as the minimum price, the rate in gold having been excited in several instances. On Wednesday the pressure for accommodation was most severe. Much of the stringency in the market was ascribed to artificial influences, brought into operation, in aid of the *bear* element at the Stock boards. The mercantile demand has been on the increase, and very choice to prime business paper has been quoted at 7@8 per cent. per annum, as the ruling figures. There has been a considerable outflow of currency to the interior, in preparation for the resumption of trade movements with the opening of Spring; and the city banks have again exhibited, in their latest weekly statement, a further diminution in the available cash reserves, the legal tender average having fallen off over 1½ millions, and the specie hoard having been reduced nearly 1½ millions. A little less than a million has been taken from the deposit line. Nearly two millions have been added to the loan averages. The Sub-Treasury gained nearly 3½ millions in the form of cash balances, last week. According to the last public debt statement, for the current month of March, the coin reserve of the Treasury Department was augmented full $8,132,212; while the currency balance of the Department was diminished $3,824,068. The aggregate cash reserves of the Treasury on the 1st inst. were $128,377,457, including $106,623,375 of coin, and $21,754,082 of currency.

The specie reserve of the city banks is now $20,714,233, against $10,868,182 same time last year. The city bank deposits are now $207,737,080, against $200,283,527 week ending March 9, 1867. The legal tender reserve amounts to $57,017,044, against $64,523,440 same time last year. The circulation now stands at $34,153,957, against $33,409,811 same time last year. The loans are now $269,156,636, against $262,141,458 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $108,203,266 a day, against a daily average of $141,022,000 the preceding week, and $90,484,320 the week ending with Feb. 22, 1868. The current week's exchanges average about $116,947,417 a day, the clearances of the Gold Exchange Bank being now included. The city banks, last week, lost $1,536,563 of legal tender, $914,498 in the deposit line, and $1,877,409 of their specie reserve. They increased their loans, $1,915,958; and their circulation, $67,784.

The Philadelphia Bank movement the past week shows an increase in loans, of $621,908; an increase of $20,815 in specie; a decrease in legal tenders of $719,923; a decrease of $971,458 in deposits; and a decrease of $771 in circulation. The Bank Clearings show a decrease of $376,456, and the balances, an increase of $149,309.

National Bank notes to the amount of $112,360 were issued last week, making the total issue to 1,673 banks thus far, $306,599,331, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $6,849,566, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date, of $299,749,765. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,652,450; and for the public deposits, $38,127,950—making a total of $379,780,400. The Treasury Department last week redeemed and destroyed $327,000 of worn and mutilated fractional currency, and issued $1,092,331 of new. The outstanding amount of fractional currency on the 1st

inst. was $32,807,948, against $32,246,439 on the 1st of Feb. 1868.

The U. S. Sub-Treasury receipts, week ending with Mar. 7, were $18,880,908, including $2,494,933 from customs duties; payments, $15,532,629, including $2,353,000 of coin interest; balance at the close of the week, $102,587,898, against $99,239,619, at the close of the preceding week, showing a decrease of $3,348,279. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,206,029 including $444,282 from customs; and payments, $3,751,574; on Tuesday, receipts, $1,473,721 including $420,000 from customs, and payments, $1,504,582. The balance at the close of business on Tuesday stood at $102,011,491, against $99,427,943 a week previous; and $109,082,086 on Feb. 25, 1868.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 1st of Mar., $25,699,360, against $29,619,280 on the 1st of February, 1868.

Government revenues yielded quite handsomely last week, in the form of both customs and excises. The excises, last week, yielded $5,458,629, against $3,586,000 the preceding week; customs at the port of New York (five business days,) $2,494,933 and at the outports, about $800,000 (in coin) more, making the grand total income for the week equal to about $10,105,600 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $135,500,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to Feb. 15, 1868, $988,784.

The Gold speculation has been comparatively uninteresting, during the week. The offerings of gold have been in excess of the general demand, and the price has been depressed to 139⅜, as against 141⅜ at the beginning of the week under review, showing a decline of full two per cent. The stringency in money toward the close worked very sharply against the more sanguine speculative operators. The customs call was moderate and the export inquiry light. There were rumors in circulation to the effect that gold was being marketed on account of the Government, but these rumors were wholly unfounded. The coin balance in the National Treasury on the 1st inst., was up to $106,623,375, against $98,491,163 on the 1st of February. Of the coin reserve last reported as under the control of the Department, $25,699,360 belonged to private depositors, as represented by outstanding coin certificates, the aggregate of which was reduced full $3,919,920 in February.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $749,179, against $292,439 same time last year. The customs demand for Gold last week, averaged $415,822 a day; thus far, this week, it has been equal to $432,141 a day, or equal to a weekly aggregate of $2,592,846. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $57,000 and from California, $476,147. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $76,141,248, against $87,985,093 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $23,573,010 against $30,218,325 same time in the preceding fiscal year, showing a decrease of $6,640,315 in 1867–'68. The exports of specie from this port, last week, were $1,543,290, against $478,618 same week last year. The exports of specie, hence, since July 1, 1867, have been $40,106,020, against $22,732,938 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,353,000, and since July 1, 1867, $53,519,606, against $35,955,640 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to Feb. 15, 1868, were $4,909,745, against $6,268,078 same time last year.

A very moderate movement has been reported, since our last, in foreign exchange, the supply of which has been on the increase, especially in the form of commercial bills. Prices have been depressed, closing in favor of purchasers.

Bankers' prime sixty day bills on London closed on Wednesday at 109⅜@109⅝, and on Paris to 5.17½c.@5.15⅝; sight bills on London to 109⅝@109⅞, and on Paris to 5.12½c.@5.11¼. The offering of produce bills have been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,574,845, against $5,041,946 same week last year; total, since July 1, 1867, $123,610,059, against $131,971,601 same time in 1866–'67.

Government securities have been more freely offered for sale, on both home and foreign account. Some of the local banks, short of funds, have been realizing on their investments in the National interest bearing obligations. The various rumors of a political and financial nature and tenor received from the capital, and generally adverse to the public credit, have tended to weaken the confidence of many private holders, who have been marketing their hoards of the public funds. These circumstances in the absence of anything like an active demand for either the bonds or notes, from any source, have had the effect of depressing prices full 1@1½ per cent. The decline in gold, and the notable activity in money, have likewise worked against the stability of values. The Treasury Department retired $12,002,750 of Seven-thirties; and issued $8,832,950 of Five-twenties, and $5,045,200 of Ten-forties during the month of February, in which month it also reduced the public indebtedness fully $7,485,750. Some four millions of coin certificates were redeemed, and $545,000 of new three per cent. currency certificates were issued in the same time.

U. S. sixes of 1881 closed here on Wednesday at 110⅜@110⅝; U. S. Five-twenties of 1862, 109¾@109⅞; U. S. Five-twenties of 1864 at 107¼@107⅜; U. S. Five-twenties of 1865 at 107¾@108; U. S. Five-twenties of 1865, consolidated, 106¼@106⅜; U. S. Five-twenties of 1867, 106⅜@106⅝; U. S. Ten-forties at 101⅛@101¼, and U. S. Seven-thirties at 105¼@105⅜. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	118	September, 1865	116½
August, 1865	117	October, 1865	116

U. S. three per cent. certificates 100¼

Government paid off $80,202 of the matured loan of 1847–'67, in February.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 26.	Mar. 4.	Mar. 11.
Consols	93⅛	93⅛	93¼
U. S. 5-20's of 1862	71⅝	71½	71¾
Erie	44¼	47½	48½
Ill. Central	88	89½	89¼

The week has been one of almost unprecedented activity in the general stock market. The fight, between two powerful interests, for the control of the Erie Railway, has been prosecuted with unparalleled vigor and fierceness at the Stock Boards, and enormous blocks of the Erie shares have been changing hands momentarily through all the business hours of each day at violently fluctuating prices, the extremes on one day having shown a difference of nearly twelve per cent., other days full 6 and 8, and on Wednesday, 3@4 per cent. Most of the active stocks on the list sympathized with Erie, and varied frequently in price, on a brisk speculative business. On the whole, the closing operations indicated a very feverish and treacherous market. The severe twist in money was attributed in part to the manipulations of the *bear* operators, and was certainly very advantageous to their interest.

General business has been somewhat fitful, since our last. There has been less activity in breadstuffs, provisions, wool and cotton. Flour, grain and hog products closed in favor of buyers. Middling upland cotton closed rather buoyantly at 25½ cts., per lb. The stock of cotton now here is estimated at about 58,000 bales. The receipts at the port this week, have averaged about 5,500 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 1,681,000 bales, against 1,405,000 bales same time last year; exports, same time, 1,076,000 bales, against 775,000 bales same time last year; stock on hand at latest dates, 860,000 bales, against 620,000 bales same date last year. At the Live Stock Markets, this week, beeves have been in better supply and less request at a shade lower prices, ranging from 12@19c. per lb.; week's receipts, 5,491. Veal calves have been in good request and steady, at from 10½@14c. per lb.; receipts, 603. Sheep and lambs closed less briskly and less firmly at from 5¾@9¾c. per lb.; receipts, 21,730. Swine less active and depressed at 9@9¾c., per lb., all live weight, receipts, 12,240. Merchandise has been in comparatively fair demand, especially groceries, and dry goods. Sugars have been less firm in price. Continued activity is noted in domestic cottons, especially in brown sheetings and shirtings, which are less plenty and are buoyant in price. Domestic woolens are in rather more request, and held with more confidence. Foreign goods are moving more freely, and desirable fabrics are bringing fair prices. The total imports of foreign dry goods, last week, were $2,024,344, and the total amount marketed $2,447,718. The value of foreign merchandise imported last week, was $2,729,189—making the grand total specie value of last week's imports of dry goods and merchandise,

$4,753,533, against $5,111,098, same week last year; total since July 1, 1867, $154,888,678, against $184,335,862 same time in 1866–'67. The ocean freight market has been less active, since our last, rates closing with a downward tendency. For Liverpool we quote flour at 2s. 3d.@2s. 6d. by sail, and 2s. 6d. by steamer, per bbl.; grain at 6d. by sail, and 8d. by steamer, per bushel; cotton at $\frac{3}{32}$ by sail, and ½ by steamer, per lb.; and heavy goods at 25s.@32s. 6d. by sail, and 35s.@45s. by steamer, per ton. Total number of vessels in port on Wednes-day 515.

The New York exports, exclusive of specie, for the week ending Mar. 10, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$5,041,946	$2,574,845
Prev. reported.....	32,238,018	29,892,329
Since January 1.....	$37,279,964	$32,467,194

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$2,507,131	$2,024,844
Gen. merchandise.....	2,299,972	2,729,189
Total for the week.....	$4,806,103	$4,753,533
Previously reported.....	43,136,498	33,437,021
Since January 1.....	$47,942,601	$38,190,554

The balance in the Sub-Treasury on Wednesday was $102,910,132 67.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Connecticut 6s, W.L., 100; Georgia 6s, 74½; do., 7s, 85; Great Western 2d mort., 78; Chicago and Great Eastern 1st mort., 83; Dubuque and Sioux City 1st mort., 88; Galena and Chicago 1st mort., 100; New Jersey Central R.R., 117½; do., 1st mort., 101; Cleveland, Painesville and Ashtabula, 103¼; New Jersey R. R., 132; Hannibal and St. Joseph, 74; do., pref., 80; Norwich and Worcester, 94; Rome, Watertown and Ogdensburg, 117; Western Union Telegraph, 34⅛; do., bonds, 82; Union Navigation, 20½; Boston Water Power, 20; Adams' Express Co., 73; Wells-Fargo Exp., 40; Merchants' Union Exp., 34¾; U. S. Express, 70½; Am. Exp., 68½; Central Coal, 48; Corn Ex. Bank, 126; Shoe and Leather Bank, 112½; Ocean Bank, 102; Market Bank, 115; Fourth National Bank, 104¾; Tenth National Bank, 101¼; Mechanics' Bank, 123; Metropolitan Bank, 133; Bank of North America, 107½; Continental Bank, 108; Central National Bank, 106¼; Ninth National Bank, 105; Am. Exchange Bank, 119¼; Bank State of New York, 113; Bank of Commerce, 118; Tradesmans' Bank, 135; Park Bank, 150; Manhattan Bank, 142; Union Bank, 117; Bobtail Gold, 1.00; Consol. Gregory Gold, 3.80; Davidson Copper, 0.45; Edgehill Mining, 3.75; Gunnell Gold, 1.00; Keystone Silver, 0.02; La Crosse Gold, 0.50; Liberty, Gold, 0.03; Montana Gold, 0.67; Nye Gold, 0.02; New York Gold, 58; Quartz Hill Gold, 1.10; Rocky Mt. Gold, 0.20; Rockland Copper, 4.00; Smith and Parmalee, 2.70; Wallkill Lead, 0.20; Buchanan Farm petroleum, 0.38; United States, 2.05; Bennehoff Run, 1.85.

Philadelphia.—Lehigh Coal and Navigation R. R. 6s, 90½; do., gold loan, 93⅛; Morris Canal 2d mort., 93; Shuylkill Navigation Imp. Loan, 80; do., Boat Loan, 78; Chesapeake and Delaware Canal 6s, 92; Warren and Franklin 7s, 82; Elmira and Williamsport 5s, 60; North Penna. 7s, 84½; Belvidere Delaware 6s, 81¾; West Jersey R. R. 6s, 90; Connecting R. R. bonds, 86; Camden and Burlington Co. R. R. 6s, 88; West Phila. R. R, 66; 13th and 15th streets, 17¼; Germantown Pass. R.R., 26; Phila. and Trenton R. R., 125; Penna. State coupon 5s, 97¼; City 5s, 1870, 92½; do., 1872, 92; New Jersey 6s, 102¾; Feeder Dam Oil, 0.56; Ocean Oil, 2½; Fulton Coal, 5⅜; Shamokin Coal, 4⅞; Hazleton Coal, 47½; Butler Coal, 7½; Big Mt. Coal, 4½; Bank of North America, 252; Mechanics' Bank, 31½; Farmers' and Mechanics' Bank, 130¼; Girard Bank, 60¼. The latest quotations are: City 6s, 99@99¼; do., free of tax, 103@103⅛; State 5s, reg., 98@99; do., coupon, 97@97½; do., 6s, W. L., 102@102½; Reading, 46¼@46⅜; do., 6s, 1870, 100@101; do., bonds, 92½@94; Camden and Amboy, 126⅜@126½; do., mort. 6s, 1889, 97¼@97¾; do., 1883, 89@89¼; Penn. R. R., 55@55⅛; do., 1st mort., 101@101; do., 2d mort., 98¼@98½; Little Schuylkill R. R., 30¾@31½; Morris Canal, 30@35; do., pref., 86½@87; do., bonds, 88@93; Wyoming Valley Canal, 38½@45; do., 6s, 76@85; Susquehanna Canal, 15½@16; do., 6s, 60@61; Sch. Nav., 12@12½; do., pref., 22@22¾; do., 6s, 1882, 70@71; Union Canal bonds, 15@16; Delaware Div. Canal, 50@50⅛; do., bonds, 83@89; Elmira and Williamsport, 31@32; do., pref., 40@40½; do., 7s, 1873, 96¾@97; do., 5s, 59½@60½; Lehigh Coal and Navigation, 28⅛@28¼; do., bonds, 1884, 87@87½; North Pennsylvania, 32@32½; do., 6s, 88¼@88½; Philadelphia and Erie, 26¼@26½; do., 6s, 95@96; Minehill, 56⅝@57; Catawissa, 6@10; do., pref., 27¼@27½; Lehigh Valley, 53¼@53⅜; do., bonds, 95⅛@96; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 58@59; West Philadelphia, 65@67; Spruce and Pine, 24@24½; Green and Coates, 29½@30; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 16@17½; Girard College, 26@27; Tenth and Eleventh, 64@64½; Union, 37@37; Hestonville, 9½@10.

Boston.—Boston, Hartford and Erie 7s, 63; do., new bonds, 51; Vermont Central 2d mort., 82½; Eastern R. R. 6s, 1875, 95; Stanstead, Shefford and Chambly 6s, 1887, 70; Vermont Central and Vermont and Canada 8s, 1877, 102; Old Colony and Newport 7s, 1877, 103; Rutland and Burlington 2d mort. 7s, 70; Ogdensburg and Lake Champlain 1st mort., Equipment 8s, 102; New York and Boston Air Line 6s, 57; Central Pacific R. R. 6s, 98¾; Union Pacific R. R. 6s, 97¼; Cape Cod R. R., 69; Connecticut and Passumpsic Rivers R. R., 82½; Cincinnati, Sandusky and Cleveland pref., 34; Indianapolis and Cincinnati R. R., 30; Cary Imp. Co., 7⅞; Boston Water Power Co., 20¾; Boston and Roxbury Mill, 37½; Ophir (N. S.) Gold, 1½; Massachusetts 6s, 1875, gold, 120; Rhode Island 6s, 1894, 101¼; New Hampshire 6s, 1869, 99⅞; Connecticut 6s, 1881, 100; Maine 6s, 1883, 99⅞; do., 1889, 100; do., 5s, 1894, 106½; Portland 6s, 1887, Rochester Railroad Loan, 93½; do., 1877, Building Loan, 98; Chicago 7s, sewerage, 99¾; do., School bonds, 98¾; Albany 6s, 1896, 94¼; do., 1879, 94⅞; Bath 6s, 1891, 93½; Roxbury 6s, 1873, 101¼; St. Louis 6s, 1887, gold, W. L., 99¾; Boston 6s, 1877, currency, 103½; North National Bank, 119⅜; National Bank of Redemption, 116; Merchants' National Bank, 120; Atlas National Bank, 119½; National Bank of Commerce, 124; Eagle National Bank, 116¾; Boyleston National Bank, 141; First National Bank Safety Fund, 170½; Pawners' National Bank, 104⅝; New England National Bank, 130; Allouez Mining Co., 3¾; Bay State, 2⅝; Concord, 2¾; French Creek, 10c.; Hancock, 5¾; Petherick, 75c.; Superior, 1⅜; Tremont, 50c.

Baltimore.—Virginia 6s, 1866, reg., 44½; do., 1868, 44; Marietta and Cincinnati 1st mort., 93; do., 2d mort., 73½; Richmond and Danville R. R. bonds, 65; Western Maryland bonds, 73¼; do., guaranteed, 90; Orange and Alexandria R. R., 70; Santa Clara, 1.75; Liberty Copper 0.50; Atlantic Coal, 0.80; Franklin Bank, 13⅞; People's Bank, 18¼. The latest quotations are: Balt. and Ohio, 128¼@130; do., 6s, 1875, 96½@97; do., 1880, 96½@97; do., 1885, 98½@98¾; Northern Central, 44@44½; do., bonds, 1885, 85@86¼; do., 1900, 83@85; Parkersburg Branch, 24@25; N. W. Va., 1st mort., 94@—; do., 2d mort., 94½@95; do., 3d mort., 1873, 92½@92½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 93@93¼; do., 2d mort., 73⅜@73½; Central Ohio, 36@38¾; do., 1st mort., 88@88½; Western Md. 6s, 1890, 74@75; do., guar., 94@95; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1878, 96@—; do., 1875, 99¾@99⅞; do., 1886, 99@99½; do., 1890, 100@100; do., coupon, 99@—; do., Park, 97½@98¾; do., 1893, 94@96; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19@19½; Canton Co., 56½@—; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 65@70; Santa Clara, 1.95@2.00; Atlantic Coal, 0.80@0.87; Baltimore Coal, 290@—.

Pacific Railway Lands.

The President has approved and signed the bill that nothing in the act approved July 1, 1862, entitled an act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific ocean, and to secure to the government the use of the same for postal, military and other purposes, and the act amendatory thereof, shall be held to authorize the withdrawal or exclusion from settlement and entry under the privileges of the pre-emption or homestead laws, the even numbered sections along the routes of the several roads therein mentioned which has been or may be hereafter located; provided that such sections shall be rated at two dollars and fifty cents per acre, and subject only to entry under these laws; and the Secretary of the Interior is hereby authorized and directed to restore to homestead settlers, pre emption or entry according to the existing laws, on all the even numbered sections of land belonging to the government, and now withdrawn from market, on both sides of the Pacific Railroad and its branches, whenever said road and its branches have been definitely located.

☞ The foundation stone of the Bridge to cross the Mississippi River at St. Louis, was laid on the 25th ult., in presence of a large number of citizens.

☞ The extension of the Canal Railroad from Northampton to Leeds, (Mass.,) is completed.

Railroad Earnings.—Weekly.

The earnings of the Chicago and Alton Railroad for the first week in March, 1868, were..... $55,427 00
Corresponding period previous year .. 40,360 00

Increase $15,067 00

The earnings of the Detroit and Milwaukee Railroad for the first week in March, 1868, were $17,757 86
Corresponding week of 1867 ..... 27,547 14

Decrease $9,789 28

The earnings of the Chicago and Northwestern Railroad for 1st week in Mar., 1868.. $168,533 96
Corresponding week previous year .. 159,873 30

Increase $8,660 66

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Mar., 1868, were $63,848 00
Corresponding week of 1867 ..... 85,884 00

Decrease $22,036 00

The earnings of the Chicago and Rock Island Railroad for the first week in March, 1868, were..... $59,200 00
Corresponding week of previous year.. 64,719 00

Decrease $5,519 00

Illinois Central Railroad.

The statement of this Company for the month ending February 29, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	13,884.31 for	$139,274 03
Acres Int. Fund Lands sold	920.00 for	12,489 20
Acres Free Lands sold..	2,761.77 for	38,025 98
Total sales during month of February, 1868	17,566.08 for	$189,789 21
To which add Town Lot Sales		495 00
Total of all	17,566.08 for	$190,284 21
Cash collected in February		$235,603 30

TRAFFIC DEPARTMENT.

Receipts from Freight		$300,178 00
do. Passengers		107,557 45
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		70,000 00
Total Receipts in February, 1868		$488,088 78
Total Receipts in February, 1867		$554,201 39
Estimated earnings in the month of February on the D. & S. C. R.R., not included above		$43,134 87

☞ A meeting of the stockholders of the Cape Cod Railroad Company will be held at Sandwich, Mass., on the 14th inst., for the purpose of ratifying the agreement made by a committee of the Directors for the purchase of the franchise and property of the Cape Cod Central Railroad Company, and to provide the means therefor by increasing the capital stock and otherwise, and to act fully on the subject and upon any matters which the Directors may report to said meeting for action.

☞ At a meeting of the stockholders of the Sussex County Railroad, recently held at Deckertown, N. J., a board of directors was chosen favorable to the construction of a road from Deckertown to Unionville, there connecting with the Middletwn, Unionville and Water Gap Railroad, instead of building one to Goshen as was proposed.

Pittsburg and Connellsville Railroad.

The following is a copy of the ordinance recently passed by both branches of the Baltimore City Council in aid this road:

Whereas it is represented that the completion of the Pittsburg and Connellsville railroad, from Connellsville to Cumberland, will require four million dollars, which it is further represented can be obtained provided the city of Baltimore will consent to postpone the mortgage that she now holds in favor of those parties who may be willing to lend the said sum; and whereas the said city has already issued her bonds for one million of dollars in and of the said Pittsburg and Connellsville Railroad Company, on which large arrears of interest have accumulated, the payment of which bonds, as well as of the interest, both accumulated and current, thereon, can best be secured by facilitating, in the way proposed, the obtaining of the loan for the four million dollars aforesaid and by funding the arrears of interest up to the time when it is probable the said railroad will be completed, so as to enable the said company to use the said four million for the purposes of construction exclusively; therefore,

SECTION 1. Be it enacted and ordained by the Mayor and City Council of Baltimore, That upon the acceptance by the Pittsburg and Connellsville Railroad Company of the provisions of this ordinance, Benjamin T. Newcomer, John W. Garrett and Robert T. Banks be, and they are hereby appointed trustees to receive from the Pittsburg and Connellsville Railroad Company a deed of all the property of said company, of every description, whether real or personal, to be held by them in trust to secure the payment of the bonds of said company, not exceeding in all four million dollars, and the interest thereon, said bonds to be issued on such terms, for such times and in such manner as may be agreed upon by the said company and the said trustees, with the express understanding that the use of the said bonds or the proceeds thereof shall be confined to the construction of the Pittsburg and Connellsville Railroad, between Connellsville and Cumberland exclusively.

SEC. 2. And be it further enacted, That upon the execution of the said deed of trust it shall have precedence and priority over a deed or mortgage from the Pittsburg and Connellsville Railroad Company to Charles M. Keyser and Robert Clinton Wright, dated August 4th, 1856, in trust to save the said city of Baltimore harmless, as specified in said deed, from all loss or damage consequent upon the issue by the said city of the bonds for one million dollars in said deed mentioned; so that the deed or trust authorized by this ordinance shall, to all intents and purposes, be as effective, as regards the city of Baltimore, as if it had been, in fact, executed and acknowledged and recorded before the deed of the 5th August 1856, aforesaid.

SEC. 3. And be it enacted and ordained, That the arrears of interest, together with the interest thereon, now due by the Pittsburg and Connellsville Railroad Company, as well as the interest and the interest thereon that may accrue and remain unpaid from this time to the 1st day of January, 1871, on the bonds of the city of Baltimore, issued in pursuance of an ordinance approved June 10th, 1856, entitled "a supplement to an ordinance entitled an ordinance guaranteeing the bonds of the Pittsburg and Connellsville Railroad Company, approved June 24th 1853," be and the same are hereby directed to be funded, and that upon the payment of the principal of the said bonds, with the interest hereby directed as aforesaid, to be added to said principal, together with the interest that may fall due at the dates stipulated on the said bonds on both principal and funded arrears, from and after the 1st day of January, 1871, the said Pittsburg and Connellsville Railroad Company shall be discharged from all obligations in connection with said bonds under the mortgage of August 4th 1856, aforesaid.

SEC. 4. And be it enacted and ordained, That on the 1st of January, 1871, or sooner, the said company shall sooner declare its readiness to commence the payment of interest on the said bonds and funded arrears, the register of the city be directed to adjust the arrears of interest up to that time, when the Pittsburg and Connellsville Railroad Company shall execute and deliver to the said register such acknowledgment or agreement as the counsellor of the said city shall approve, as evidence of the amount on which, in addition to the million dollars aforesaid, interest is to be regularly paid thereafter by the said company.

SEC. 5. And be it enacted and ordained, That the proceedings heretofore instituted against the Pittsburg and Connellsville Railroad Company, on account of the interest hereby directed to be funded, be dismissed.

SEC. 6. And be it enacted and ordained, That this ordinance is upon the express condition that all taxes and assessments and other charges and expenses, togther with all public dues now levied or which may hereafter be levied upon said debts due to the city of Baltimore, aforesaid, or on account of the mortgage or deed from said Pittsburg and Connellsville Railroad Company to Charles M. Keyser and Robert C. Wright, or the bonds which said deed or mortgage was intended to secure, and for or on account of the deed of trust mentioned in section first of this ordinance, and the debt intended thereby to be secured to the city of Baltimore, shall be repaid by the Pittsburg and Connellsville Railroad Company to the city of Baltimore as the same shall become respectively due and demandable, and shall be deemed and taken to be secured to said city by the deed of trust mentioned in section first of this ordinance.

SEC. 7. And be it enacted and ordained, That this ordinance shall go into effect and operation when the commissioners of finance shall be satisfied that an amount of two millions of said bonds shall have been subscribed for, in good faith, by such parties as may in their judgment be deemed responsible; provided, however, that no sales of bonds shall be made at less than ninety cents in the dollar.

European and North American Railway.

The St. John *Globe* gives the following statement of the progress of "Western Extension" from St. John to the Boundary Line:

We have heard very little lately of Western Extension, but notwithstanding the absence of newspaper reference to it, the work is work is being pushed on with great vigor. There is somewhere between twelve or fifteen hundred men at work along the line; and those best qualified to judge are sanguine that by midsummer the locomotive will be able to run over a large portion of the line.

Of the section of 46 miles between St. John and Tracey's Mills, the entire clearing and grubbing has been completed and the forward condition of things may be inferred from the annexed statement, which shows the work done and still to be done:

	Cubic Yards Done.	Still to be done.
Embankments made	519,994	457,865
Bank excavations	704,944	33,750
First class masonry	....	2,600
Second "	524	5,000
Third "	4,075	2,040
Fourth "	2,350	3,300
Wharf at Nerepis, equal to rip rap	3,750	.....
Sleepers on line, No	16,000	50,000
Furnished, but not delivered	35,009	.....

All the sleepers have been sublet for delivery by 1st of April, not only upon that section, but on the whole line. On the next section of seventeen miles the work is also in a forward condition; and that section can also be made ready for the locomotive by the month of August.

There is nothing to prevent the locomotive running to Woodstock by the close of navigation next fall.

French Railway Receipts.

The aggregate traffic receipts on the six principal railway systems in France, including old and new lines from the 1st of January to the 30th of December, 1867, both dates inclusive, amounted, on 9,065 miles, to £25,593,397, and for the same period in 1866, on 8,632 miles, to £23,713,167, showing an increase of £1,880,230, and of 433 miles. The traffic receipts on the Paris and Mediterranean Railway amounted, on 2,331 miles, to £8,338,386, against £7,736,188, on 2,183 miles, showing an increase of £602,203; the traffic receipts on the Paris and Orleans Railway, amounted, on 1,851 miles, to £4,213,372, against £4,062,049, on 1,812 miles, showing an increase of £151,323; on the Eastern of France Railway the traffic receipts amounted, on 1,650 miles, to £4,182,782, against £3,923,443, on 1,594 miles, showing an increase of £259,339; on the Northern of France the traffic receipts amounted, on 870 miles, to £3,721,951, against £3,297,496, on 788 miles, showing an increase of £444,555; on the Western of France the traffic receipts amounted, on 1,301 miles, to £3,370,372, against £2,986,093, on 1,245 miles, showing an increase of £384,179; and on the Southern of France the traffic receipts amounted, on 1,062 miles, to £1,766,684, against £1,707,903, on 1,010 miles, showing an increase of £58,731, making the aggregate receipts, as above, £25,593,397, against £23,713,167, showing an increase of £1,880,230.

Iowa Central Railroad.

The President and Vice-President of this road have been instructed to make all necessary arrangements for the location of the road in Powesheik County. Three routes are under consideration, called the Montezuma, Grinnell and the middle route. Two bids for the location of the road have been made, one of $50,000, and the other of $60,000.

The contracts for the grading of the road from Oskaloosa north to Toledo, will be let immediately and that will form one division of the road.

Arrangements are also being made for the prosecution of the work in Tama county, and in Black Hawk the road will be made ready for the iron at an early day, the most of the work being now completed. The road is going forward as rapidly as can be reasonably expected when the length of the line is taken into consideration.—*Cedar Valley Times.*

Iron Cotton Ties.

The Treasury Department has decided that iron cotton ties are subject to a duty of ½ per cent., being classified as hoop-iron, in accordance with the department's decision of August 24th, 1867, and a buckle annexed by welting or otherwise, and which can be detached by hand, or iron cut off, whereby the balance of the tie, so styled, may be used as hoop-iron, will not class it as a manufacture of iron, not otherwise provided for, because it may still be used as hoop-iron with but little loss.

The only iron tie at present classified as a manufacture of iron not otherwise provided for, is the tie known as Beard's patent lock tie, which was recognized as such for reasons stated in the department's decision of Nov. 30, 1867.

Magnetic iron, sand or ore, is to be subject to a duty of 20 per cent. *ad valorem;* that magnetic iron, sand or ore imported from Canada is to be classified on the basis of the department decision of Sept. 25, 1867, as a mineral and bituminous substance in a crude state not otherwise provided for, and was subject to a duty of 20 per cent. *ad valorem.*

Chamber of Commerce.

At the regular monthly meeting of the Chamber of Commerce on the 5th inst., Mr. A. A. Low, from the special committee to whom the matter of a centennial celebration had been referred, presented a lengthy report, reciting the proceedings held April 5, 1768, which resulted in the formation of the Chamber of Commerce, alluding briefly to the growth and work of the Chamber from that time to the present, deprecating the passing of the commerce of the country from American to foreign ships, and stating that, "Not only is our commerce with foreign countries passing from American bottoms to those of other nations, but in consequence of the depreciated state of our currency and the pressure of taxation on the products of our industry, the United States are ceasing to be a nation of supply to the less favored peoples of the world. Worse than all, at home and abroad, the credit of the country is suffering from a tone of demoralization which penetrates the very halls of Congress, threatening to subject our young, vigorous and wealthy republic to the costly sacrifice of its good name among the civilized nations of the earth. Instead of expecting wise and honorable legislation, leading to judicious measures of revenue and finance, the sagacious and thoughtful live in perpetual fear of political combinations that will pander to a sentiment said to be as wide spread as it is depraved, which demands an indirect repudiation of the public debt, even though it cast a stigma upon the nation which generations cannot outlive."

Canadian Portage.

Under a new arrangement just concluded between the Post Office Department of the United States and of the Dominion of Canada, the single rate of postage on international letters will be reduced on and after the first day of April, 1868, from ten to six cents if prepaid in the office of mailing in either country but if posted unpaid or insufficiently prepaid they will be subject to a postage charge of ten cents per single rate in the country of destination. The authorized weight of a single letter will be fifteen grammes by the metrical scale, and half an ounce in the Dominion of Canada. Postmasters will levy postage accordingly on and after the 1st of April, 1868.

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1,000 TONS 56 lbs., RAILS ERIE PATTERN.
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TIFFANY & CO.,

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Solicit attention to their Timing Watches, known as the "TIFFANY & Co., TIMERS."

These watches, for Railroad, Engineering, Racing, Gunnery, and Scientific purposes, are superior to any yet offered, as the arrangement of the stop is such as to note time to the nicety of one-fourth or one-fifth of a second, in such manner as to prevent the possibility of error in the calculation.

The following named gentlemen, having bought "Timers" and found them to be perfectly satisfactory, have kindly allowed Tiffany & Co. to refer to them:

Amasa Sprague,	Joseph McPherson,	August Belmont,
Frank Squire,	Geo. G. Haven,	B. W. Gibbs,
J. C. Griswold,	B. H. Bixby,	O. N. Cutler,
Leon. W. Jerome,	George Osgood,	S. D. Bradford,
Wm. M. Rysdyk,	W. M. Tilden,	J. V. Brokaw,
Wm. F. Shorley,	A. P. Spencer,	C. A. Grymes,
	and others.	

Tiffany & Co., have also a full assortment of watches of all desirable sizes and styles, of the same quality and finish as the first mentioned, in addition to their usual stock of Frodsham's and Jurgensen's.

Particular care and attention given to the repairing and adjusting of fine watches.

TIFFANY & Co., 550 and 552 Broadway. House in Paris, TIFFANY, REED & Co.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., Feb. 10, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the Office of the Company, until the 15th day of April, 1868, at noon, for the GRADING, MASONRY, and BRIDGING of that portion of the NEW YORK AND OSWEGO MIDLAND RAILROAD, extending from the City of Oswego to the Village of Sidney Plains, a distance of ONE HUNDRED AND TWENTY MILES, and passing through the Towns of Volney, Hastings, West Monroe, Constantia, Vienna, Lenox, Stockbridge, Eaton, Lebanon, Smyrna, North Norwich, Norwich, Oxford and Guilford, and that portion known as the Branch, from at or near East Guilford, in the town of Guilford, to Mt. Upton, in the same town.

The line will be divided into Sections of about One Mile each, and proposals may be made for separate Sections or for the Entire Work. The Company will entertain separate proposals for BRIDGING only.

The line passes through a desirable section of country of Central New York, and the work will be worthy of the attention of Contractors.

Plans, Profiles and Specifications will be ready for examination at the Office of the Chief Engineer, in Oneida, N. Y., where all necessary information may be obtained, on and after the 6th day of April.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

WOOD, LIGHT & CO.,

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From 15 to 100 in. Swing, and from 6 to 30 feet long.

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To Plane from 4 to 30 feet long, and from 24 to 60 in. wide.

Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

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Old Rails Re-rolled or Exchanged for New.

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BRIDGE BUILDERS,
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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

Particular attention paid to Hydraulic Engineering.

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OF WHITE OAK, POST OAK AND CHESTNUT, in quantities to suit, for sale by

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83 Pearl Street,
8m36 **New York.**

TO R. R. Co.'s & TRANSPORTERS.

FOR SALE

An extra strong built and trussed 8 Wheel Truck expressly for HEAVY WEIGHTS, sits low, has compromise gauge and an adjustable Track for Cars or Engines Will be sold low. Apply to

GRICE & LONG'S,
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ALBERT BRIDGES,
Successor to BRIDGES & LANE,
MANUFACTURER AND DEALER IN
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FINDINGS
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OF EVERY DESCRIPTION,
46 COURTLANDT,
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RAILROAD AXLES, WHEELS AND CHAIRS,
SPIKES, BOLTS, NUTS, WASHERS,
CAR, SHIP AND BRIDGE BOLTS,
IRON FORGINGS OF VARIOUS KINDS, Etc., Etc.
STEEL AND RUBBER SPRINGS,
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PORTABLE FORGES AND JACK SCREWS,
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Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Presses, Boilers, Bridges and Piers, Rifled and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

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Importers of Metals,
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Tin Plates of every description.
Sheet Iron, R. G., 12 to 18.
Russia Sheet Iron.
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Block Tin, Banca and Straits.
Sheet Brass Kettles.
Sheathing Copper.
Extra-sized sheets Copper, rolled to order.
Terne Plate for Roofing.
Sheet Iron, Nos. 12 to 18.
Galvanized Sheet Iron.
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2 Locomotives 4 ft. 8 1-2 in. Gauge, in perfect repair.

No. 1, 15×20 Cylinder, 4½ ft. Drivers, Copper Flues.
" 2, 15×22 " 5½ " " "

Price $4,500 Each.

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THE WELL KNOWN LOCOMOTIVE WORKS AT Jersey City, known as the Jersey City Locomotive Works, comprising 24 full lots of lands, with substantial and well arranged buildings thereon, together with the machinery and tools, which are in excellent order, and of the best description, and capable of turning out 6 to 8 first class locomotives per month.

The character of the work turned out of the shops of this company is well known, and has a high reputation on most of the leading railroads in the United States. Adjoining and connected with these works are also offered for sale, 26 lots of ground with the buildings thereon, and which, added to the property of the Jersey City Locomotive Works, make the whole one of the most desirable establishments for the manufacture of locomotive engines and other machinery in the country. The price and terms will be made highly favorable, as the parties interested are solicitous to close up the concern. Apply to

CHARLES KNEELAND, 49 William street.
W. G. HAMILTON, 21 Broadway.
McANDREW & WANN, 12 Pine street.

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First-Class Investment.
SECURITY UNDOUBTED.

$250,000 First Mortgage Bonds of the South Side Railroad Company of Long Island FOR SALE.

These Bonds are SEVEN PER CENT. coupons, payable 1st of March and September, at Atlantic National Bank, Brooklyn; the mortgage covering the entire property of the Company.

The South Side Railroad runs from the East River, Brooklyn, through all the villages on the south side of the island to Patchogue, distance 55 miles, 34 miles complete, and the net earnings are now, during the winter months, paying interest on the Bonds.

The road is graded to Islip, iron and ties on the line, and the entire line will be completed as soon as the weather will admit.

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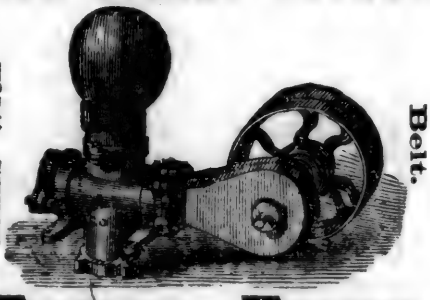
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Manufacturer of all descriptions of
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Wheels, Axles, Springs, all kinds of Forgings, Bridge Bolts, Castings and General Railroad Supplies furnished to order.

LAP WELDED BOILER FLUES,
Manufactured of a superior quality of American Charcoal Iron.
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U. S. RAILROAD SCREW SPIKE COMPANY,

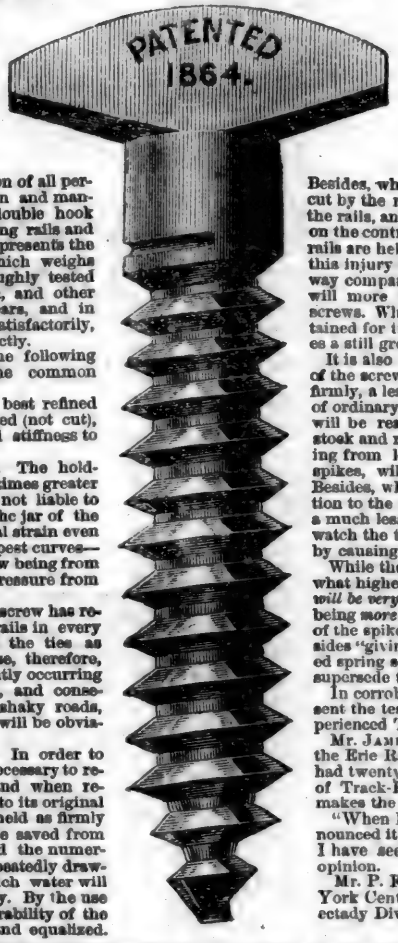
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RAILROAD SCREW SPIKE.

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G. B. HUBBELL, Secretary.



Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERONE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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$100,000 Dubuque and Sioux City Railroad Company preferred shares; interest 7 per cent., payable January and July; secured by lease of road and contract with Illinois Central Railroad Company.

$50,000 Dubuque and Sioux City Railroad First Mortgage Bonds, Western Division; whole mortgage debt on 144 miles, $966,000, less than $7,000 per mile; interest payable January and July, and secured by lease and contract with Illinois Central Railroad Company.

$50,000 Dubuque and Sioux City Sinking Fund, 7 per cent bonds; secured by land and income; 7 per cent. interest, payable May and November; secured by lease and contract with Illinois Central Railroad Company.

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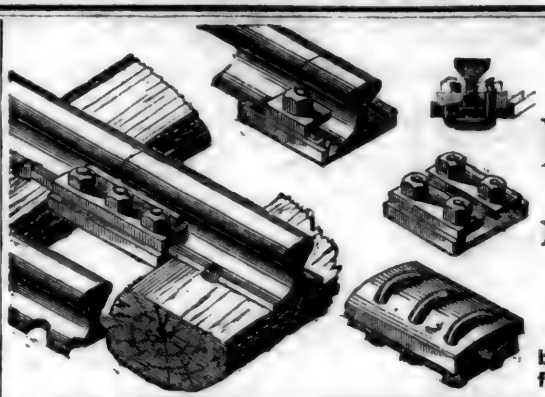
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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, March 21, 1868.

Erie Railway.

We give below the Reports of Hugh Riddle, Esq., General Superintendent, alluded to in the Report of the Executive Committee of the Board of Directors made to the stockholders on the 9th inst., and which was published by us in our last issue:

OFFICE GENERAL SUPERINTENDENT,
NEW YORK, March 3, 1868.

Hon. JOHN S. ELDRIDGE, President:

SIR—On the 3d of December I addressed a communication to the Vice President recommending the purchase of 5,000 tons of steel rails, and at an interview with you I expressed the opinion that 15,000 to 18,000 tons of rails would be required for the repairs of track during the year 1868.

Since that opinion was given we have passed through three months of unusually severe winter weather and moved more than an average winter tonnage, with the road bed frozen solid as a rock, the rails encased in snow and ice, so that it has been impossible to do much in the way of repairs; the iron rails have broken, laminated and worn out beyond all precedent, until there is scarce a mile of your road, except that laid with steel rails, between Jersey City and Salamanca or Buffalo, where it is safe to run a train at the ordinary passenger train speed, and many portions of the road can only be traversed safely by reducing the speed of all trains to twelve or fifteen minutes an hour, solely on account of the wornout and rotten condition of the rails. Broken wheels, axles, engines and trains off the track have been of daily, almost hourly, occurrence for the last two months, caused mostly by defective rails. Fully one thousand broken rails were taken from the track in the month of January, while the number removed on account of lamination, crushing or wearing out was much greater. February will will show a still worse record than January.

The failure of rails is confined to no particular make, although there is a difference easily observed between those made at Scranton and those re-rolled at Elmira. The former break readily into many pieces, and by so doing are pretty sure to throw a train from the track; a large number of these rails have broken with less than six months' service, some with scarce one month's wear.

The Elmira re-rolled iron seldom breaks until very much worn, but it does not possess the hardness and durability found in the Scranton iron, when the latter has strength to resist breaking strains.

With the ten miles of track laid with the John Brown Bessemer steel no fault need be found. But one rail has broken during the winter, and no lamination and very little wear is perceptible. Twenty steel rails were laid in Jersey City yard last March, the iron rails adjoining subject to the same wear have been renewed four times since the steel was put down, and I have no doubt the steel rails will outlast three times as many more iron rails.

This winter's experience has satisfied me that the quality and weight of the iron rails in use cannot be depended upon to sustain the traffic of the Erie Railway. Forty two ton locomotives hauling trains of fifty and sixty loaded cars, and passenger engines weighing thirty-seven tons, running at a speed of thirty to forty miles per hour, literally crush and grind out the iron rails beneath them. Instances have been reported to me of rails removed from the track too much worn for safety, when the first imperfection was visible but the day before.

In view of this state of things what is the remedy? Manifestly the adoption of steel rails as far as practicable, and iron rails of superior quality and heavier section, to be followed by the gradual reduction of the weight of engines and cars as new equipment becomes necessary. The tendency of late years has been to larger and more powerful locomotives and heavier, stronger cars, and this has been carried to such an extent as to render them out of all proportion to the strength and durability of track. Especially has this been the fact upon the Erie Railway.

The condition of the iron at the present date is such as to give me much anxiety and apprehension for the safety of trains. We cannot and do not attempt to make the schedule time with our trains; nearly all lose from two to five hours in passing over the road, and it has been only by the exercise of extreme caution we have been able thus far to escape serious accident.

A very large quantity of rails must be laid as soon as the weather will permit and they can be furnished.

In conclusion I desire to modify my estimate of the quantity of rails required for the current year. After a careful observation of the whole road, assisted by information obtained from division superintendents and track masters, I have come to the conclusion that twenty-five thousand tons of rails will be needed to keep up your track in 1868, and I would earnestly recommend that as large a proportion as possible shall be of steel.

Very respectfully, your obedient servant,
H. RIDDLE, General Superintendent.

OFFICE GENERAL SUPERINTENDENT,
NEW YORK, March 3, 1868.

Hon. J. S. ELDRIDGE, President:

SIR—A careful review of the present condition of the motive power of the Erie Railway Company enables me to present the following statement for your consideration:

The company own 371 locomotives, of this number about thirty are condemned as entirely useless, and some forty more are of but little value, owing to their long service and general infirmity, being considered unsafe to carry even moderate steam pressure, and sure to break down if run long distances. Two hundred and twenty engines have performed over ten years' service, and 143 of that number over fifteen years' service. The master mechanics report 128 of these locomotives as requiring new boilers, and recommend the complete reconstruction of 107 of the number whenever the boilers shall be renewed, or in other words, instead of giving the old engine a new boiler, it is deemed more to the interest of the company to construct a complete new engine, for the following reasons: Most of these engines are of the kind known as half crank engines, an expensive and troublesome class to keep in repair. The engines having been so long in service no dependence can be placed upon the strength and durability of any of their parts. They are of a great variety of patterns, and make it necessary to keep a very large stock of material on hand to provide against breakages, there being something over sixty different kinds of engines on the Erie road.

It will be seen by the foregoing that the company have only three hundred serviceable engines, considerably less than that of really efficient ones.

From fifteen to twenty-five per cent. are in shops undergoing repairs, ordinarily at this season often a larger proportion. Our mechanics estimate the life of an engine at fifteen years. Assuming that to be true we should build twenty every year to keep our three hundred good, to say nothing of the seventy now idle and worthless; but as we have added by purchase and construction only twelve new engines to our stock during the last two years we are at the present moment some twenty-eight engines short of what we should have to make good the depreciation. In view, therefore, of the certain increase of the coal tonnage and probable increase of both through and way traffic I feel justified in saying there should be fifty new locomotives added to the equipment of the road during the next twelve months. In the company's shops at Susquehanna and Dunkirk, if worked to their capacity, with a slight increase of machinery, it is estimated thirty engines per annum can be built, at present we are working only force sufficient to build about one-third that number. The engines built in the company's shops, in point of strength, durabilty and perfection of workmanship far excel those procured from locomotive builders, and while their cost may fully equal, perhaps exceed the price for which similar engines may be contracted for, I yet deem it good policy to fully employ our own facilities for the construction of engines.

To fill out the number I have ventured to suggest as needed, twenty will be required outside of the company's ability to construct. These I would contract for to be built after specifications and plans to be furnished by the company's officers, and under the inspection of a good mechanic to be selected and paid by the railway company. In this way I think we could obtain satisfactory machines.

I also deem it my duty to recommend an increase of freight and coal cars. Say 300 box freight cars and 100 coal cars in addition to those heretofore ordered.

The coal cars are sure to be needed, and the box freight cars unless the freight traffic should fall off contrary to all expectations. Respectfully your obedient servant,

H. RIDDLE, General Superintendent.

P. S.—Since writing the foregoing report I have learned from General Potter that he is desirous of establishing stock yards at Urbana and Cincinnati, on the line of the Atlantic and Great Western Railway, and taking stock for the New York market that has hitherto gone *via* Pittsburg, provided the Erie will furnish her full proportion of stock cars. This we cannot do without adding say 200 stock cars to our present number, and to meet this and other demands I would respectfully submit the following estimate for new cars:

300 box cars, at $800	$240,000
200 box cattle cars, at $900	180,000
100 coal dumps, at $625	62,500
Total	$482,500

Sioux City and Pacific Railroad.

The Interior Department has recently received the report of the United States Commissioners on the first section of forty-nine and a half miles of the Sioux City and Pacific Railroad, extending from the twentieth mile post south from the initial point in Sioux City to the sixty-ninth and one-half mile post. Forty-seven miles of this section are in a straight line, and the whole section contains thirty-six trestle bridges, with an aggregate length of 6,974 feet, and two Howe truss bridges, one of 160 feet span and the other of 100 feet. There are three water stations and sidings and one culvert. At Sloan, on the twenty-first mile, there are a temporary office and engine house; at Onawa, on the thirty-eighth mile, a depot, freight room, engine house and turn table; and at River Sioux, on the fifty-second mile, there is a good station. The following rolling stock is now in use: Three locomotives, one express, one way, one office, sixteen box, four stock, five coal, four boarding, twenty flat, nine hand and four dump cars. The telegraph is completed and in operation from Sioux City to the end of the sixty-ninth mile and from there to Missouri Valley Junction. The Commissioners recommend that the section be accepted, and the President has accepted it and ordered the issue of the bonds and patents due to the company.

Great Western Railway of Canada.

The Indian Government guarantees 5 per cent. dividend on capital embarked in the Indian railways. The Canadian Government merely loaned their own debentures to the railway companies in that country, and expected them to provide the annual interest on such debentures out of the railway earnings. In 1857, however, the Grand Trunk Company obtained an act to put back the Government interest until the shareholders had received ordinary dividend up to a certain amount. The Great Western are now endeavoring to obtain a similar privilege. It would not be a very great concession on the part of the Canadian Government to make, seeing the extensive benefits Canada as a country has derived from her railways, while to the Great Western it would be a great advantage, for it would relieve the revenue past and present of the burden of £35,000 per annum. Whatever the result the position of the company must be improved.—*Herapath.*

Sussex (N. J.) Railroad.

In the suit between this company and the Morris and Essex Railroad Company, the Chancellor has decided that the latter company must pay the drawback or per centage of twenty-five per cent. on the passengers and thirty per cent. on freight of the gross receipts of the Morris and Essex Company for their proportion of the joint business. The Chancellor ruled that the contract applied as well to the extensions between Newark and Hoboken, and between Hackettstown and Phillipsburg, as to the original road.

Northern Central Railway.

The earnings of this Railway, Main Line, for the year ending December 31st, 1867, were:

From freights		$1,795,312 29
" passengers		651,297 81
" express		73,144 00
" U. S. mails		25,450 01
" sundry sources		130,880 50
Total Main Line		$2,676,084 61
" Wrightsville Branch		31,227 92
" Shamokin Division		280,452 08
" Elmira Division		395,149 48
" Chemung Division		127,537 35
" Canandaigua Division		180,416 72
Total gross receipts		$3,690,868 16
The operating expenses were:		
Main Line	$1,556,538 71	
Wrightsville Branch	24,890 03	
Shamokin Division	172,640 74	
Elmira "	390,811 60	
Chemung "	117,259 41	
Canandaigua "	216,568 96	
		2,478,709 45
Net revenue		$1,212,158 71
Which has been applied to the payment of		
Interest on funded debt		$443,863 04
Dividends to stockholders		366,475 00
Tax on capital stock and dividends		85,239 35
Rent of leased roads		295,143 28
Appropriation to sinking fund		53,000 00
Total payments		$1,193,720 67

The working expenses of the Main Line were 58.16 per cent. of the receipts, being 7.2 per cent. less than the preceding year; and the working expenses of the Main Line and Branches were 67.1 per cent. of the receipts.

The average rate received for the transportation of freight was 2.4 cents per ton per mile; a reduction of 0.9 of a cent per ton from the rates received for the previous year. For each mile run, the average cost for repairs, fuel, and stores for locomotives, was 23.45 cents; for the previous year the cost for the same items was 32.69 cents for each mile run. Showing a reduction in this year of 9.24 cents in this item of expenditure.

The usual payments have been made to the sinking fund during the year. In the fund for the redemption of the loan of $2,500,000, due in 1885, there is now invested $375,000 in that loan. In the general sinking fund, which was established in 1865, there is now invested $207,500, a sum more than sufficient to pay off the loans due in 1870 and 1871.

During the past year we have purchased the Jackson wharf property in Baltimore, and have erected upon it an extensive warehouse. This was rendered imperatively necessary by the increase of business to the West and North. We find that it adds very much to the convenience of shippers, and will tend to increase our receipts.

The track has been maintained in good condition: additions have been made to the capacity of the road by increasing the sidings; there has been erected a freight depot at Selin's Grove; a freight and passenger station has also been built at Liverpool; we have expended $43,752 95 in completing the Dauphin Bridge; and extensive trestles have been erected at Sunbury for the transfer of coal from cars of the Shamokin Branch to return cars for the Elmira Division. We intend to transport the coal going north in box cars, (which would otherwise be hauled back empty,) so far as they will meet the demand. This will enable us to transport the coal at a less cost than heretofore, and must be largely advantageous to us in the future of this growing trade.

Our business has grown so rapidly within a short space of time, and so much expenditure has been necessary to perfect the track, extend sidings, and furnish equipment, that we have delayed, as far as we could, the building of shops for the repair of engines and cars. Additional shops have now become an urgent necessity, and we propose during the present year to erect suitable buildings for that purpose at Sunbury.

During this year we have added to the equipment: 7 locomotives, 2 passenger cars, 2 baggage cars, 25 box cars, 29 gondola cars, 34 lime cars, and 377 coal cars, at a cost of $265,134 41. And we have already contracted to have delivered in the early part of this year: 10 locomotives, 100 stock cars, and 500 coal cars.

We have purchased and put into the track some additional steel rails. Our experience, so far, with steel rails has been satisfactory, and we regret that we have not the ability to use them exclusively in the renewal of the track. As the tires on the locomotives have worn out they have been replaced by steel tires, and the change has been found to be an economical one.

The operations of the leased roads have been much more satisfactory than during the preceding year. The increase of tonnage from them has added materially to the business of the Main Line, and the arrangements lately consummated for securing additional trade from the West and Northwest, are such, that we feel that the time is not far distant when we will be benefitted, not only by the trade which they add to the Main Line, but that the increase will make them self-sustaining, and they will become a source of direct profit, as the Shamokin Division has been since the commencement of its lease by this company.

The increase in the coal trade for the past year over that of the preceding year has been large, the coal transported in 1867, amounting to 453,919 tons, against 303,189 tons in 1866, an increase of 150,730 tons. Of this increase, 49,166 was carried to Baltimore, and 101,564 tons to local stations. The remaining increase of tonnage, amounting to 147,641 tons, has been mainly from points on the line of the Elmira and Canandaigua Divisions and from points on the Lakes. We have been making every effort to increase the tonnage, and have done so by reducing the rates of freight to the lowest point consistent with your interests. If this policy meets with your approval we shall continue it, feeling assured it is the best possible policy to pursue to enhance the value of your property.

As the receipts incident to the inflation of trade produced by the war are no longer perceptible in our business, a comparison of the business of this road for the year just closed with that of the year immediately preceding the war will be interesting.

In the year 1860 the entire receipts of the road were		$964,621 30
The expenses were		717,265 64
And the net revenue was		$247,355 66
In 1867 the gross receipts were	$2,676,084 61	
Expenses	1,556,538 71	
Showing net earnings amounting to		$1,119,545 90

The net earnings of 1867 are $154,924 60 in excess of the entire earnings in 1860; and the comparison shows an increase of 177 per cent. in the gross earnings and of 452 per cent. in the profits. The number of passengers carried in 1860, was 287,630, while in 1867 we carried 655,651.

The system of keeping our accounts having been entirely changed in 1863, an accurate comparison of the freight tonnage cannot be made between the two years of 1860 and 1867, but we give the number of tons of freight moved annually—beginning with 1863, to the present time.

Tons moved in 1863	552,682
" in 1864	746,674
" in 1865	746,043
" in 1866	891,693
" in 1867	1,190,064

The number of miles of the roads now leased and operated by this company is greater than that of the Main Line. The different charters under which those roads exist, and the necessity for keeping the accounts of each separately so long as they are but leased roads, makes the management of them by the officers of the company much more laborious, and involves the employment of a much greater clerical force than there should be any necessity for. The management of the line could be greatly simplified if all the companies were consolidated; and we suggest the appointment of a committee of stockholders to take the subject into consideration and report such a plan as they may deem best for all the parties interested for carrying this project into effect. Could such a project be carried to a successful conclusion, this company would then possess a continuous trunk line 325 miles in length, with 41 miles of branch roads.

It has required a large outlay of capital to furnish the equipment necessary to meet the demands of the increased tonnage. So far we have met the demands of the trade, with perhaps the exception of that of coal. This business, by giving the proper facilities can be largely increased; and it is our intention this year to make an effort to furnish it every facility.

This we can do in the local trade, but we will be unable to add very much to the through trade to Baltimore, unless the means for reaching the manufacturing portions of the city are improved. It is not in coal alone that our trade would increase, but, if we could get into and through the city, instead of being confined to a limited portion of it, we could add largely to our shipments of grain, coal, oil and lumber; and by so increasing the amounts of our shipments we could afford to cheapen the transportation of these articles, and consequently cheapen them to the consumers.

To attain this end, so desirable in every view, we need but the co-operation of the city authorities, and we are led to hope from the character of the gentlemen now controlling the affairs of the city, that they will be actuated by a desire to add to her prosperity; and their wisdom will enable them to see that, by granting facilities to the railroads terminating within its limits, they will secure this result. Baltimore possesses all the natural advantages required to make it a very large city, and this railway has a location second to none other. And, reaching as it does the best coal fields in the world; by its connections commanding a full proportion of the traffic of the West and the lakes; with its road in excellent condition and fully equipped; it wants but fair treatment at the hands of the municipal authorities to enable it to treble its business, and thus do its full share towards the growth and commercial prosperity of its terminal city.

Receipts and expenditures for the year ending December 31, 1867.

Receipts, as above		$3,690,868 16
Interest on investments		4,258 82
Interest on sinking fund		20,779 85
Capital stock		130,000 00
Bonds		340,000 00
Real estate		6,993 00
		$4,192,899 83
Expenditures, as above		$2,478,709 45
Interest account		443,863 04
Dividends on capital stock		366,475 00
Discount on bonds		47,142 98
Taxes on capital stock and dividends		35,239 35
Rent of Wrightsville, York and Gettysburg R. R. Co.		4,700 82
Rent of Shamokin Valley and Pottsville R. R. Co.		100,442 46
Rent of Elmira and Williamsport R. R. Co		165,000 00
Rent of Elmira, Jefferson and Canandaigua R. R. Co.		25,000 00
Sinking funds—appropriations		53,000 00
Sinking funds—interest and discount accrued		34,298 75
Construction		134,323 33
Real estate		17,295 17
Equipment		265,134 41
Cash liabilities—decrease		22,275 07
		$4,192,899 83

FINANCIAL STATEMENT, December 31, 1867.

Assets:		
Railway		$8,810,754 60
Canton Extension		342,182 02
Real estate		514,478 07
Equipment		1,648,095 82
		$11,315,510 51
Sinking fund for loan due in 1885.		375,000 00
General sinking fund		207,500 00
Cash	$377.005 35	
Passenger agents	3,621 50	
Freight	99,898 52	
Post Office Departm'nt	11,046 87	
Foreign roads—freight account	7,241 91	
Bonds, stock and debt of Wrightsville, York and Gettysburg R.R. Co	123,227 61	
Bonds of Northern Central Railway Co	5,929 54	
Bonds of Warren and Franklin Railway Co.	5,873 50	
Individuals and corporations	217,964 12	
Materials and supplies	312,631 95	
		1,165,140 87
		$13,063,151 38

Liabilities:		
Capital stock		4,648,900 00
First mortgage bonds of York and Cumberland R. R. Co		175,000 00
Second mortgage bonds of York and Cumberland R. R. Co		25,000 00
Third mortgage bonds of York and Cumberland R. R. Co., guaranteed by City of Baltimore		500,000 00
First mortgage loan of Northern Central Railway Co. from State of Maryland, in release of loans to Baltimore and Susquehanna R. R. Co., irredeemable		1,500,000 00
Second mortgage bonds of Northern Central Railway Co		2,500,000 00
Third mortgage bonds of Northern Central Railway Co.		1,064,500 00
		$10,413,400 00
Bills payable	$1,157,036 34	
Interest, dividends, &c., accrued	240,619 41	
Interest, coupons	11,131 50	
Pay rolls & vouchers	391,583 96	
Foreign roads—passenger account	12,272 04	
		1,812,648 25
		$12,226,048 25
Profit and loss account		837,103 13
		$13,063,151 38

President.—J. D. CAMERON.

Directors.—Wm. Colder, A. E. Kapp, George Small, Edward C. Biddle, John M. Kennedy, B. F. Newcomer, Henry Welsh, Thomas A. Scott, Jacob P. Jones, Wistar Morris, John A. Wright, S. M. Shoemaker.

Vice President.—C. G. MILLER.

Secretary.—ROBERT S. HOLLINS.

Treasurer.—JOHN S. LEIB.

Auditor.—STEPHEN LITTLE.

Gen'l Superintendent.—J. N. DUBARRY.

Union Pacific Railroad.

At the annual meeting of the stockholders of the Union Pacific Railroad Company, held at their offices, No. 20 Nassau street, March 11, the old Board of Directors was unanimously re-elected, as follows:

Oliver Ames,	T. C. Durant,
John J. Cisco,	H. S. McComb,
Chas. A. Lambard,	Sidney Dillon,
John F. Tracy,	Benj. E. Bates,
John Duff,	C. S. Bushnell,
Josiah Bardwell,	Wm. H. Macy,
F. G. Dexter,	John B. Alley,
Ebenezer Cook.	

The Directors on the part of the Government are:

Geo. Ashmun,	Samuel McKee,
Jesse L. Williams.	James S. Rollins,

At a subsequent meeting of the Directors, Oliver Ames was re-elected President, T. C. Durant, Vice-President, and John J. Cisco Treasurer.

Central Ohio Railroad.

At a meeting of the stocholders of the Central Ohio Railroad Company, held at Zanesville, on the 4th of March, the following gentlemen were elected directors for the ensuing year, viz: Hugh J. Jewett and Daniel Applegate, of Zanesville, Wm. Dennison and Joseph R. Swan, of Columbus, Simon Gephart, of Dayton; Wm. H. Clement, of Cincinnati; J. H. Heaton, of St. Clairsville; John King, Jr., Joseph W. Jenkins, Joseph H. Rieman, Walter B. Brooks and James Harey, of Baltimore. The new board re-elected Hon. H. J. Jewett President of the company.

Lake Superior Copper Mines.

The products of the Lake Superior Copper Mines in 1867, were as follows:

Portage Lake District.—Pewabic, 1,173 tons, 1,434 lbs.; Quincy, 1,119, 1,124; Franklin, 962, 1,408; Calumet, 590, 1,484; Huron, 562, 1,067; Isle Royale, 508, 002; Hancock, 350, 439; Hecla, 332, 1,138; Shelden Columbian, 315, 1,375; Grand Portage, 310, 1,269; Albany and Boston (four months) 65, 1,724; Concord (six months) 47, 008; Douglass (five months) 46, 468; South Pewabic (one month) 38,1,625. Total, 6,424, 565, against 5,650, 1,746 in 1866—a gain of 773 tons, 818 pounds.

Keewcenaw District.—Copper Falls, 1,080 tons, 1,077 lbs.; Pittsburg and Boston, 938, 1,479; Central, 783, 1,714; Pennsylvania, 311, 877; Phœnix, 225, 517; Bay State, 174, 011; St. Clair, 116, 1,055; Amygdaloid, 107, 1,620; Etna, 58, 1,623; Madison, 15, 000; Eagle River, 5, 1,501; Clark, 5, 1,303; Mendota, 2, 000. Total, 3,801, 777, against 3,023, 691, in 1866—a gain of 778 tons, 086 lbs.

Ontonagon District—Evergreen Bluff, 329 tons, 832 lbs.; National, 324, 364; Minesota, 287, 807; Knowlton, 189, 1,267; Ridge, 128, 1,669; Rockland, 84, 1,613; Ogima, 59, 678; Caledonia, 49, 1,697; Superior, 32, 169; Flint Steel River, 14, 114; total, 1,569 tons, 1,210 lbs., against 1,701, 1,250, in 1866—a loss of 192 tons, 40 lbs.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 11th inst., J. W. Garrett, Esq., President, in the chair. The committee on transportation recommended a material reduction in the tariff on coal, to take effect on the 16th of March instant. The reductions embraced in the resolution of the committee on transportation were as follows:

Forty cents per ton of 2,000 pounds from Cumberland and Piedmont to Baltimore, and fifty cents per ton of 2,000 pounds on gas coals from Newburg, Fairmont and Clarksburg, with corresponding reductions of way rates upon the main stem and the branches.

The President stated that looking at the great advantages which it was hoped this important change in the tariff would accomplish, he was prepared to recommend the adoption by the board of the resolution of the committee. Forty cents per 2,000 pounds amounted to a deduction of about 45 cents per long ton, and on gas coals the deduction of 50 cents per 2,000 pounds was equal to 60 cents per long ton. Upon the quantity of coal now being transported upon the road these reductions would amount to a difference in the net earnings of the company of fully $600 per day.

Up to this period the company has not reduced the high prices paid for a length of time for labor, and has been unable to economise to any material extent in the cost of materials and the general expenses of working the road. The board must, therefore, anticipate a material increase in the ratio of working expenses, and such reduction of the gross rate, with the limited decrease of expenses, must, of course, result in a large decrease of net earnings. The board, however, had uniformly made every effort to increase and develop this important interest, and to aid supplying coal to those using it at the lowest possible price, including the manufactories of large capacity, which were becoming much more numerous in Baltimore, as well as the steamship and other varied and important interests that would be largely benefitted by the reduction. The expectation might be justly entertained that a large increase to the trade of the company, as well as the better results for the numerous enterprises affected by the reduction, would ultimately justify the action taken.

It is understood that the eastern markets generally are bare of both semi-bituminous and gas coals, and although the decrease of charge proposed is larger than has been anticipated by the trade, and presents a very low figure, viz: but $2 30 per ton from Cumberland to the shipping wharves at Locust Point, yet these facts strengthen the hope that so large a business may follow as to measurably remunerate for the heavy reduction in the rates for transportation. The company can use effectively its entire line of double track for the traffic of the present season, and has a very large equipment of both locomotive and coal cars. The President, therefore, trusted that such an extent of business would be commanded as, when taken in connection with the general benefits that would be diffused by the reduction, would prove the action proposed to be judicious.

Subsequent to the remarks of the President the vote was taken upon the resolutions proposed by the committee on transportation, and the tariff, as recommended, adopted, to take effect as stated.

After the transaction of the regular and all other business presented, the board adjourned.

Alexandria the Shipping Point for Cumberland Coal.

The completion of the "Aqueduct" of the Alexandria Canal crossing the Potomac River at Georgetown, connecting the Chesapeake and Ohio Canal with a direct channel to the port of Alexandria, will relieve the coal trade of the annoying delays which have at times so seriously hampered it, growing out of the insufficiency of facilities for transhipment at Georgetown, and no doubt increase the canal traffic to a very considerable extent beyond what has already been developed; and the commercial interests connected with it will participate in the benefits that must flow from the increase of disbursements required to move the products of the mines to tide water.

The Aqueduct referred to has been rebuilt in so substantial a manner, and with such perfectness of symmetry, combining in the Howe Truss all that is necessary for the purposes, that it commands the admiration of all who have seen it, comparing very favorable with any like structure in this country.

The Contractors, Messrs. A. B. Burton & Co., of Philadelphia, may well be satisfied with their labor, as it stands to-day a monument to their skill and genius. Growing out of a controversy with some riparian owners in Georgetown, as to the legality of the structure in its present position and elevation over the River Potomac, Judge Carter, in the United States District Court, has just decided that it is a legal structure, fortified by more legislative sanctions than any other corporative structure of which he has knowledge. This will interest all large coal dealers in Northern ports.

The effect of it will be to make Alexandria the shipping point for Cumberland Coal hereafter, as it was before the war.

The Steen Locomotive.

A locomotive, built on a new plan, with very important improvements, intended for the Girard Coal and Iron Company, of Ohio, is just being finished at Mr. R. H. Leeky's shop. The engine weighs only five and a half tons, has no pitman nor connecting rods, but the power is transmitted direct from the piston to the driving wheels, obviating dead points. A further advantage is, that the gearing can be so set as to give, with a velocity of even ninety strokes a minute, a speed of only three miles an hour.—*Pittsburg Chronicle.*

Rapid Bridge Construction.

Under this heading, Mr. T. C. Clarke, Assistant Engineer Quincy Bridge, has replied through the columns of the *American Railway Times*, to an article which appeared in the American Railroad Journal, of February 22d, in reference to the rapid construction of the Bridge over the Great Miami, in which he says:

You give in your paper of February 29 an example of what you justly call a rapid feat in railway construction, in building a bridge across the Miami, of three spans of iron of 210 feet each, and four piers, in 120 days. Although I am opposed on principle to extolling rapidity of construction, believing that thoroughness is often sacrificed to it by our fast people, yet I cannot refrain from telling you what progress we have made with our bridge across the Mississippi at this point. The bridge is, as you are aware, of iron on stone piers; the total length is about 3,870 feet; and there is besides more than a mile of heavy embankment and trestling connected with the work. Since the first of September last (at which time the extraordinary flood of 1867 had sufficiently subsided to allow of submarine construction,) we have completed two abutments and six piers, have put in foundations, and have carried the masonry to a height of from twelve to fifteen feet above water of twelve piers, and have put in foundations ready for masonry of five piers. We have also sunk the foundation of one pivot pier in mid-channel, consisting of four iron tubes, to the bed rock, forty feet below water. Thus we have put in twenty-six foundations, completed eight and partly built twelve piers during 163 working days. We have also raised one span of 200 feet, and built considerable embankment and trestle work. If we are as much favored by weather and absence from disaster as we have been, we shall run trains across the river before September 1 of the present year. Everything is being done in the most substantial manner, and the structure when completed will be one of the strongest bridges in the world.

Under the old fashioned system of construction by coffer-dams, the work above described could not have been done in less than three years. The rapidity of modern construction can be explained by one word—India-rubber. It is to the use of this versatile gum in the shape of the tube which supplies air to the divers, and forms their dresses, that we are able to work under with as much accuracy, and nearly as fast, as above it.

New Railroad from St. Louis to Indianapolis.

St. Louis, Mo., March 13.—A delegation of Eastern Railroad men, including Ex-Governor Dennison, of Ohio; J. L. Jewett, of the Pittsburg, Columbus and Cincinnati road; Thomas A. Scott, and G. B. Roberts, of the Pennsylvania Central; B. E. Smith, President of the Chicago, Columbus and Indianapolis road; R. W. Thompson, M. K. Edwards, W. R. McKeon, of Indiana; John A. Schofield, of Illinois; and W. D. Wood of Pittsburg, are in the city on business connected with the construction of a new road from St. Louis to Indianapolis *via* Vandalia, Illinois. They will open an office in this city, and put into effect vigorous measures for the speedy completion of a great through route to the East.

☞ Mr. William W. Longstreth, for the last three years President of the Lehigh Valley Railroad Company, and for several years previously President of the Beaver Meadow Railroad Company before its consolidation with the Lehigh Valley Company, has resigned his office. He is succeeded in office by the Hon. Asa Packer, assisted by the Hon. Charles Hartshorne as Vice President.

Pig Iron Product of the United States in 1867.

The following statement exhibits the quantity of anthracite pig iron made in the United States during the years 1866–'67, in tons of 2,000 pounds:

	1866.	1867.
Massachusetts	3,606	3,500
New York	118,274	145,417
New Jersey	40,680	36,919
Pennsylvania	573,759	586,584
Maryland	13,048	12,363
	749,367	784,783

The production of raw coal and coke pig during the same period has been as follows: In 1866, 268,996 tons; in 1867, 318,647 tons.

Of charcoal pig iron the production was, in 1866, 332,780 tons; and in 1867, 344,341 tons—making the total of pig iron as follows:

	1866.	1867.
Anthracite pig iron	749,367	784,783
Run coal and coke iron	268,996	318,647
Charcoal iron	332,780	344,341
Total	1,351 143	1,447,771

Of rails, there were manufactured in 1866, 430,778 tons, and in 1867, 461,420 tons.

The product, other than rails for 1866, was

	Tons.
Merchant bar and rod	276,192
Sheet	34,069
Plate	71,507
Hoop	16,459
Nails and spikes	147,625
Axles and other	49,559
Total	595,411

The product of the forges was as follows: for 1866, 73,555 tons; for 1867, 73,073 tons. As near as we are able to estimate, the proportion of the above made direct from the ore was in 1866, 36,500 tons, and in 1867, 35,800 tons, making the grand total production of iron from the ore in 1866, 1,387,643 tons; in 1867, 1,483,571 tons.

Returns to be received will no doubt slightly modify the figures for 1867—those for 1866 are substantially correct.—*Bulletin of the American Iron and Steel Association, March 4.*

U. S. Internal Revenue.

The following is a brief statement of the entire receipts from internal revenue in the United States in each of the last fiscal years:

	1866.	1867.
Manufactures & products	$178,356,661 37	$146,223,673 66
Gross receipts	11,262,429 82	7,444,719 00
Sales	4.002,282 91	4.114,075 47
Special taxes	18,038,097 71	18,186,446 50
Income	72,982,159 03	66,014,429 34
Legacies	924,823 97	1,228,744 96
Successions	246,154 88	636,570 19
Schedule A	1,693,122 73	2,116,674 37
Bank circulation and deposits	3,464,038 05	2,046,562 46
Passports, &c	31,759 00	28,217 00
Slaughtered animals	1,291,570 51	262,210 75
Special income tax	452,550 09	.....
Fines, penalties, &c	1,142,853 20	1,459,170 80
Stamps	15,044,373 18	16,094,718 00
Special Treasury agents	1,974,107 72	64,262 15
Total	$310,906,984 17	$265,920,474 65

☞ F. C. Armes, Esq., recently Chief Engineer on the Northern Central Railway, has been appointed Chief Engineer in the construction of the railroad between Columbia and Port Deposit. Residence at Columbia.

New Railroad Line from New Orleans to New York.

The New Orleans correspondent of the Chicago *Tribune* says that "the Wills Valley Railroad, forming a part of the line of the projected New Orleans, Mobile and Chattanooga Railroad, will be pushed forward into Alabama, between this and the first of July next. New York as well as New Orleans capital is embarked in the enterprise. Another railroad project is an air line railroad from New York to New Orleans. The gap betwixt Selma, Alabama and Dalton, Ga., is nearly finished, and looking to this end the President of the New Orleans and Selma road, Colonel R. M. Robertson, is having a survey pushed through to this point, and is here now just from a canvass of the route for donations of land. He reports a lively interest, and thinks as much as a million or eleven hundred thousand acres will be obtained to form a basis of operations. This line will bring us one hundred and seventy miles nearer New York than any other, and is looked upon by some of the most prominent New York capitalists as the line to force its way at an early day to Mazatlan, on the Gulf of California. This line is strongly backed by those interested in all the roads from Selma, Ala., to New York."

Pork and Beef Packing.

The following table shows the number of hogs packed in Chicago and Cincinnati for sixteen seasons:

Hogs Packed in Chicago and Cincinnati.

Season.	Chicago.	Cincinnati.
1852–'3	48,157	361,000
1853–'4	52,840	421,000
1854–'5	73,694	355,786
1855–'6	80,380	405,396
1856–'7	74,000	344,512
1857–'8	99,262	446,677
1858–'9	185,000	382,826
1859–'60	167,918	434,460
1860–'1	231,335	433,799
1861–'2	544,118	474,167
1862–'3	970,264	608,458
1863–'4	904,658	370,600
1864–'5	750,147	350,600
1865–'6	501,462	354,079
1866–'7	635,732	462,610
1867–'8	801,299	355,831

Beeves Packed in Chicago.

Season.	No.	Season.	No.
1852–'3	21,663	1860–'1	25,209
1853–'4	25,431	1861–'2	55,212
1854–'5	22,691	1862–'3	42,163
1855–'6	28,972	1863–'4	70,086
1856–'7	14,938	1864–'5	92,495
1857–'8	34,675	1865–'6	23,728
1858–'9	45,505	1866–'7	26,993
1859–'60	51,899	1867–'8	33,352

Winchester and Potomac Railroad.

At the recently monthly meeting of the Baltimore Board of Trade, the following resolution was unanimously adopted:

"*Resolved*, That the board of trade regard the early construction of the proposed railroad between Winchester and Strasburg as of paramount importance to the city of Baltimore, and they confidently recommend and urge upon the part of their citizens the subscriptions necessary to build it."

This road is a link of only nineteen miles, and will cost $400,000, of which subscriptions amounting to $150,000 are already made. When finished, it will present an unbroken line of rail, connecting with the Baltimore and Ohio Railroad at Harper's Ferry, through the Valley of Virginia to Harrisonburg, affording to that rich and highly cultivated section a cheap and expeditious route to Baltimore.

Lima and Logansport Railroad.

Articles of association of this corporation were filed in the office of the Secretary of State of the State of Indiana on the 3d of February. This company has a capital of $2,000,000. The proposed line will run from Lima, Ohio, through the counties of Adams, Wells, Huntington, Wabash, Miami and Cass, to Logansport, Indiana, a distance of eighty miles.

Cedar Falls and Minnesota Railroad.

It is confidently expected that this road will be in running order from Cedar Falls to Charles City on the first of September next. All the grading is done to Nashua, and the balance, between Nashua and Charles City, is now being finished. Bridges, ties, and everything necessary to prepare for laying the iron is now being furnished.

Southwest Pacific Railroad.

St. Louis, March 14.—The lower House of the Missouri Legislature yesterday passed what is known as the Fox-Baker bill, which gives the Southwest Pacific Railroad, in this State, to a number of Eastern capitalists, including some of the Fremont bondholders and several St. Louis gentlemen, who are to give all the rights and franchises of the road, including the lands, and are to complete it to the State line within a specified time.

Toledo, Akron and Atlantic Railroad.

This company was incorporated on the 28th of February last under the laws of the State of Ohio, with a capital of $2,000,000 in shares of $50 each, for the purpose constructing a railroad from Toledo to Akron, passing through the counties of Lucas, Wood, Sandusky, Seneca, Huron, Lorain, Medina and Summit. The corporators are: George W. Davis, Matthew Brown, J. K. Secor, Charles A. King, John R. Osborne, David L. King and Geo. T. Perkins.

Atlantic and Toledo Railroad.

This company was incorporated, under the laws of Ohio, on the 28th of February, for the purpose of building a railroad from Toledo to West Salem, passing through the counties of Lucas, Ottawa, Sandusky, Huron, Ashland, Medina and Wayne; capital stock, $2,000,000, in shares of $50 each, George W. Davis, Matthew Brown, Chas. A. King, J. K. Secor and John R. Osborne are the corporators.

☞ The line of the American Central Railway from Fort Wayne to Kankaee, is now being surveyed by the engineers of the Pittsburg, Fort Wayne and Chicago Railway Co., which company will construct and equip the first 50 miles westward at their own expense, and break ground on the 1st of next May.

☞ We learn from St. Louis that the St. Louis and Illinois and Illinois and St. Louis Bridge Companies have been consolidated, and that the work of bridging the Mississippi at that point will be pushed to a speedy completion. A new Board of Directors has been formed from the two old Boards, with C. Dickson, as President, Robert P. Tansey Secretary, *pro tem.*, and Capt. James B. Eads, Chief Engineer. Capt. Eads plan has been adopted.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,345,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct.'67 4
Do. Washington Br.....100	2,680,000	A. & O.	Oct.'67 5
Baltimore City Passenger...	670,000		Jan.'68 3
Boston and Chelsea 100	110,000	A. & O	Oct.'67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112		
Berkshire* 100	600,000	J.A J&O	Jan.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston, Concord & Mont..100	459,900		
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,300	J. & D.	Dec.'67 4
Boston and Maine.....100	4 076,974	J. & J.	Jan.'68 5
Boston and Providence ...100	3,660,000	J. & J.	Jan.'68 5
Boston and Worcester 100	4,500,000	J. & J.	Jan.'68 5
Broadway (Boston) 100	325,000		
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul.'67 5
Brooklyn City 10	1,000,000	F. & A.	A '67 3½
Brooklyn City & Newt'n.100	399,800		
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line 100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	797,800	A. & O.	O. '67 4½
Camden and Amboy. 100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jan. 63 2½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	589,110		Jan '68 4½
Central of Georgia.....100	4,666,300	J & J	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Jan.'68 2½
Central Ohio..... 100	400,000	J. & D.	Dec.'67 3
Do. pref.....		J. & D.	Dec.'67 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina...100	1,201,000		
Chemung*..... 100	380,000		Mar.'68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' 68 3
Chicago and Alton.....100	3,886,643	M & S.	Mar.'68 5
" " pref...100	2,425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy . 50	19,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jan.'68 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	13,180,927		
" " pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R. I & Pacific....100	9,100,000	A. & O	Oct. '67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Oct. '67 5
Cincinnati City Passenger....		J'n & J'ly	Jan.'68 2
" Street		J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan.'68 3
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo* ... 50	4,841,600	J & J.	J'n.'68 3½
Col. & Indianapolis Cen....100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. 68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley. 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,873,641		
Do. do. pref 100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb.'68 2½
Elmira & Williamsport... 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	19,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly		M & N.	M'v'67 5
Forty Sec. St. & G. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100		J. & J.	Jan.'68 4
Great Western (Ca.).....	16,802,745		
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Jan. '68 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch..... 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep.'67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	J'n. 68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct.'67 3
Macon and Western.....100	1,500,000		Jan.'68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central..... 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov '67 5
Marietta & Cincinnati.... 50	2,029,778		
" 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J & J.	Jan.'68 5
Michigan Central 100	7,502,866	J. & J.	Jan.'68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jan. '68 4
Mobile and Ohio	3,588,200		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N	Nov.'67 5
Nashville & Chattanooga..100	2,066,544		
Naugatuck 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,000	J & J.	Jan. '68 3
New Jersey 100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,088,425		
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
North Avenue..... 100	797,400		
North Carolina.....	4,000,000		
Northern Central 50	4,518,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	155,000		May'67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester 50	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan.'68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri.....100	3,581,000		
Panama..... 100	7,000,000	J.AJ&O.	Jan. 68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	636,000	J. & J.	Jan.'68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,500		
Philadelphia and Erie*... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor'n 50	1,607,850	A. & O.	Apl.'68 5
Phila. and Trenton*..... 1 0	999,200	F. & A.	Feb.'68 6
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	2,791,628		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	665,019		
Rensselaer and Saratoga .100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan.'68 5
Rutland preferred.....100		F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar.'67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	363,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020 000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr. 68 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct., '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia....100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000		
Staten Island..... 100	860,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 120		
Taunton Branch 100	250,000	J. @ J.	Jan.'68 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,680 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Boa.).100	200,000		
Union Pacific..... 100			
Union Pacific (E. D.)..... 100			
Union Pacific (Cent. Br.).100			
Union (Phila.) 50	291,475	J. @ J.	Jan.'68 2
Utica and Black River.....100	834,400	J. & J.	Jan.'68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....	8,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Vermont Valley	516,164		
Virginia Central	3,353,679		
Virginia and Tennessee....100	3,454,815		
Western (Mass.).....	6,710 800	J. & J.	Jan. '68 5
Western Union	2,687,237		
West Jersey	781,050		Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon.....100	1,340,213		
Worcester and Nashua .. 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y'67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 176,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,088		
Union..... 50	2,987,850		
" preferred 50			
W. Branch and Susq..... 50	1,108,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4 600,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600 000	J. & D.	Dec'67 2
Central Coal 100	2,800,000	J. & J.	Jan.'67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut'and Marble..... 25	1,000 000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	91	—	—	9.0	—	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	—	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,136	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Margi al Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,226	1,250,000	—	183,198	736,709	129,635	10	—	65½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	44
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,692	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	5,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	243,870	200,000	24,000	117,842	368,351	13 015	6	—	85½
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	—	46,365	1,841	—	—	—
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	—
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn)	236.759	200,000	27,500	5,910	98,26-	23,408	8	100	—
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,494,826	2,100,000	1500000	—	677,195	268,445	4	100	—
30 Sep. '66	8.00	—	—	16	—	Brooklyn, Bath & Coney Isl'd	158,414	99,850	80,000	72,872	27,801	7,567	—	100	—
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	—
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	—	1,051424	356,656	12	10	—
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549.425	399,800	200.000	18,745	128,223	19,866	—	100	—
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	—	—	—	100	—
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Roos. Be'h	124,586	102,150	35,000	—	8,667	4,582	—	—	—
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep. '68	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500.000	148,000	36,545	123,014	loss.	—	100	—
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	—
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	—	—	—	—	—	—	—
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	—	725,724	61,207	9	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Morris & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	—
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. Pk	—	(Com	pleted	Sept.,	1867.)	—	—	—	—
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	—	73,276	loss.	—	100	—
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	—
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	—	—	—	—	—	—	—	—	—
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408.509	1,170,000	1,230000	70,000	1,098083	260,333	12	100	—
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50 000	—	—	(Lease	d.)	—	—	—
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	—	—	(no re	port.)	—	—	—	—	—
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—
30 Sep. '66	1.76	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	—	16,850	390	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,759	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143.111	61,003	20	50	—
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	—
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	8	50	36
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	—	27
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	26½
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	29
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	10
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	11½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct. '66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	—	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	—
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,388	23,058	16	50	—
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	—
31 Oct. '66	8.60	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	—	—
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407.923	131,588	50	50	57½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	13½
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gir's F.)	250,253	250,157	—	—	101,996	38,491	8	50	24½
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,045	192,750	—	—	206,945	99,612	31½	50	64½
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	—	994,950	—	—	128,955	45,196	2	50	17½
31 Oct. '66	25.00	—	515	70	11	Union (Phila.)	762,247	400,000	300,000	—	344,895	67,574	7½	50	37
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	65½
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	15,000	—	6,260	9,168	3,424	—	—	—
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	8½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec 62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market.
	$	pc.	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway: 1st Mortgage	85,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [read]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose: 1st Mortgage [unamed]	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	105
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1880	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Mar. 1, 1868.					
Loan of Jan. 28, 1847 registered	9,378,192	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	140
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	110
" " " coupon		5	" "	1874	112½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	119½
" " " coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	111
" " " coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	---
" " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	284,245,600	6	Jan & July.	1881	111
" " " coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) registered	1,407,321,800	6	May & Nov.	1882	106½
" " " (5-20s) coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	107
" " " (5-20s) coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	107½
" " " (5-20s) coupon		6	" "	1885	10[illegible]
" " 2d series (5-20s) registered		6	Jan. & July.	1886	107½
" " " (5-20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	106½
" " " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	185,782,400	5	Mar. & Sept.	1904	101½
" " " (10-40s) coupon		5	" "	1904	101
Pacific R. R. Bonds (currency)	22,470,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	202,951,100	7.3	June & Dec.	1868	105⅛
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July	1868	105⅝
Matured Debt not presented	10,374,135	---	presentation.	---	---
Gold Certificates of Deposit	25,699,360	---	presentation.	---	---
Compound Interest Notes 1864 '65	46,244,780	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	353,157,747	---	---	---	---
Three per cent. certificates	25,585,000	---	---	---	---
Fractional currency	32,307,947	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July	1876	---
" — " " (") "	638,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " (State Bank). "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	133½
" — " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,518,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	---
" — " " May, 1 65 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	---
" — " " "		7	" "	var	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	72-'74	86
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	78½
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,617	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,829,936	5	" "	1866	93½
Iowa—State Bonds coupon	309,000	6	May & Nov.	1886	98
" —War Loan Bonds "	180,000	7	Jan. & July.	1868	---
Kansas—State Bonds coupon	300,000	7	" "	1881	---
" —War Loan Bonds "	99,945		Jan. & July.	1875	---
Kentucky—State Bonds coupon	500,000		" "	'76-'81	---
" — " " "	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	253,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	646,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'88	---
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1886	---
" — " " (New) "	892,800	6	"	'86-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	---
" — " " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	---
" — " " (R.R. various) "	120,000	5	" "	1889	---
" — " " (") currcy.	159,974	5	" "	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	---
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.)	429,588	6	"	1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" — " "	21,000	5	"	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—S. Almsh. and State H. Loan	275,000	5	May & Nov	1872	---
" —Back Bay Land Loan	220,000	5	April & Oct.	'73-'74	104
" —Lun. Hosp. (W. Mass.)	150,000	5	May & Nov.	1882	---
" —Funding Loan	75,000	6	April & Oct.	1868	---
" — " "	172,000	6	June & Dec.	1868	---
" —Lun. Hosp. and State Prison	94,000	6	" "	'70-'72	120½
" —Lun Hosp. (W. Mass.)	50,000	6	Jan. & July.	1874	117½
" —Union Fund Loan	600,000	6	June & Dec.	1877	117
" —Coast Defense Loan	888,000	5	Jan. & July.	'77-'78	---
" —Bounty Fund Loan	200,000	5	" "	1883	106½
" — " " " sterling	4,379,500	5	" "	1893	102½
" —Union Fund Loan	3,996,000	5	May & Nov.	1894	107
" — " " "	850,000	5	" "	1894	---
" —War Loan (currency)	2,150,000	6	Jan. & July.	'71-'72	---
" —Western R.R. Loan (sterling)	2,113,000	6	" "	'74-'76	120
" —Eastern R.R. Loan	4,819,520	6	Mar. & Sept.	'71 '86	104
" —Southern Vermont R.R.	275,000	5	April & Oct.	'68-'71	---
" —Troy and Greenfi'd R.R.	200,000	5	Jan. & July.	68-'71	---
" — " " " (stg.)	988,500	5	April & Oct.	1890	---
Michigan—Sault Canal Bonds	554,186	5	" "	'91-'93	---
" —Renewal Bonds	100,000	5	" "	'88-'90	---
" —Two Million Loan Bonds	216,000	6	Jan. & July.	1878	93
" — " " "	1,750,000	6	" "	1878	---
" —War Loan Bonds	250,000	6	" "	'73-'83	95
" —Bounty Loan Bonds	1,111,600	7	" "	1868	---
Minnesota—State Building Loan	463,000	7	" "	1886	99
" —*Railroad Loan Bonds	100,000	7	May & Nov.	1890	---
Mississippi—*State Bonds (Planters' Bank)	2,275,000	7	Jan. & July.	1877	---
" — " " (Union Bank)	2,000,000	6	" "	1883	---
Missouri—State Bonds	5,000,000	6	---	---	---
" —Hannibal and St. Joseph R.R.	622,000	6	---	---	---
" —Pacific R.R.	3,000,000	6	Jan. & July.	'62-'83	87½
" —Southwestern R.R.	7,000,000	6	" "	'81-'86	88½
" —North Missouri R.R.	4,500,000	6	" "	'81-'87	87½
" —Iron Mountain R.R.	4,350,000	6	" "	'85-'87	---
" —Cairo and Fulton R.R.	3,500,000	6	" "	'82-'87	---
" —Platte County R.R.	650,000	6	" "	'88-'89	---
New Hampshire—War Loan of July 1, 1861	700,000	6	" "	'85-'87	---
" — " " Sept. 1, 1864	1,194,100	6	" "	1887	---
" — " " Oct. 1, 1866	600,000	6	Jan. & July.	'67-'78	100½
" — " " July 1, 1866	609,500	6	May & Nov.	'84-'89	100½
New Jersey—War Loan of 1861 (free)	500,000	6	April & Oct.	'67 '74	99½
" — " " 1863 (")	1,798,900	8	Jan. & July.	1869	99½
" — " " 1864 "	1,002,900	6	Jan. & July.	'67-'84	100
New York—General Fund Bonds	793,400	6	" "	'86-'9[illegible]	---
" —Bounty Fund Bonds coupon	700,000	6	" "	'97-'02	103
" — " " " registered	2,559,000	7	J. A. J. & O.	1870	103
" —General Fund Bonds	27,726,500	7	Jan. & July.	1877	108½
" — " " "	1,189,780	6	" "	1877	108½
" —Canal Fund Bonds	500,000	6	" "	plens.	---
" — " " "	800,000	6	" "	1868	---
" — " " "	3,050,000	6	" "	1878	100½
North Carolina—State Bonds	6,000,000	6	J. A. J. & O.	1871	101
" — " " "	2,250,000	6	" "	1873	101
" — " " (new)	1,400,000	6	" "	1874	100½
Ohio—State Bonds (Union Loan)	280,366	6	" "	'75-'77	101
" — " " "	2,183,532	5	Jan. & July.	pleas.	---
" — " " "	1,600,000	5	May & Nov.	1868	---
" — " " "	4,095,309	5	Jan. & July.	1875	91
" — " " "	2,400,000	5	" "	1878	---
Oregon—State Bonds (Relief and Bounty)	218,674	6	J. A. J. & O.	1868	---
Pennsylvania—State Bonds coupon	4,998,000	5	" "	1871	---
" — " " registered	5,083,052	5	" "	1874	93
" —Inclined Plane Bonds	400,000	6	Various.	'69-'78	65
" —State Bonds, 1st series	92,850	5	Jan. & July.	'82-'90	---
" — " " 2d series	99,480	6	April & Oct.	'90-'91	---
" — " " 3d series	720,933	6	Jan. & July.	1900	68
" — " " 1st series	4,907,150	6	Jan. & July.	1868	100
" — " " 2d series	7,909,520	6	" "	1870	99
" — " " 3d series	9,270,017	6	" "	1875	01½
" —Military Loan Bonds	2,000,000	6	" "	1881	102
Rhode Island—State War Bonds of 1861	468,500	6	" "	1886	102
" — " " " 1862	1,196,000	6	Jan. & July.	1875	---
" — " " " 1863	263,000	6	Various.	'77-'82	97½
" — " " " 1863	776,000	5	"	'68-'70	99
" — " " " 1864	917,000	6	April & Oct	1879	---
South Carolina—Free Loan Bonds	798,848	5	Jan. & July.	1877	---
" —State Bonds (various)	3,276,000	6	" "	1882	---
" — " " (new)	1,210,803	6	" "	1892	---
Tennessee—State Bonds	1,949,430	6	" "	1877	104½
" — " " "	239,167	6	" "	1882	106½
" — " " "	1,706,000	6	" "	1892	109½
" —Railroad, &c., Loan Bonds	14,006,000	6	Feb. & Aug.	1871	102½
" — " endorsement	2,207,000	6	April & Oct.	1871	100½
" —New Bonds	6,000,000	6	Mar. & Sept.	1882	95½
Vermont—State War Bonds	1,567,500	6	April & Oct.	1883	101
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	1893	101½
" — " " (sterling new)	466,250	6	Feb. & Aug	1894	---
" — " " registered	108,000	5	J. A. J. & O.	'68-'70	---
" — " " "	21, 69 398	6	Jan. & July	'71-'90	---
" — " (coupon	10,900,000	6	" "	1887	---
" — " (new) registered	1,379,500	5	April & Oct.	1868	60½
" — " (") coupon	489,300	5½	" "	Var.	---
" — " (")	39,600	6	" "	1868	---
Wisconsin—State Bond	405,100	6	Jan. & July	30 yrs.	67
		6	" "	Var.	---
		6	" "	1882	66½
		6	June & Dec.	'71-'78	100½
		5	Jan. & July.	long.	---
		5	" "	long.	---
		5	" "	long.	---
		5	" "	long.	51½
		6	"	long.	---
		6	"	1876	44½
		6	"	1886	44
		6	"	1890	36½
		6	Jan & July	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	423 279	385,991	412,521	464,507	493,243	466,898	568,589	553,150	599,670	474,056	389,573	5,696 119
1867	377 852	380,190	489,555	407.018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	394,771	395,286	------	----- --	------	------	------	------	------	------	------	------	---- ----
Chicago and Alton:													
1863	109,850	101,355	104,372	122.084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224.257	312,165	354,554	320,879	307,803	252,016	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695 153
1867	343,787	157 832	235,961	282,165	385,510	342,358	354,244	415,962	408,999	426,762	359,102	350 169	3,892,861
1868	259,539	296,495	------	------	------	------	------	------	------	------	------	------	---- ----
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122.512	126.798	144,995	170.937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,113	224,980	307,574	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183.385	257,230	209.099	277.506	306,693	238,926	317.077	400,941	428,474	345,028	260,268	3,466,922
1867	299,047	224.621	272,454	280,283	251,916	261,488	273,800	404,600	566,408	568,200	415,400	351,600	4,153,912
1868	283,600	281,900	------	------	------	------	------	------	------	------	------	------	---- ----
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435.945	407 688	2,811,544
1864	273.876	317,839	390,255	421,363	466,630	566,145	480.710	519,306	689,605	729,759	716 378	563,400	6,11[illegible]
1865	541,005	482,164	498,286	468,358	585,623	747,944	702,981	767,598	946,707	932,682	754,671	547,812	7,976,490
1866	623,566	399,917	523,745	557,519	858,443	925,983	808,524	797.475	1,000,086	1,200,216	1,010,802	712,359	9,299,436
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,568,883	1,210,387	918 083	11,532,348
1868	741,926	800,787	------	------	------	------	------	------	------	------	------	------	---- ----
Des Moines Valley:													
1866	40.129	29,102	37.501	39.600	40.458	39.630	41.212	43.580	65,035	80.588	73.140	50.296	580.271
1867	49,654	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	80,867	51,955	735,636
Erie:													
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,489,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,,93	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,900	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,596	1,458,455	1,183,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,766	15,434,775
1866 ....Including Buffalo Division...	1,185,746	987,936	1,070,917	1,153,441	1,101,682	1,243,636	1,209,243	1,296,900	1,416,101	1,476,244	1,416.001	1,041,116	14,596,413
1867 ....Including Buffalo Division ...	906,795	917,639	1,139,628	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,746	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,820	------	------	------	------	------	------	------	------	------	------	------	---- ----
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324.687	407,992	343,929	511,305	478,576	496,433	437.679	434,531	4,571.028
1864	327,900	416,588	459,762	426,797	468,378	510.100	424,578	640,179	799,236	661,391	657,141	603,406	6,326,447
1865	571,536	528,972	616,665	513,608	480,573	617,682	578,403	747,469	739,736	641,589	643,487	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	681,971	548,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497.879	684,377	705,259	761,499	679,160	------	---- ----
1868	519,855	488,089	------	------	------	------	------	------	------	------	------	------	---- ----
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,787	1,224,055
1866	90,411	85,447	84,351	81,181	96,388	103,373	88,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,585	106,594	114.716	121,217	142,823	132,387	123,583	1,286,971
1868	92,433	------	------	------	------	------	------	------	------	------	------	------	---- ----
Michigan Southern & Northern Indiana:													
1863	248,784	230,506	557,227	268,613	264,985	241.256	189,145	238.012	308,106	375,567	332.260	348,048	3,302,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	360,361	413 974	365,190	351,489	387,095	301.643	418,575	480,808	524,760	495,072	361,799	4,826 727
1865	312,846	277,234	412,716	413,970	418 024	384,684	338,958	384,401	429,127	496,655	429,546	352,213	4,650,328
1867	305,857	311.088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	423,841	370,757	4,613,744
1868	371,041	389,736	------	------	------	------	------	------	------	------	------	------	---- ----
Michigan Central:													
1863	242,073	245,858	236,432	239,495	236,453	206,221	193,328	215,449	308 168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,502	338,276	271,553	265,780	263,244	346,781	408,445	410,902	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	418,501	470 641	480,694	447,670	328,870	4,520,550
1866	282,439	265,796	357,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	411,694	308,659	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	393,993	481,778	506,295	414,954	330,373	4,371,073
1868	343,616	304,315	------	------	------	------	------	------	------	------	------	------	---- ----
Milwaukee and St. Paul:													
1867	340,511	------	------	------	------	------	------	------	------	------	------	------	---- ----
1868	368,487	------	------	------	------	------	------	------	------	------	------	------	---- ----
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,297	839,126	841,165	813,512	840,450	1,079,561	1,041,522	1,045,401	1,157,818	11,089,583
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,281	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,488,356	1,117,854	14,675 128
1866	1,086,390	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	1,530,518	1,211,108	936,857	14,143,215
1867	901,571	845,553	1,076,773	1,227,236	1,095,731	934,536	1,101,093	1,388,915	1,732,673	------	------	------	---- ----
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,286	344,700	350,548	372,618	412,553	284,319	3,793,005
1866	267,641	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	288,613	3,380,681
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,688	313,165	355,901	379,367	336,065	272,053	3,440,542
1868	211,973	231,351	------	------	------	------	------	------	------	------	------	------	---- ----
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448,994	463,873	466,557	454,826	4,088,831
1863	335,685	361,834	396,771	429.929	505,517	464,509	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	721,457	1,170,241	1,125,635	764,561	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	925,283	416,341	466,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,686	10,033,026
1866	785,061	725.967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,396	833,742	887.793	874,974	436,490	10,637,124
1867	500,488	534,561	703,618	835,003	965,358	903,974	864,637	693,104	873,163	956,658	837,361	------	---- ----
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	364.334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290.676	457,227	611,297	588,066	525,751	482,911	500,641	625,947	675,360	701,352	691,556	914,082	7,120,486
1865	690,144	678,504	851,583	733,866	637,186	646 995	584,523	712,495	745,938	858,501	712,363	580,964	8,439 062
1866	559,962	480,986	662,163	599,806	682,510	633,667	552,318	648,201	654 926	767,441	679,725	656,222	7,967,217
1867	542,416	525,497	677,960	565,657	561,484	507,451	537,381	606,218	669,037	784 500	690,698	676,727	7,342,126
1868	492,694	602,753	------	------	------	------	------	------	------	------	------	------	---- ----
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,796	123,949	118,077	130,378	153.470	144,736	143,748	162,921	1,554,913
1864	100,572	147,435	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202.966	204,726	2,084,074
1865	170,079	153,674	202,771	167,800	177,625	173.722	167,513	218,546	216,783	222,736	207.301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,854	244,834	212 227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,965	171,499	2,207,931
1868	------	------	------	------	------	------	------	------	------	------	------	------	---- ----
Toledo, Wabash and Western:													
1863	86,321	91,971	108,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,389	1,429,796
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,670	220,209	265,154	2,050,322
1865	144,084	139,171	156,783	144,001	138,738	194,625	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,069	194,167	256,407	270,800	316,433	325,691	304,917	396,248	349,117	436,065	354 830	266,741	3,694,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	307,943	3,783,816
1868	278,712	265,793	------	------	------	------	------	------	------	------	------	------	---- ----
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,716	61,770	37,890	689,253
1866	45,102	35,005	39,301	43,332	86,913	102,918	85,276	60,008	84,462	100,513	78,248	54,466	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	78,526	126,495	120 268	79,431	54,719	774,959
1868	46,415	40,703	------	------	------	------	------	------	------	------	------	------	---- ----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$200,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,000	7	"	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1868	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	98½
" " " 1850.	602 000	6	Jan. & July.	"	1880	98½
" " " 1855.	894,250	6	Jan. & July.	"	1875	98½
" " " 1834.	821,261	6	Ja. Ap. Ju. Oc.		1867,	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	4: 3.000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept	Princeton.	1885	81½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	96½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440 000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec	New York.	1877	94½
2d Mortgage coupon	250,000	7	May & Nov	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	"	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429.000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,355	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	97
" " $675,000	675,000	6	"	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89½
" " $2,300,000	887,000	6	May & Nov.	"	1880	88
Consolid. Mort. Loan $5,000,000	4,437,800	6	June & Dec.	"	1889	98½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	87
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	1,836,000	6	Jan. & July.	New York.	1896	98½
Convertible bonds	1,500,000	7	" "	"	1883	108½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	114
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plan Bonds, dated Sept. 20, 1860	850,000	7	March & Sept	" "	1890	
2d Mortgage, inconvertible	941.000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	103
1st Mortgage pref. S. F.	444,000	7	May & Nov	" "	1877	102½
Income Bonds	1,700,00	7	April & Oct.		1883	91

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	83½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	86
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	47.000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	95
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94½
General 1st Mortgage	3,600,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1893	91
Consolidated Sinking Fund	3,040,000	7	F M A. & N	" "	1915	88
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	52½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1876	96
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	89
Consol S. F. mort. bonds	135,000	7	May & Nov.	" "	1890	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93
C. and T. (S. F.) Mortgage	2,022,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	94
Connecticut and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley.						
1st Mortgage	161 000	6	April & Oct.	Philadelphia	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589.000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a yr after '64	125,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,799,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1890	95½
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:						82½
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	109½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	97½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb & Aug	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76¾
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	88¾
Land Security	3,344.60	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101¼
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
2d Mortgage	1,540,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100¼
Illinois Central:						
Optional Right Bonds	22,000	7	Jan. & July	New York.	1868	
Construction	6,668,600	7	April & Oct	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	115
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	60½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	86
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Leckawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,544,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	96
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State (Tenn.)	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	92½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		73½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1893	
Memphis, Clarkesv. and Louisv.						
State (Tenn.) Loan	910,000	6				
Memphis and Ohio						
State (Tenn.) Loan	340,000	6				

Description.	Amount.	Interest.	When payable.	Where payable.	Due	Price.
Memphis and Charleston						
State (Tenn.) Loan	$1,595,530	6	Jan. & July	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1886	70
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	660,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	97
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	114
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	114
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	98
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	107½
2d General Mortgage	2,693,000	7	" "	" "	1877	93½
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	88½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	78
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,617,.00	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600.000	6	" "	" "	1878	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York	1892	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1891	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov	New York.	1915	90
2d Mortgage	1,500,000	7	Feb. & Aug	" "		83
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond and Stou'gton:						
2d Mortgage	200.000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb & Aug.	" "	1876	103
Exchanged Stks [S. F.] Bds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,515	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	4.8,000	7	Feb. & Aug	" "	1876	127
Bonds of Oct. 1863, [S. F.]	2.900,000	6	June & Dec	" "	1887	93
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	109
2d Mortgage	4,000,000	7	March & Sept	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage	4.441,000	7	April & Oct.	" "	1880	94
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	126,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,620			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug	" "	1903	100
3d Mortgage	980,200	7	Jan. & July	" "	1867	98
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	98
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug	New York		

AMERICAN RAILROAD BOND LIST.

‖ signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,0 0	7	" "	"	1888	
Pref. Stock (rec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable).	1,500,000	6	Ja. Ap. Ju. Oc	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Northern Central, 2d Mort.	2,500.000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct	"	1900	85½
North Pennsylvania:						
Mortgage	2,500.000	6	April & Oct.	Philadelphia.	1875	88‖
Chattel Mortgage	860,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	98,000	7	Feb & Aug	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850.000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400.000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386.000	6	Jan. & July.	Oswego.	70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	90
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	101½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,288,340	5	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	651,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314.900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1868 to 1869)	42,000	8	" "	"	'03-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie).	1,000,000	7	April & Oct.	Philadelphia	1877	103
1st Mortgage (general)	5,000,000	6	" "	"	1881	94
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	100
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore						
Mortgage Loan	411,000	6	Jan. & July	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	101
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500.000	7	May & Nov.	New York	1890	73
Raleigh and Gaston:						
Common	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250.000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description,	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond,	'75-'76	
Mortgage (Conpon)	423,000	7	Feb. & Aug.	"	1875	65
Mortgage (Registered)	504,000	7	"	"	1873	65
Richmond and Petersburg:						
Mortgage bonds	180 500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	146
2d Mortgage	937,500	7	" "	"	1868	55
3d Mortgage	440,000	7	" "	"	1868	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1878	118
2d Mortgage	329,000	10	Feb. & Aug	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati						
1st Mortgage	931,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sandusky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'9	
Domestic Bonds	643,500	7	April & Oct.		'89-'91	
Steri. Stg Pd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	427,000			Macon.	'75-'85	
Steuben'v and Ind. (P. C. and C.)						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	69½
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	70½
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	33½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	93
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	186,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	86
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	90
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576 887	6		London.	1881	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (–) signifies "nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. Second Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance (Total) incl. all other assets and liabilities.	Road operated, incl. Road Leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	.....	*Alabama and Florida*	1,451,736	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	191,109	87,866	—	...
28 Feb '59	30.3	—	....	68.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	169,500	21,632	518,965	30.3	.....	55,191	21,891	—	...
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,486	2,476,023	109.6	.....	200,538	111,335	—	...
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	226,721	76,573	24,000	—	...
31 Dec. '65	469.3	13.5	....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,961,831	1,591,391	17,922,359	482.5	8 mos	1,321,847	642,454	—	...
28 Feb. '67	88.5	28.4	....	—	21	12	123	Montgomery and West Point	2,489,420	308,967	315,199	1,644,104	1,130,700	288,781	3,065,586	116.9	179,107	443,997	189,400	—	...
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	558,877	*	—	351,521	446,000	10,725	811,949	—	.....	.....	.....	—	...
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,599	—	...
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	315,798	66,483	8,256	306,900	100,000	—	.....	23.8	52,956	106,333	26,240	8	...
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,423	644,775	166,186	—	...
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,916,027	75.2	546,113	1,685,334	592,283	12	124
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,089	478,906	65,463	—	...
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	...
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	...
30 Nov. '67	93.0	8.8	10.0	—	5	3	83	New Haven and Northampton	2,551,142	*	—	1,384,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	...
30 Nov. '67	100.0	—	....	—	15	13	316	New London Northern	1,402,267	*	173,813	895,000	430,000	277,000	1,602,000	100.0	326,135	882,944	93,891	8	95
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,183	117.4	787,956	2,068,269	704,016	10	141
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,263,600	629,500	9,172	3,350,357	66.4	364,541	6 0.4.8	204,094	10	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	-	-	-	Delaware	1,552,257	—	—	406,182	870,000	271,877	1,607,684	84.3	136,651	138,370	41,466	—	...
31 Oct. '62	16.2	—	....	—	-	-	—	Newcastle and Frenchtown	704,560	—	18,536	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	...
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	...
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,317	3,553	—	...
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	...
— — '62	100.0	3.9	10.0	168.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	...
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,290,079	*	145,554	1,282,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	8	...
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	...
31 Dec. '60	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,985	95,612	—	...
30 Apr. '60	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	...
30 Nov. '66	191.0	—	....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,860	786,000	183,940	6,686,956	229.0	.....	1,734,745	359,214	—	...
31 Mar. '67	171.0	71.0	....	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,994,361	4,158,000	386,000	241,932	7,175,281	242.0	.....	1,138,142	246,866	6	...
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,627	212,670	12	...
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,026,868	50.0	.....	202,714	110,516	8	...
1 May, '58	68.1	—	....	—	3	4	83	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	...
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,385	3,202,900	437,000	146,067	3,855,7..1	228.8	306,335	1,003,953	332,561	9	...
30 Sep. '59	138.0	—	....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,843	454,541	—	...
								ILLINOIS.													
31 Dec. '67	280.0	—	....	—	72	34	1,821	Chicago and Alton	10,276,604	*	1,306,733	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,965	3,892,891	1,743,733	10	131
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246,711	2,956,327	2,758,956	10,398,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,802	2,708,463	20	150
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,614	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,967	—	60
31 Mar. '67	181.8	181.8	....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,322	*	3,192,940	9,100,000	8,146,524	635,486	18,606,763	409.3	1,621,307	2,574,654	1,413,994	10	95
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,473	—	...
31 Dec '66	454.8	252.5	....	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,593,828	23,415,780	12,144,000	—	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	136
31 Dec. '66	111.0	—	....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600,000	121,658	5,269,883	111.0	288,529	561,183	171,567	—	...
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,764	488,586	—	61
								INDIANA.													
— — —	224.0	—	....	—	41	28	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	29
31 Aug. '65	132.0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	659,128	246,726	—	...
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	...
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,639,900	1,382,284	140,689	3,458,108	110.0	.....	448,858	230,854	9	...
31 Dec. '64	84.0	—	....	—	15	...	...	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,586	771,763	307,892	—	...
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,850	527,863	268,156	—	...
31 Mar. '64	86.0	46.0	3.0	—	17	10	265	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,783	132.0	.....	315,172	117,341	6	101
— — '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371.40	—	50
30 Nov. '66	78.0	—	....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,255	2,979,281	78.0	448,85..	1,049,720	297,12..	12	164
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,801	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	...
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,462,123	960,000	653,955	5,429,203	156.5	319,380	806,421	267,801	—	58
31 Dec. '67	162.0	—	....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,520,200	2,892,000	795,004	5,507,204	162.0	.....	735,597	309,655	—	...
30 Jun. '66	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	280.0	.....	.....	.....	—	...
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	...
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	152,217	7	...
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,490	1,536,923	65.1				6	
30 Jun. '67	135.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	414,172	12,841,095	334.0	929,436	4,158,674	519,468	8	...
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,723	80.0	105,960	414,741	200,220	—	...
30 Nov. '66	206.0	—	....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,586,874	—	4,697,457	3,551,000	281,157	12,039,33	206.0	.....	1,533,042	386,268	—	...
31 Aug '66	58.7	—	....	186.3	...	...	—	*Vicksburg, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	198,434	1,710,519	53.7	.....	.....	.....	—	...
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipped by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	—	...
30 Jun. '62	188.0	—	....	—	—	—	—	*Detroit and Milwaukee*	5,270,623	647,596	—	2,950,000	4,250,000	.....	.....	188.0	.....	940,995	.....	—	...
31 May '67	284.8	—	28.4	—	97	83	1,728	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,047,548	329.3	1,902,698	4,825,498	1,498,713	10	113
31 Mar. '67	246.0	277.8	....	—	101	74	1,484	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,715,795	10,501,200	9,135,840	736,951	20,473,9..	523.8	2,586,..	4,973,1..	1,600,597	—	90
								MINNESOTA.													
31 Dec. '62	14.5	—	—	308.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	...
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	...
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	...
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	300,000	.....	.....	.....	.....	.....	.....	—	...
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,861	2,554,732	895,992	6,331,809	236.0	.....	584,342	228,092	—	...
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	170,462	110,423	—	...
31 Dec. '58	83.2	—	....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	...
								MISSOURI.													
31 Aug. '63	96.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,156,836	7,177,000	.....	.....	206.8	579,324	1,047,567	423,626	—	74
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,582	815,063	266,715	2,469,640	4,400,000	103,235	8,023,361	182.0	.....	1,020,086	267,804	—	74
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	...
28 Feb. '67	288.0	—	14.4	—	47	41	694	*Pacific*	14,116,645	2,049,674	432,089	2,602,115	9,200,000	1,386,135	16,598,448	309.0	1,199,66	2,675,876	719,236	—	...
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	.....	5,000,000	127.0	.....	.....	.....	—	...
28 Feb. 64	86.5	3.6	8.2	.....	16	18	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,229	3,501,000	40,558	6,362,109	30.1	228,189	899,291	229	—	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No.	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '66	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,664	757,381	62.5	76,344	79,761	43,461	—	—
30 Jun. '66	49.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	53.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,291	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,502	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	102½
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,036,706	4,437,993	10	128½
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,368,013	30.0	584,846	916,286	580,992	10	127
31 Dec. '67	132.0	4.0	25.0	—	99	56	4,190	Northern Central	9,687,415	1,648,096	1,747,641	4,643,900	5,764,500	1,812,648	13,068,151	326.0	.....	2,676,035	1,112,159	8	44½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.3	269.6	18	12	176	Boston, Hartford & Erie	19,242,091	*	—	14,884,000	8,668,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	14
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,348	545,047	1,891,500	944,500	74,606	3,198,644	71.0	326,671	978,068	234,804	8	126
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	837,187	4,076,974	—	—	5,052,301	147.8	858,735	1,003,167	481,471	10	140
30 Nov. '67	47.0	7.0	46.0	—	31	47	417	Boston and Providence	3,152,600	207,400	399,367	3,360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	141½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,362	6,144,615	68.6	783,666	1,942,500	781,121	10	.....
30 Nov. '67	48.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	89,864	66,982	721,926	—	6,134	1,098,547	47.1	88,388	197,951	61,251	6½	69
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	159,816	309,512	1,700,000	250,000	594	2,246,488	53.4	288,750	629,169	169,164	8	125
30 Nov. '67	44.1	50.4	38.4	—	41	70	699	Eastern	4,918,276	622,334	415,090	3,893,900	1,770,409	663,200	6,316,100	94.5	863,222	1,447,048	545,620	8	118½
30 Nov. '67	51.0	42.6	78.9	—	31	33	507	Fitchburg	3,189,851	850,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	364,744	8	130½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	382,884	30,274	5,345	200,000	73,000	2,160	388,508	(Oper. by B. & L.)		21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,684	81,122	720,000	—	15,000	855,725	74.5	381,529	440,241	74,679	10	134
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	462,682	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	142,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	905,677	4,848,329	2,870,900	128,000	7,618,306	141.0	826,061	1,881,065	336,310	6	91
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,594	27,782	8	80½
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,831,428	44.4	321,855	702,946	140,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,682	(Oper. by B. & L.)		17,560	16,688	14	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	260,000	*	43,730	250,000	—	4,292	298,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Oper. by Troy and Boston.)		—	—	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,342	93,908	2,860,000	550,315	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	53
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,584,840	4,699,622	8,725,100	5,764,520	—	17,391,988	173.6	1,849,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,362,557	169,613	126,626	1,522,200	—	69,906	1,648,926	45.7	260,847	449,388	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281,345	93.5	.....	467,714	147,12	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,088,925	672,200	—	2,970,087	53.6	433,650	688,07	128,362	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $60)	1,500,000	*	148,924	1,500,000	—	—	1,748,868	121.4	560,024	941,321	146,838	9	74
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Oper. by Concord)		97,925	97,925	9	128
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Oper. by C.)		50,267	48,317	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,362	3,068,400	145,400	14,217	3,674,262	82.2	342,640	681,301	242,998	8	120½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,989	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,661	*	4,381,251	7,957,412	10,073,137	—	18,060,549	124.2	.....	5,607,562	1,444,765	15	126
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	5½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,944,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,551,244	1,617,268	10	118
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181,111	208,699	3,500,000	5,516,950	124,522	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	—	—	35	98	180	New Jersey	3,890,328	827,566	1,580,141	5,000,000	555,000	—	6,512,449	33.8	638,632	1,770,862	789,016	10	132
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	152,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	oss.	—	65
31 Dec. '66	18.2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	17.	—	—	—	West Jersey	1,219,804	*	454,219	781,050	1,010,000	—	1,741,550	54.0	.....	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	93.5	—	7.4	61.5	18	12	216	Albany & Susquehanna	4,286,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	93.5	191,672	385,199	120,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	233,100	—	13½	140
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	6,825	Erie	19,122,686	*	5,166,188	25,101,121	22,429,922	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	70½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,526	1,795,099	9	139½
30 Sep. '66	107.0	13.0	—	—	21	46	161	Long Island	2,593,162	401,812	—	1,852,715	932,000	—	2,994,474	120.0	366,439	690,225	352,650	6	45
30 Sep. '67	297.8	296.0	452.5	—	289	298	5,620	New York Central	29,759,528	6,884,977	9,429,130	28,537,000	12,000,920	688,879	46,023,585	693.2	6,401,420	13,979,514	3,109,801	6	121½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,760	534,804	8	127
30 Sep. '66	115.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,876,893	944,441	—	3,077,000	1,494,900	—	4,818,331	122.0	451,196	851,783	284,600	—	61½
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	*	—	206,800	222,000	157,050	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,240	252,175	69,872	8	.....
30 Sep. '66	25.2	—	5.5	—	29	60	559	Rensselaer and Saratoga	793,472	330,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	50½
30 Sept. '66	18.5	—	1.25	—	.....	.....	.....	Rochester & Genesee Valley	656,028	—	—	557,567	109,000	—	666,560	Included in		Erie.	53,959	—	.....
30 Sep. '66	141.3	43.5	20.7	—	33	27	423	Rome, Water'n & Ogdensb'g	2,439,989	563,315	—	2,385,000	1,575,794	55,988	4,008,304	188.6	555,492	1,066,866	364,668	10	117
30 Sept. '66	37.9	—	5.82	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	included in		Central.	—	—	.....
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	included in		Rens &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"		"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307.004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,408	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	.....
30 Sept. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	31.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	66,234	—	811 000	—	—	936,348	34.9	83,545	141 888	78,892	7½	.....
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,677	—	—	98,650	85,000	—	185,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103.953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— —	'68 97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,178	*	493 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	26	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,551	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040 550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,679,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	3½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197 537	202.0	.....	1,201,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 704	521,906	8	106
31 Oct '66	96.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	100
30 Nov. '67	101 0	102.5	.....	—	63	37	1,219	Cleveland and Pittsburg	9 460,879	*	500,821	5,424,691	3,975,489	275,869	9,961,700	203.5	.....	2,298,323	809,515	—	91½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,546	5,000,000	2,872 185	133,692	8,673,764	188.6	1,223,523	2,492 216	1 107,377	14	104½
30 Nov. '60	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,128,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,691,304	494 542	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	20,512	—	.....
30 Nov. '68	83.5	—	43.6	—	45	40	684	Little Miami	3,710,505	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,068	445,302	—	—
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,868,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.8	.....	829,932	119,032	—	26½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,092	3,382,163	1,218,972	109,313	4,972,748	205.9	346,571	694,520	134,081	—	33½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,436	*	106,628	900,236	2,041,600	28,228	2,970,059	125.0	240,755	420,453	126,800	—	—
31 Dec. '66	412.0	46.2	—	—	102	47	1,692	Toledo, Wabash & Western	19,859,990	*	2,268,900	6,700,000	14,345,000	795,301	22,113,900	250.6	—	3,717,386	906,200	—	48½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	----	136.0	13	11	113	Allegheny Valley	2,360,723	232,046	293,573	1,948,400	614,000	313,542	2,876,942	44.0	124,203	256,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	60,357,500	*		29,564,495	29,992,300	1,156,819	60,721,114	507.0	2,021,177	1,851,000	1,476,036	—	
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*		3,350,000	266,000	—	3,634,000	67.5	227,450	447,765	170,852	—	15
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*		1,316,900	384,000	—	1,691,037	74.0	207,024	664,465	252,278	8	85
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	294.5	1,909,776	2,758,219	1,119,245	20	113
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,568,740	36.0	196,412	44	78	2.00	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,820,000	78.0	285,143	517,31	loss.	6	71
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,825	6,0	loss.	25	
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,92	554,628	225,000	664,300	1,248,701	435,296	2,622,548	98.6	813,902	618,66	235,158	—	
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	54
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*		685,180	1,462,140	—	2,188,498	59.7	194,282	250,90	55,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,739,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,760	818,878	285,010	—	
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,630	2,260,027	20	58
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,496,258	*	1,598,965	2,606,100	585,000	78,555	3,604,655	(oper. by Reading		R. R.)		2	28
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,500	—	—	3,775,500	"	"	"		8	57
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,903	665,222	467,050	3,150,150	3,124,737	—	6,887,205	67.5	345,588	902,21	582,600	—	53
31 Dec. '66	354.8	33.8	166.3	—	452	240	7,979	Pennsylvania	25,842,634	3,371,215	15,238,686	20,000,000	18,038 276	—	44,251,544	365.5	7,080,026	16,563,883	5,967,629	9	65
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	409,956	1,491,850	159,800	—	1,817,554	24.2	274,879	605,340	247,446	9	67
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,983,760	13,000,000	600	18,984,200	287.5	1,424,110	2,541,052	454,077	—	28
30 Nov '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32 577,548	474 6	4,361,338	10.9 2,819	6,016 631	10	46
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	28.5	195,478	329,446	316,754	15	25
31 Oct. '66	96.0	—	195.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*		9,019,300	1,450 0 0	—	10,469,300	187 0	880,936	2,4 0,958	1,057,687	10	54
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,768	229,792	1,776,129	1,500,080	73,108	3,349,237	70.9	324,068	539,109	245,906	—	
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,254,747	*	2,678,702	9,940,988	12,588,560	1,062,243	26,927,549	468.5	4,945,413	7,467,217	2,319,543	10	102
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05	348,128	136,892	4	80
31 Oct. '66	28.1	—	4.0	—	8	8	38	Westchester & Philadelphia	1,348,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,540	143,600	—	95
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug, '67	62.0	—	5 1	—	16	17	183	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,929,175	62.0	255,401	456,140	111,635	—	90
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000	—	----	109.6	----	283,263	151,536	6	
1 Jan. '59	143.2	21.3	----	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,543	----	164.5	----	341,190	125,871	—	
28 Feb. '67	102.0	—	—	—	11	8	105	North Eastern	2,145,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102 0	154,496	317,775	66,687	—	
31 Dec. '66	136.0	106.0	----	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,584,795	447,491	9,851,75	242.0	----	1,312,738	387,332	—	
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	
30 June '68	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	----	*		----	2,141,970	----	----	140.0	10 mos.	441,029	154,081	—	
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,369,984	*	824,263	657,700	2,176,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,28 3,586	1,002,601	2,195,331	5,312,725	3,126 530	921,907	9,351,517	291.0	786,831	1,661,512	71,490	—	
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,261,000	145,000	----	----	----	----	----	—	
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	----	----	----	----	----	—	
30 Sep. '63	99.2	—	----	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	525,399	1,069,600	962,059	3,015,107	99.2	----	357,252	178,729	—	
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,176	89,129	44,666	—	
1859	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,507	56,816	—	144,894	406,000	5,000	----	34.2	30,068	23,608	15,882	—	
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.6	----	734,118	337,344	6	
1860	----	—	----	—	----	----	----	Nashville and Northwestern	----	—	—	----	----	----	----	----	----	----	----	—	
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,852	87,245	—	
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----	30.0	----	1,245	----	—	
								TEXAS, *(all aided by State).*													
— — '58	32 0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'rdo	----	----	—	----	----	----	----	32.0	----	----	----	—	
— — '58	56 0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275 000	240,000	171,560	----	50.0	31,300	32,676	----	—	
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	----	70.0	102,200	162,846	106,56	—	
— — '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521.102	3,171,811	110.3	171,490	492,706	181,632	—	
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	422,027	11,167	—	
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,780	—	
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	----	8,500,000	184.5	1,036,304	1,477,382	334,527	—	19
31 May, '65	47.0	18.5	5.3	—	----	----	----	Vermont and Canada	2,250,000	—	—	2,140,000	----	----	2,250,000	oper. by Vt. Central			180,000	8	99
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	----	----	23.6	----	90,278	54,755	—	
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	oper. b. Troy		& Bost.	62,852	—	
								VIRGINIA.													
1 Aug. '59	41.3	—	----	122.1	----	----	----	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	----	----	----	----	—	
30 Sep. '59	77.5	8.9	8.8	106.6	9	5	221	Manassas Gap	2,942,548	210,080	—	2,269,861	775,500	118,789	----	113.7	705,084	136,302	45,082	—	
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,721	15,852	—	
30 Sep. '65	103.5	—	----	—	----	----	----	Northwestern Virginia	5,822,150	*	—	5,680 685	691,000	----	----	103.5	436,729	756,883	42,878	—	
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	----	----	—	2,063,655	2,923,000	380,780	----	167.7	6 mos.	380,000	102,673	—	14
30 Sep. '66	123.3	10.1	----	—	13	7	107	Petersburg and Lynchburg	3,588,272	*	—	1,365,600	1,681,900	124,981	3,565,157	133.4	----	289,581	49,640	—	
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	212,85	7	
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	120.5	310,204	689,462	280,21	—	
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,2	7	
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	69,788	—	
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	----	----	—	
28 Feb '67	80.0	—	----	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032 947	80.0	168,037	301,577	230,52	—	
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,811	296,432	3,353,679	1,919,550	37,297	6,879 046	221.8	700,405	864,511	135,44	—	
30 Jun. '66	204.7	9.4	10 6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,070	3,497,221	1,839,500	520, 22	7,362,250	214.9	278,889	556,022	93,8	—	
								WISCONSIN.													
31 Dec. '66	196.0	79.0	----	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,088,950	5,229 000	—	18,508,374	2 5.0	956,72	2,526,800	934,103	—	58
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	----	235.0	----	----	----	—	60
----	----	----	----	----	----	----	----	Western Union	----	----	—	----	----	----	----	----	----	----	----	—	
								CANADA.													
31 Jan. '68	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236 798	67,05 2	—	16
31 Dec. '52	49.0	—	----	—	16	17	214	Montreal and Champlain	2,467 58	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242 798	117,842	—	43
30 Jun. '68	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	20,340,345	*	—	15,123,430	64,750,510	7,336,405	77,210,345	1,096	----	4,568,3	1,154,85	—	
31 July '63	1,096	115.5	63.0	—	92	123	1,689	Great Western	23,953,750	*	1,250,000	16,862,74	9,261,435	----	26,084,180	357.0	----	3,011,8	1,649,510	14	
31Dec. '64	229.0	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	----	----	----	4,909,980	768,959	5,678,939	96.1	402,670	487,366	191,183	—	
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4 658,70	—	—	—	10 0	—	148,33	55,777	—	
July, '61	60.0	—	----	—	----	----	----	New Brunswick and Canada	1,402,745	02,5	—	1,380.000	12,100	136,000	1,529,232	60.0	----	132	5,67	—	
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,4	—	—	4 278,261	92.0	158,416	182,107	87,12	—	
	5.			—	11	29	120	NEW GRANADA.													
								Pan ma	9,000,000	*	—	4 311,...	—	—	16 765,...	45	----	----	1,858,92	—	52

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	...	...	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	...	----
Camden & Atlantic (preferred)	620,800	7	...	24½
Catawissa (preferred)	1,150,000	7	...	27½
Chemung (guarantied)	380,000	...	...	----
Cayuga & Susquehanna (guarant.)	343,500	...	...	----
Cheshire (preferred)	2,017,825	7	...	64½
Chicago & Alton (preferred)	2,245,400	7	7	133½
Chicago & Northwestern (pref.)	14,789,125	7	7	73½
Cochecho (preferred)	177,750	8	...	----
Ct. & Passumpsic Rivers, (pref.)	1, 75,300	10	10	82½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	...	...	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	75
Elmira, Jeff. & Canandaigua (guar.)	500,000	...	...	----
Elmira & William-port (preferred)	500,000	7	7	40
Erie (preferred)	8,636,910	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	...	80½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	...	----
Lackawanna & Bloomsburg (pref.)	500,000	7	...	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	30
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	97
" " " (2d pref.)	841,400	7	7	93
Milwaukee & St. Paul (preferred)	7,870,900	7	...	67½
New Haven & Northampton (guar.)	1,010,000	...	4	----
New York & Harlem (preferred)	1,500,000	8	...	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	...	3	----
Paterson & Ramapo (guarantied)	248,000	...	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	...	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	...	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	...	----
" " (preferred)	608,176	6	...	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	72
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	...	----
" " " (2d pref.)	908,425	7	...	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guaraatied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	413,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,436,351	6	"	1884	87½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1895	----
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	96
2d Mortgage	302,750	6	----	----	93
Boat Loan	232,807	6	----	----	86
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86½
2d Mortgage	3,980,670	6	J. & J.	1882	70½
Improvement	1,801,670	6	M & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	992,000	6	" "	1878	82
Preferred Interest b'ds.	227,589	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley.					
----	900,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	38
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	50
Delaware and Hudson	100	10,000,000	10	152
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	...	...	—	----
Lehigh Navigation	50	6,968,146	10	28
Monongahela Navigation	50	726,900	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	80
North Branch	100	----	—	----
Sault Ste Marie	100	----	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	12
" " (preferred)	50	2,888,933	—	22½
Susquehanna and Tide Water	50	2,048,260	—	17
Union	----	----	—	1½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton. 42	— @ 43 —
Pig, American, No. 1	38	— @ 40 —
Pig, American, No. 2	36	— @ 38 —
Bar, Refined, English and American	82 50	@ 87 50
Bar, Swedes, assorted sizes	(gold). 87 50	@ 90 —
	Store Prices.	
Bar, Swedes, ordinary sizes		— @150 —
Bar, English and American, Refined	95	— @100 —
Bar, English and American, Common	85	— @ 90 —
Scroll	125	— @170 —
Ovals and Half-round	120	— @150 —
Band	125	— @ — —
Horse Shoe	125	— @ — —
Rods, ⅜ @ 3-16 inch	100	— @160 —
Hoop	138	— @185 —
Nail Rod	per lb.	— 9 @ — 10
Sheet, Russia, Med. No's		— 16 @ — 17
Sheet, Single, D. and T. Common		— 5 @ — 7
Rails, English	(gold) per ton.	52 — @ 53 —
Rails, American (at works)		78 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring (2d and 1st qlty.)		— 10 @ — 12½
English Blister (2d and 1st qlty.)		— 11½ @ — 20
English Machinery		— 13½ @ — 16
English German, (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½ @ — 17
American, Cast, Tool, do.		— 21 @ — 22
American, Spring, do.		— 12 @ — 14
American Machinery, do.		— — @ — 14
American German do.		— 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23½ @ — 24

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 40 @ 6 50
German Refined	(gold)	6 40 @ 6 75
English	(gold)	6 45 @ 6 87½
Bar	(net)	10 50 @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 27 @ — —
Straits	(gold).	— 23½ @ — 23½
English	(gold).	— — @ — 23½
	Gold.	Currency.
Plates, I.C. Charcoal, p. box	8 25 @ 8 50	12 — @ 12 75
Plates, I. C. Coke	7 12½ @ 7 75	10 25 @ 11 —
Plates, Coke Terne	6 25 @ 6 50	9 — @ 9 50
Plates, Charcoal Terne	8 — @ 8 25	11 50 @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 13
Crude, 40 @ 47 gravity (in shipping order)		— 17½ @ — —
Refined, free, S. W.		— 40 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 28
Refined, in bond, Standard White		— 25½ @ — 26
Refined, in bond, prime White		— — @ — 26
Naptha, Refined, (60 @ 63 gravity)		— 25 @ — —
Residuum	per bbl.	3 — @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.

	Th. 12	F 13	Sat. 14	M 16	Tu 17.	W. 18
Atlantic M. S. S. Co.	99½	99	96	88	87½	86½
Boston, Hartford & Erie	14½	14½	14	14½	14	14
California 7s	----	----	----	----	----	----
Canton Co.	58½	59	57½	46½	46½	45½
Central of N. Jersey	117½	117½	117½	----	117½	117½
Chicago & Alton	131	130	----	131	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	103	----	----
" " Ins. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	150	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m.	----	----	----	85	84	86
Ohio. & Northwestn.	66	71	66½	66½	64	----
" " pref.	73	74	73½	73½	72½	72½
" " 1st M.	----	----	----	87½	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	87½	88	88	87½	88	----
Chicago & Rock Isl.	94½	95	94½	94½	92½	92½
" " 1st M 7's	----	103½	----	----	----	----
Chi., R. I. & Pa. 7s 1896.	----	95	94½	----	94½	95
Clev., Col. and Cin.	----	----	100	----	----	----
Clev. and Pittsburg.	98	95½	98½	98	90½	90
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev and Toledo	105½	106½	105	105½	103½	103
" " S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	----	----	102	----	----	100
Cumberland Coal, pref.	----	----	----	----	31	30½
Del. & Hudson Canal.	148½	150	151	----	151	152
Del., Lack. & West.	----	114	----	----	----	113½
" " 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	75½	76	74½	70½	67½	67½
" pref.	76½	76½	----	75½	75	75
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	103	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	94½	----	----	----
" 5 M. 7 p.c. '88	----	93	----	----	93	----
Great Western 2d mort	----	----	----	----	77	78½
Hudson River	142½	142½	140½	140	136½	134
" 1 M. 7 p.c. '69.	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	105	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	138	138	138	----	137	----
" bonds	----	----	115	----	----	----
Marietta & Cin. 1st pref.	30½	----	----	----	29½	30
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	6½
" " pref.	10½	10½	10½	----	10	----
Michigan Central	113½	113	----	----	113	----
" S. F. 8 p.c. '82	114	----	----	----	----	----
" conv. 8 p.c. '61	----	----	----	----	----	----
M. S. and N. I.	90	89½	89	88½	88	88
" " guar'd.	----	----	----	----	----	----
" " 1 M. S. F.	----	----	----	----	101½	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	97	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	51	52	52½	52	51½	51½
" " pref.	66½	68	68	67½	67	66½
" " 1st mort.	88½	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	87	87½	88	88½	87½	87½
" iss. to H. & St. J. R.	----	----	----	88½	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	99	----	----	----	----	----
" " 2d mort.	88	----	----	----	----	----
N. Jersey R.R. & T. Co.	132	132	----	----	----	----
New York Central	138	127½	127	1.6½	121½	118
" " 7s, S. F. '76.	----	----	----	----	----	----
" " 7s, conv. '76.	----	127½	----	----	----	----
" " 6s, S. F. '83.	95	----	----	----	95	----
" " 6s, S. F. '87.	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	101
" " 1 M. 7 p.c. '78	----	----	----	----	----	----
" " 3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	141	----	----	----	----	----
N. Carolina 6s ex-coup.	65	65	----	64½	64½	64
" new	65	64½	----	----	----	63
Ohio & Miss.	30½	30½	30½	30½	29½	29½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	110½	111½	111½	110½	109½	109½
Panama	----	----	335	----	----	330
Phila. and Reading	93	93½	93	92½	92½	92
Pitts. Ft. W. & Chicago	100½	100½	100½	100½	101½	101
" " 1M.	----	----	106	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	93	----	----	93
Quicksilver Mining Co.	21½	----	20	20½	20	20½
St. L., Alton & T. H.	----	----	----	----	42½	41
" " pref.	----	72	72	----	----	----
" " 1M.	----	----	94½	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Ins. b'ds.	----	----	----	----	----	----
Tennessee 6s. ex-coup.	66½	66½	----	67½	----	67½
" new	63½	63½	64	64½	64½	65½
Tol. Wab. & Western.	51½	51½	51½	51½	49½	47½
" Pref.	71½	72	----	71	----	----
" 1M. ex.	91½	----	----	----	----	91
" 2M.	----	82	82	82½	----	82
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon	52½	53	53½	53	----	----
new	50½	51	52	52	----	50

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.

	Th 12	F.13	Sat.14	M.16	Tu.17	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	119¾	----	----	----	----	----
U. S. 5s, 1871, coup.	122¾	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 6s, 1874, coup.	112¼	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	101	101⅛	101⅜	101⅜	101⅛	101
U. S. 5s, 10-40s, reg.	----	----	101¼	101	100⅞	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, coup.	111⅜	----	111⅞	111⅜	110⅝	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " 4y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	110	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	----	----	----	107½	107	----
U. S. 6s, 5-20s, c. '62	110¼	110¼	110⅜	110⅜	110⅛	----
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	107½	108⅛	108⅜	108⅜	107⅞	----
U. S. 6s, 5-20s, reg. '65	107	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	108	108⅛	108⅜	108⅛	108⅛	----
U. S. 6s, 5-20s, r. n. '65	106⅜	----	107⅛	----	----	----
U. S. 6s, 5-20s, c. n. '65	106⅜	107⅛	107¼	107¼	106⅞	----
U. S. 6s, 5-20s, r. n. '67	106⅛	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67	106⅛	106⅞	107¼	107⅜	106⅝	----
7.30 Notes, 2d series	105⅜	105⅝	106¼	106⅛	106⅛	----
" " 3d series	105⅜	105⅝	106⅜	106⅛	----	106

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 17.

	W.11	Th 12	F.13	Sat.14	M.16	Tu.17
Catawissa	----	----	----	----	----	----
" preferred	----	26⅛	26⅞	27¼	27¼	27⅛
Camden & Amboy	126	124¼	126	126¼	125¼	125⅞
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	89	----	88¾	89¼
" " 6s,'89	87¾	----	----	----	88	88
" mort. 6s,'89	97¾	----	97¼	97¼	97	98¼
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	31	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	95¾	----	----	----	----	----
Lehigh Navigation	----	28	28	----	28	28
" " 6s,'84	----	----	87¼	----	----	87¼
Lehigh Valley R. R.	53¼	53⅜	----	53¼	53	53
" " 6s	----	96	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	29¾
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	57	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	87	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	33	----	----	----	----
" 6s	----	88¾	----	----	----	88¾
" " 10s	----	115	----	----	----	----
Northern Central	44	44¼	----	----	----	44¼
Pennsylvania R. R.	55¾	55¾	55¾	55¼	55¼	55¼
" 1st m.	101	----	----	----	101¼	----
" 2d m.	----	98¼	----	----	----	----
Penn. State, 6s 1st series	----	104	----	104¼	----	----
" " 6s, 2d series	----	----	106¼	----	----	106¼
" " 6s, 3d series	----	108	----	----	108¾	----
" " 6s, W. L.	----	----	----	----	102¼	102¼
Philadelphia City, 6s	99	99¼	99¼	----	100	99¾
" " new	103⅝	103	103	103	103	103⅛
Philad., Germ. & Nor.	----	66¾	----	----	----	67
Phila. & Reading	46¼	46¼	47	46¼	46¼	46¾
" " 6s,'85	----	----	----	----	----	----
" " 6s,'70	----	100	100	----	----	----
Philadelphia & Erie	----	25¼	26¼	26¾	----	26¼
" 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	12	----	----	----	----
" " pref.	22¼	----	22¼	22¼	----	----
" " 6s '82	----	----	----	71	70¾	----
" " 6s '76	----	98¼	----	----	66	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	16¼	----	----	16¼	----	17
" " 6s '78	61	----	----	62	----	62
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	10	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	58	----	----
Spruce & Pine, "	24¼	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 17.

	W.11	Th.12	F.13.	Sat.14	M 16	Tu.17
Baltimore City 6s, 1875	99⅞	----	99¾	----	----	----
" " 1886	----	----	99	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	97¼	97¼	----	----
" " 1893	94	----	----	94¼	----	----
Balt. and Ohio	----	----	----	----	128¼	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	99	98¾	----	----	----
Marietta & Cin. 1st m.	93	92	----	----	92¼	92¾
" " 2d m.	73¼	73¼	73¼	----	74¼	----
Northern Central	44¼	44¼	44¾	----	45	45
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	19¼	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.

	Th.12	F.13	Sat 14	M.16	Tu.17	W 18
Boston and Albany	148¾	----	148¾	----	----	148
Boston and Lowell	----	----	128	----	----	----
Boston and Maine	133¾	138	----	----	140	----
Boston and Providence	----	----	----	----	141½	----
Boston Hartford & Erie	14¼	14¼	14¼	14¼	14¾	15⅛
Cheshire, pref.	----	64¼	----	----	64¼	----
Concord	----	----	74	----	----	----
Connecticut River	----	----	125	----	----	----
Eastern	117	117¼	118	118¼	----	118½
Fitchburg	130	130	130	----	130	130½
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	113¼	113¼	113	113¼
Northern, N. H.	----	----	120½	----	----	----
Ogdens. & Lake Champ	62	----	61¼	----	----	----
Old Colony & Newport	----	90¼	90	90	----	91
Ph., Wil. & Baltimore	----	----	54¼	54¼	----	54¾
Portl'd, Saco & Ports.	104	----	103	103	----	102¾
Vermont & Canada	99¼	----	----	----	----	99¾
Vermont & Mass.	----	----	68	----	----	----
Broadway (Horse)	----	----	----	----	----	58
Cambridge "	----	100	100	100	----	99½
Metropolitan "	----	----	64¼	----	----	65¼
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	28
Copper Falls "	----	22¼	----	----	----	23¾
Franklin "	----	15¼	----	----	16	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	8¼	----	----	----	----	8¼
Pittsburg "	----	----	23¼	23¼	23¼	24
Quincy "	----	----	29	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Feb. 21st, and 28th:

	Closing Prices. Feb 21.	Feb. 28.
United States, 5-20s, 6 per cent 1882	72 @ 72¼	71¼@ 71¼
Do. do. 6 do. 1884	70 @ 72	-- @ --
Do. do. 6 do. 1885	71 @ 71¼	70¼@ 70¾
Do. do. 6 do. 1868	87 @ 89	-- @ --
Do. Bonds 5 p. ct. 1874	70 @ 72	-- @ --
United States 10-40s, 5 per ct. 1904	67¼@ 68	65¼@ 65¾
Massachusetts State 5 per cent	85 @ 87	-- @ --
Virginia State, 5 per cent	50 @ 52	-- @ --
Do. 6 per cent	30 @ 32	-- @ --
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	-- @ --
Do. do., 2d mort., 1881	53 @ 58	-- @ --
Do. Penn., 1st mort., 1877	55 @ 60	-- @ --
Do. do., 2d mort., 1882	53 @ 58	-- @ --
Do., consolid. mort. bonds, 1890	25¼@ 25¾	25 @ 26
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	-- @ --
Do. 2d mort. 8 per cent.	59 @ 63	-- @ --
Erie shares, $100 (all paid)	45¼@ 46¾	44 @ 45
Do., Preference ditto	71 @ 73	-- @ --
Do., 3d mort., 1883, 7 p. c.	62 @ 66	-- @ --
Illinois Central, 6 p. c., 1875	88 @ 92	-- @ --
Do., $100 shares (all paid)	88½@ 89½	87¼@ 88¼
Do., 7 p. c., 1875	78 @ 80	-- @ --
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	-- @ --
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	-- @ --
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	-- @ --
New York Central $100 shares	-- @ --	67 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	104 @106	-- @ --
Penn. R.R bonds, 2d mort. con. 6 p c.	92 @ 94	93 @ 95
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	-- @ --
Do. with option to be paid in Phil.	82 @ 84	-- @ --

American Railroad Journal.

Saturday, March 21, 1868.

Stock Exchange and Money Market.

Money has been decidedly active, all the week, especially since Monday. The wants of speculative borrowers have been unusually urgent, while lenders have been less disposed to make advances on railway and miscellaneous share collaterals, in view of the disturbance of values at the Stock Boards, resulting from the energetic prosecution of the fierce war of the bulls and bears in the Erie property. The available offerings of capital have been much less extensive. The Sub-Treasury has been adding to its cash balances, while the banks have been losing legal tender, specie and deposits, in considerable amounts. It is believed, however, that the Government office will largely reduce its lawful money reserve, in a day or two, by free disbursements partly on account of purchases of Seven-thirties, which the Department is retiring as rapidly as practicable. It has bought in, or converted, some six or seven millions of this maturing loan, since the 1st inst. The city banks in their last return indicate a decrease of $6,548,610 in the deposits, $2,278,178 in the legal tender reserve, $969,532 in the specie board, and $2,340,602 in the loan averages; with an increase of $59,424 in the circulation. The closing rates for money on Wednesday were full 7 per cent. on call, to the very best street borrowers, and from 7@9 per cent. per annum in the discount line. At these figures, the inquiry for accommodation has been remarkably brisk.

The specie reserve of the city banks is now $19,744,701, against $9,968,722 same time last year. The city bank deposits are now $201,188,470, against $197,958,804 week ending March 16, 1867. The legal tender reserve amounts to $54,738,866, against $62,813,039 same time last year. The circulation now stands at $34,213,381, against $33,490,688 same time last year. The loans are now $54,738,866, against $62,813,039 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $115,213,000 a day, against a daily average of $103,203,000 the preceding week, and $141,022,000 the week ending with Feb. 29, 1868. The current week's exchanges average about $102,161,885 a day. The city banks, last week, lost $2,278,178 of legal tender, $6,548,610 in the deposit line, and $969,532 of their specie reserve. They reduced their loans, $2,340,602; and increased their circulation, $59,424.

The Philadelphia Bank movement the past week shows an increase in loans of $285,946 an increase of $18,871 in specie; a decrease in legal tenders of $495,655; a decrease of $303,311 in deposits; and an increase of $686 in circulation. The Bank Clearings show a decrease of $1,365,857, and the balances, a decrease of $901,991.

National Bank notes to the amount of $131,390 were issued last week, making the total issue to 1,673 banks thus far, $306,730,721, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $6,947,165, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790.) an actual circulation at this date, of $299,783,556. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,637,400; and for the public deposits, $38,177,950—making a total of $379,815,850. The Treasury Department last week redeemed and destroyed $392,200 of worn and mutilated fractional currency, and issued $790,798 of new. The outstanding amount of fractional currency on the 1st inst. was $32,307,948, against $32,246,139 on the 1st of Feb. 1868.

The U. S. Sub-Treasury receipts, week ending with Mar. 14, were $13,214,099, including $2,542,325 from customs duties; payments, $10,458,475, including $433,000 of coin interest; balance at the close of the week, $105,343,522, against $102,587,898 at the close of the preceding week, showing an increase of $2,755,625. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday,

$3,289,130 including $376,070 from customs; and payments, $2,894,782; on Tuesday, receipts, $1,514,547 including $415,993 from customs, and payments, $1,431,446. The balance at the close of business on Tuesday stood at $105,820,972, against $102,011,491 a week previous; and $99,427,943 on Feb. 25, 1868. The office will presently make some heavy disbursements, to the great relief of the extreme stringency in the Money Market.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 1st of March, $25,699,360, against $29,619,280 on the 1st of February, 1868.

Government revenues have been on a moderate scale, since our last. The excises have been less prolific, while the customs have yielded fairly. The excises, last week, yielded some four millions, against $5,458,629 the preceding week; customs at the port of New York, $2,542,325 and at the outports, about $850,000 (in coin) more, making the grand total income for the week equal to about $8,665,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $140,000,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to Feb. 15, 1863. $988,784.

Gold has been in much less request, since our last, particularly on speculative account, and the price has been depressed, having fallen on Wednesday, as low as 138⅛@138¼, as against 139⅜ @139½ the preceding Wednesday. The severe pinch in money has had the effect of seriously embarrassing the speculative element, and preventing anything like confident operations for a rise. The customs call for gold has been fair, while the export has been quite moderate. The *Russia* on Wednesday carried off $121,913 in specie. The latest quotation on that day was 138⅜.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $1,256,087, against $370,093 same time last year. The customs demand for Gold last week, averaged $423,721 a day; thus far, this week, it has been equal to $396,031 a day, or equal to a weekly aggregate of $2,376,186. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $506,908 and from California, none. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $78,817,248, against $90,978,093 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $23,573,010 against $30,458,213 same time in the preceding fiscal year, showing a decrease of $6,885,202 in 1867–'68. The exports of specie from this port, last week, were $1,096,916, against $247,744 same week last year. The exports of specie, hence, since July 1, 1867, have been $41,406,246, against $22,982,321 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $433,000, and since July 1, 1867, $53,952,606, against $36,133,340 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to Feb. 15, 1868, were $4,909,745, against $6,268,078 same time last year.

Foreign Exchange has been more actively sought after at firmer prices; but it closes in favor of purchasers, the supply having gained on the demand, which was quite moderate for the outgoing steamers of Wednesday.

Bankers' prime sixty day bills on London closed on Wednesday at 109½@109¼, and on Paris to 5.16¼c.@5.15⅝; sight bills on London to 109⅞ @110⅛, and on Paris to 5.13½c.@5.12. The offering of produce bills have been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,052,946, against $4,315,398 same week last year; total, since July 1, 1867, $127,663,005, against $136,286,999 same time in 1866–'67.

Government securities were in very good request early in the week at advancing figures, but toward the close, the offerings were augmented, partly by the money pressure, and prices receded a fraction, on a less confident business speculative holders, in need of current funds for Stock Exchange purposes, were realizing on their investments in the national interest bearing obligations, on Tuesday and Wednesday; and to this process was traced most of the depression noticeable, late in the week, under review. The very latest dealings indicated more steadiness, with symptoms of animation and buoyancy.

U. S. sixes of 1881 closed here on Wednesday at 110⅛@110¾; U. S. Five-twenties of 1862, 110 @110¼; U. S. Five-twenties of 1864 at 107¾@ 108; U. S. Five-twenties of 1865 at 108⅛@ 108⅜; U. S. Five-twenties of 1865, consolidated, 105¾@106; U. S. Five-twenties of 1867, 106⅞ @107⅛; U. S. Ten-forties at 100¾@101, and U. S. Seven-thirties at 105¾@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	118¼	September, 1865	116½
August, 1865	117¼	October, 1865	116

U. S. three per cent. certificates 100¼

Government paid off $80,202 of the matured loan of 1847–'67, in February.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 4.	Mar. 11.	Mar. 18.
Consols	93⅛	93¼	93⅜
U. S. 5-20's of 1862	71½	71¾	72¼
Erie	47½	48½	45¼
Ill. Central	89½	89¼	89⅜

Railway and miscellaneous share property has been less confidently dealt in, and further depressed in price, by extensive realizations, on speculative account, partly resulting from the extraordinary activity and closeness in Money; and partly from the unprecedented conflict for the control of the Erie Road. There has been a very general and decided settling of values, leading to much embarrassment among operators; and a number of more or less important failures.

General business has been less animated, in all the leading branches. Breadstuffs closed in favor of buyers. Provisions, rather more firmly. Middling upland cotton closed buoyantly at 25@ 25¼ cts., per lb. The stock of cotton now here is estimated at about 62,500 bales. The receipts at the port this week, have averaged about 3,200 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 1,751,000 bales, against 1,446,000 bales same time last year; exports, same time 1,141,000 bales, against 827,000 bales same time last year; stock on hand at latest dates, 350,000 bales, against 598,000 bales same date last year. Beeves have been in more demand and somewhat firmer this week, ranging from 12@19c. per lb.; week's receipts, 4,979. Veal calves in better supply and less request at from 10@13½c. per lb.; receipts, 1,180. Sheep and lambs moderately active at barely steady prices, ranging from 6@ 9½c. per lb.; receipts, 14,962. Swine quiet at from 8½@9¾c, per lb., all live weight, receipts, 10,720. The movements in general merchandise have been on a restricted scale, though buyers, in most instances have had any existing advantages as regards price. There has been less movement in the dry goods line. The firmness of the principal holders of seasonable fabrics has tended to check operations. The inquiry for domestic cotton has fallen off materially, and less buoyancy has been noticeable in the market. Woolens have not varied in value essentially, but have not been selling freely. Foreign goods have been in moderate request and dress fabrics have been generally steady. The total imports of foreign dry goods, last week, were $2,031,293, and the total amount marketed $2,184,305. The value of foreign merchandise imported last week, was $2,532,061 —making the grand total specie value of last week's imports of dry goods and merchandise, $4,563,354, against $4,601,700, same week last year; total since July 1, 1867, $159,662,863, against $190,493,671 same time in 1866–'67. The ocean freight market has been quiet since our last, and rates have been depressed. For Liverpool we quote flour at 2s.@2s. 3d. by sail, and 2s. 6d. by steamer, per bbl.; grain at 6d. @6½d. by sail, and 8d.@8½d. by steamer, per bushel; cotton at ¼@$\frac{5}{16}$ by sail, and $\frac{5}{16}$@⅜ by steamer, per lb.; and heavy goods at 25s.@30s. by sail, and 32s. 6d.@45s. by steamer, per ton. Total number of vessels in port on Wednesday 506.

The New York exports, exclusive of specie, for the week ending Mar. 17, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,315,398	$4,025,946
Prev. reported	37,279,964	32,467,174
Since January 1	$41,595,362	$36,520,120

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$2,272,278	$2,031,293
Gen. merchandise	2,329,422	2,532,061
Total for the week	$4,601,700	$4,563,354
Previously reported	47,942,601	38,190,554
Since January 1	$52,544,301	$42,753,908

The balance in the Sub-Treasury on Wednesday was $101,229,577 89.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1872, 101; Michigan 6s, 1883, 95; Georgia 7s, 86; do., 6s, 73½; Brooklyn 6s W. L., 97; Galena and Chicago 1st mort., 100½; Long Dock bonds, 97½; Memphis and Charleston 2d mort., 70; Pacific R. R. 7s, guar. by Mo., 90; Renssalaer and Saratoga R. R., 84¾; Hannibal and St. Joseph, 74½; do. pref., 80½; Stonington, 90; Union Navigation, 20½; Boston Water Power, Co., 20½; Adams' Express Co., 76; Merchants' Union Exp., 34¾; U. S. Express, 70; Wells Fargo Exp., 36; Am. Exp., 68½; American Coal, 45; Central Coal, 48; Western Union Telegraph, 34; Am. Exchange Bank, 117¾; Bank of Commonwealth, 108; Shoe and Leather Bank, 112; Metropolitan Bank, 136; Mechanics' Bank, 123; Central National Bank, 105½; St. Nicholas Bank, 108; Ocean Bank, 102½; Park Bank, 150; Fourth National Bank, 104½; Bank of Commerce, 117; Tenth National Bank, 101¼; Ninth National Bank, 104; Consol. Gregory Gold, 3.10; Corydon, 0.35; Davidson Copper, 0.42; Edgehill Mining, 3.80; Keystone Silver, 0.02; Liberty, Gold, 0.03; La Crosse Gold, 0.46; Montana Gold, 0.80; New York Gold, 0.56; Quartz Hill Gold, 1.05; Rocky Mt. Gold, 0.17; Reynolds Gold, 0.01; Smith and Parmalee Gold, 2.60; Wallkill Lead, 0.26; Buchanan Farm petroleum, 0.42.

Philadelphia.—Steubenville and Indiana 1st mort 69⅛; Lehigh Coal and Navigation 6s, gold loan, 91⅛; West Jersey R.R. 6s, 90; North Penna. 7s, 85; Morris Canal Boat Loan, 85; Phila. and Erie 7s, 79; Phila. and Reading mort., 6s, 1843–'80, 93½; Belvidere Delaware 3d mort., 6s, 80½; Phila. and Trenton R. R., 125; Pittsburg 5s, 72⅞; New Jersey State 6s, 103; Allegheny Co. coupon 5s, 75¼; Chestnut and Walnut street R.R. 6s, 83; Feeder Dam Oil, ½; Hazleton Coal, 47; Green Mt., 3⅛; N. Y. and Middle Coal Fields, 3.44; New Creek Coal, ¼; Shamokin Coal, 5¼; Buck Mt. Coal, 45; St. Nicholas Coal, ⅞; Corn Exchange Bank, 73; Western Bank, 97; Girard Bank, 60¼; City Bank, 72; Commercial Bank, 61; Bank of Republic, 97; Penn. National Bank, 59; Philadelphia Bank, 161; Farmers' and Mechanics' Bank, 131. The latest quotations are: City 6s, 99¾@100; do., free of tax, 103@103⅛; State 5s, reg., 98@98½; do., coupon, 96@96½; do., 6s, W. L., 102@102½; Reading, 46⅛@46¼; do., 6s, 1870, 100¼@100½; do., bonds, 93@94; Camden and Amboy, 125@125¼; do., mort. 6s, 1889, 97@97¼; do., 1883, 89@89½; Penn. R. R., 54⅞@55; do., 1st mort., 101@101½; do., 2d mort., 98@98¾; Little Schuylkill R. R., 29@30; Morris Canal, 30@50; do., pref., 88@89; do., bonds, 88@93; Wyoming Valley Canal, 39@45; do., 6s, 78@85; Susquehanna Canal, 14¾@16¾; do., 6s, 61@62½; Sch. Nav., 12@13; do., pref., 22½@23; do., 6s, 1882, 70¼@71; Union Canal bonds, 15@17; Delaware Div. Canal, 49@49⅞; do., bonds, 83@89; Elmira and Williamsport, 30@32; do., pref., 40@40½; do., 7s, 1873, 96@96½; do., 5s, 59½@60½; Lehigh Coal and Navigation, 28@28; do., bonds, 1884, 87¼@87½; North Pennsylvania, 32@33; do., 6s, 88@88¼; Philadelphia and Erie, 26⅜@26½; do., 6s, 94@95; Minehill, 56¾@57; Catawissa, 6@10; do., pref., 27¼@27½; Lehigh Valley, 52¾@53; do., bonds, 95½@96; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 57½@57⅝; West Philadelphia, 65@67; Spruce and Pine, 24@24¼; Green and Coates, 30@30; Chestnut and Walnut, 45@45½; Thirteenth and Fifteenth, 16@17; Girard College, 27@27; Tenth and Eleventh, 64@64½; Union, 37@37; Hestonville, 10@11⅜.

Boston.—Connecticut and Passumpsic Rivers pref., 82⅜; Indianapolis and Cincinnati, 29½; Boston and Maine new stock, $50 paid, 80½; Boston and Lowell, old stock, 128; Old Colony and Newport 7s, 1877, 102⅞; Vermont Central and Vermont and Canada 8s, 1877, 102; Rutland and Burlington 1st mort., 146; do., 2d mort. 7s, 55; Central Pacific 7s, 108¾; Cheshire R. R. 6s, 92; Boston, Hartford and Erie 7s, 63; Ogdensburg 1st mort., 100; Vermont Central 1st mort., consolidated, 70¼; Stanstead, Shefford and Chambly 7s, 1887, 68; Eastern R. R. 6s, 1874, 95; Boston Water Power Co., 20¾; Cary Imp. Co., 7¾; Essex Co., 117½; Maine 6s, 1883, 100¼; Connecticut 6s, 1881, 100; Massachusetts 5s, 1894, 107; Boston City 6s, 1877, currency, 103½; Augusta 6s, 1887. 94; Portland 6s, 1877, R. R. Loan, 95⅝; do., Building Loan, 97⅝; Gardiner 6s, 1870, 97¼; St. Louis 6s, 1887, 86; do., gold, W. L., 99⅜; Louisville 6s, 1886, 82; Chicago 7s, municipal, 97¾; do., sewerage, 99½; Chelsea 5½s, 1883, 92⅛; Albany 6s, 1879, 95⅛; Augusta 6s, 1887, 91¼; Boston Gas Light, 792½; National Bank of Commerce, 122¼; North National Bank, 117⅝; Webster National Bank, 112¾; Merchants' National Bank, 120¼; Market National Bank, 110⅜; State National Bank, 107; Suffolk National Bank, 120; Old Boston National Bank, 65; Exchange National Bank, 150¼; Second National Bank, Granite, 150¼; Fanuel Hall Bank, 129¾; Eagle National Bank. 117¾; Blackstone National Bank, 132; Boston National Bank, 120; Eliot National Bank, 11½; Bay State Mining Co., 3; Petherick, 75c.; Allouez 3⅞; Hancock, 5⅜; Phœnix, 4½; French Creek, 10c.; Superior, 1⅜; Humboldt, 60c.

Baltimore.—Wilmington and Welden 7s, gold, endorsed by North Carolina, 86@86¼; Western Maryland 2d mort., guaranteed, 91; Central Ohio 1st mort., 87; N. W. Virginia 2d mort., 95; Orange and Alexandria R.R. bonds, 70; Parkersburg R. R., 30; Virginia 6s, old, reg., 45¼; do., 1867, reg., 44; do., 1866, reg., 45; Maryland 6s, 1870, ex-int., 100; Liberty Copper, 0.60; Atlantic Coal, 0.85; George's Creek, 70; Balt. and Cuba S. and M. Co., 47½; National Exchange Bank, 98; Mechanics' Bank, 11; Union Bank, 62; Franklin Bank, 13¾; Farmers' and Merchants' Bank, 45½. The latest quotations are: Balt. and Ohio, 128½@129; do., 6s, 1875, 96¾@97; do., 1880, 96¾@97; do., 1885, 98¾@98¾; Northern Central, 45@45; do., bonds, 1885, 84½@85¼; do., 1900, 83@85; Parkersburg Branch, 35@38; N. W. Va., 1st mort., 94@—; do., 2d mort., 94@95; do., 3d mort., 1873, 92½@92½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 92@92¾; do., 2d mort., 73¼@73½; Central Ohio, 36@37; do., 1st mort., 87@88; Western Md. 6s, 1890, 75@75; do., guar., 94@95; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99¾@99⅞; do., 1886, 99@99½; do., 1890, 97¾@98; do., coupon, 99@—; do., Park, 97½@98¾; do., 1893, 94@96; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19@19½; Canton Co., 56½@—; Am. Gas Ceal, 0.15@0.19; Maryland Anthracite Coal, 2@4½, George's Creek, 70@70; Santa Clara, 1.50@2.00, Atlantic Coal, 0.82@0.84; Baltimore Coal, 290@—.

Hudson River Cement Works.

Up to the date of the destruction of the Works of this Company, at Jersey City, N. J., on the 17th of July last, they had been engaged for a period of *eighteen years* in the manufacture of a fine and superior quality of Hydraulic Rosendale Cement. During *twelve* years of this time MR. J. H. BUTTS has acted as agent, and part of the time as Treasurer of the company; and for the last *six* years prior to the burning of the Works, as Secretary and General Superintendent. Their Works are now located on the West Bank of the Hudson River, at Kingston, N. Y., where they have ample facilities for manufacturing 600 bbls. per day, with a dock front of 500 feet, and sufficient depth of water to load the largest class vessels. We are assured by MR. BUTTS, who still continues his services with them, that it is the determination of this company to maintain the high reputation acquired by them as manufacturers of a superior article, and one that is every way adapted to the construction of works where strength, durability, and resistance to the atmosphere and to the action of water are desired. The Cement is deliverable either at the Works, or in New York City. Address J. H. BUTTS, Agent, 95 Liberty Street, New York.

St. Louis and Iron Mt. Railroad.

The bill to restore the Iron Mountain Railroad to Mr. Allen, and confirm his title in it, which passed the State Senate some time since, but was defeated in the House, was reconsidered in the latter body on the 13th inst., stripped of its several restrictive amendments, and passed by a vote of 91 to 19. It was then returned to the Senate for concurrence in an amendment to exempt Gov. Fletcher from any legal action for seizing the road, and was immediately passed by an unanimous vote. The enterprise is an important one, and the road, it is said, will now be pushed rapidly forward, so that in one year trains will run from St Louis to Mobile and New Orleans.

Pittsburg and Connellsville Railroad.

The Mayor of Baltimore having failed to approve the ordinance for the renewal and extension of the mortgage debt due the city of Baltimore by the Pittsburg and Connellsville Railroad Company, and to fund the arrears of interest due thereon, recently passed by a three-fourths vote in each branch of the City Council, it was promptly passed over the veto: in the first branch by a vote of 19 to 3; and in the second branch by a vote of 8 to 2. It will go into effect immediately. The ordinance was published in full in our last issue.

Kent County Railroad.

The Chestertown (Md.) *News* says that the board of directors of the Kent County Railroad had another meeting at their office in Chestertown on Thursday last, and that there is a good prospect for the early completion of a contract with a New York company, upon terms much more favorable than any heretofore offered. Should this contract be consummated the unavoidable delay in the commencement of the road will inure greatly to the benefit of the company.

Railroad Earnings.—Weekly.

The earnings of the Chicago and Alton Railroad for the second week in March, 1868, were..... $65,132 00
Corresponding period previous year .. 62,000 00

Decrease..... $3,132 00

The earnings of the Chicago and Northwestern Railroad for 2d week in Mar., 1868.. $189,816 50
Corresponding week previous year .. 167,140 48

Increase $22,676 02

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of March, 1868, were..... $51,644 00
Same week in 1867..... 53,569 00

Decrease $1,925 00

The earnings of the Atlantic and Great Western Railway for the second week in Mar., 1868, were..... $70,208 00
Corresponding week previous year.... 99,796 00

Decrease $29,588 00

The earnings of the Michigan Central Railroad for the 1st week in Mar., 1868, were.. $53,543 00
Corresponding week of previous year.. 93,193 00

Decrease $39,650 00

Hudson River West Shore Railroad.

A company has been incorporated with a capital of $4,500,000, to build a first class double track road from Jersey City to Athens, a distance of 115 miles, connecting by the Albany and Schenectady Railroad with the New York Central at Schenectady. The road is located on the bank of the river the whole distance, commencing at Jersey City, opposite the lower part of New York, passing under the Palisades, around West Point, on an easy curve of 4°; under Cro' Nest, and thence along the river bank to its terminal point at Athens. The company have an absolute grant from Congress along the whole river front of the Military Reservation at West Point.

Twelve miles of the road are now under contract, and it is proposed to place the line as far as Newburg under contract within sixty days. The iron for the roads as far as Newburg has been purchased by the company, to which point they expect to open the road within a year, and throughout its whole length within two years. The advantages of the road are—a shorter route to the West, a more direct route to Saratoga, Catskill, Cornwall, West Point, and other salubrious and favorite resorts on the west shore for Summer residence. The landing of passengers opposite all the ferries, from Forty second street down to Cortlandt street, will be a convenience to business men who reside out of town that cannot fail to be appreciated.

☞ A Dominion Telegraph Company has been organized, with headquarters at Toronto, in opposition to the Montreal Telegraph Company. Lines are immediately to be erected to all business points. Contracts for the poles are given out. The lines will connect on the United States side with the wires of the Atlantic and Pacific Company, in opposition to the Western Union lines.

☞ The Wayland and Sudbury Branch Railroad Corporation, having secured their character, have entered promptly into the business before them. A board of five directors, with Capt. Edword Pousland for President, have recently been chosen.

Commerce of New York.

The foreign imports at New York for the month of February, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	$13,364,912	$10,586,053
Do. for warehousing	11,211,014	9,297,632
Free goods	918,364	718,777
Specie and bullion	136,491	415,875
Total entered at port...	$25,630,781	$20,818,337
Withdrawn fr. wareh'use	11,794,156	9,049,339

The foreign imports at New York for the two months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	$24,411,768	$18,241,883
Do. for warehousing...	20,298,716	15,945,503
Free goods	1,636,174	1,497,073
Specie and bullion.....	263,210	552,449
Total entered at port..	$46,609,868	$36,236,908
Withdrawn fr. wareh'se	21,174,640	15,780,963

The foreign imports at New York for eight months of the fiscal year, were:

	1867.	1868.
Six months ending January 1st.....	$143,210,153	$80,810,284
January.....	20,979,087	62,631,151
February.....	25,630,781	6,565,563
		2,302,092
Total 8 months.....	$189,820,021	$152,309,090

The duties received at New York for eight months ending with February, were:

	1867.	1868.
Six months ending Jan. 1	$60,531,571 82	$54,731,301 44
In January	9,472,248 48	7,133,428 42
In February	11,466,418 42	9,696,752 30
Total 8 months....	$81,470,238 72	$71,561,482 25

The exports from New York to foreign ports in the month of February, were:

	1867.	1868.
Domestic produce	$14,615,040	$13,543,674
Foreign free goods.....	36,803	36,387
Do. dutiable.....	800,663	441,528
Specie and bullion	2,124,461	4,203,825
Total exports.....	$17,576,967	$18,225,414
Do. exclusive of specie.	15,452,506	14,021,589

The exports from New York to foreign ports for two months from January 1st, were:

	1867.	1868.
Domestic produce.....	$27,526,729	$27,310,170
Foreign free goods....	151,010	49,067
Do. dutiable	1,223,414	1,110,679
Specie and bullion.....	4,675,812	11,553,650
Total exports	$33,576,965	$40,023,566
Do. exclusive of specie	28,901,153	28,469,916

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1867.	1868.
Six months ending Jan. 1st.....	$84,590,637	$91,143,385
January	13,448,647	14,448,327
February	15,452,506	14,021,589
Total produce.....	$113,491,790	$119,613,301
Add specie	21,447,082	38,759,936
Total exports	$134,938,872	$158,373,237

☞ The contractors on the Queen Anne's and Kent Railroad have commenced work at Millington. Some 300 hands are now engaged grading the road. The directors have determined to locate stations at Millington, Sudlersville, Cox's, Carville's and Centreville. Thomas J. Keating, Esq., has been elected counsel for the board.

Journal of Railroad Law.

WHO ENTITLED TO STATUTORY DAMAGES AT THE DEATH OF A PARTY THROUGH THE NEGLIGENCE OF A RAILROAD COMPANY.

The facts in the late case of Waldo *vs.* Goodsell, Executor (33 Conn. 432) were that in a disaster on the Hartford and New Haven Railroad Company, through its negligence, a husband and wife having no children, were injured at the same time, and both died, but the husband a little before the wife.

McCurdy, J.—In this case, it being a bill of interpleader, the petitioners are merely nominal parties, and the real controversy is between the two respondents, Goodsell as the representative of Andrew D. Euson, and Shelton as the representative of Catherine S. Euson his wife.

At the common law, as is well known, neither of the respondents could have any position in court. Whatever right pertains to either, results from the recent legislation in this State. The statute of 1848 provides that an action for an injury to the person, whether the same do or do not result in death, shall survive to his executor or administrator. This statute was followed by the act of 1853, in relation to which there has been a decision in the case of Goodsell *vs.* Hartford and New Haven Railroad Company 33 Conn. 51. It was there held that the object and effect of the latter law is to select a certain class of cases, of which the present is one, and in respect to them limit the amount of damages and direct their distribution.

The question now is, what by the true construction of that statute is the line of distribution. The respondent Goodsell contends that the title of the widow to the damages was not vested in her at the time of the death of her husband, but that it was contingent and depended upon her being alive at the time of the recovery. The language of the statute is perfectly explicit, and we see nothing in it to warrant such an idea. The money is to be sued for and recovered by the executor or administrator of the husband in a case like this, for the benefit of the widow. There being no children the whole belongs to her. The right to it becomes fixed by the death of the husband and at his death. The only contingency is as to the time of payment. That depends of course upon a settlement or recovery. If her right depended upon the fact of her being alive at the time of the judgment in a law suit, there never could be a settlement with her which would be safe for the company. It would be in the power of the representative of the husband, who must be supposed to be in the interest of his heirs, to keep the case in court indefinitely in the expectation of her decease and a consequent change in the title to the property. The value of her interest and perhaps the means of her support might depend upon her winning in the strife between life and litigation. The husband could not bequeath the damages away from her, (as a part of her estate) and why should his executor be allowed to deprive her of it indirectly. The rule that her title rests absolutely in her at his death is simple, certain and consistent with both the language, and, as we think the obvious intention of the statute.

The language is similar to that of the law regulating a distribution of property to heirs. And

the question in such cases is, what heirs were living at the death of the ancestor.

The statute being preemptory, transferring the whole damages to the widow, it is difficult to see how there can be a division of them or an allowance to the executor of the husband, for any reason or any purposes. If the effect of this construction will be to give to the heirs of the wife what would seem to belong more justly to those of the husband, through whose suffering and death the estate had been acquired, it is within the power of the legislature to modify the law.

We advise that the damages be allowed to the administrator of Mrs. Euston, deducting the fees and expenses of the petitioners.

In this opinion the other judges concurred.

Imports at the Port of Boston.

The imports of foreign goods into the district of Boston and Charlestown from January 1, 1850, to December 31, 1867, yearly, inclusive, were as follows:

1850	$29,909,376	1859	$43,954,025
1851	31,850,558	1860	40,296,234
1852	33,987,144	1861	33,201,685
1853	43,317,369	1862	26,618,344
1854	46,480,444	1863	26,031,444
1855	41,984,013	1864	30,751,595
1856	43,014,900	1865	29,611,846
1857	46,907,924	1866	46,992,707
1858	32,740,716	1867	40,521,559

Muscatine, Council Bluffs and Omaha Air Line Railroad.

A convention was to have been held on the 16th of this month at Oskaloosa, Iowa, to take into consideration the feasibility of a railroad route from Muscatine on the Mississippi to Council Bluffs and Omaha on the Missouri River, at which point it would connect with the Union Pacific Railroad. At Oskaloosa this line would connect with the Des Moines Valley Railroad; at Muscatine with the Chicago and Rock Island Railroad; and at Peoria, Ill., with the Pennsylvania consolidated line direct to Philadelphia, New York and Boston. The gain in distance to Omaha by this route to Eastern cities it is estimated would be 153 miles.

Arrivals at the Port of Boston.

The following is a statement of the number of foreign arrivals at the port of Boston, for the last 30 years, say from 1838 to 1867 inclusive:

1838	1,313	1848	3,009	1858	2,874
1839	1,552	1849	3,111	1859	3,124
1840	1,628	1850	2,885	1860	3,425
1841	1,790	1851	2,872	1861	2,802
1842	1,738	1852	2,971	1862	3,051
1843	1,716	1853	3,042	1863	3,129
1844	2,174	1854	3,102	1864	3,006
1845	2,305	1855	3,178	1865	3,255
1846	2,090	1856	2 990	1866	3,023
1847	2,739	1857	2,985	1867	2,758

Chicago, Shawneetown and Nashville R. R.

This is the name of a new line which is to leave the Illinois Central at Mason or Edgewood, in Effingham County, and extend through Clay, Wayne and White or Hamilton Counties to Shawneetown, on the Ohio River, where it is to connect with the Hendersonville Railroad.

This road will tap a splendid grain and stock growing region, hitherto without connection with Chicago, and will intersect the Cairo and Vincennes Railroad which is now being built through an equally fertile region, whose trade is now carried to Evansville and Cincinnati. The completion of these two lines will send an immense amount of the products of this garden region to the markets of Chicago, and furnish its merchants and manufacturers with hundreds of new customers.

PIERSONS & CO.,
IRON AND STEEL
OF EVERY DESCRIPTION.
A full assortment constantly in Stock.
Warehouse, 24 Broadway, 77 and 79 New street, New York.

OXFORD IRON COMPANY,
OXFORD, N. J.,
MANUFACTURE
Cut Nails, Cut Spikes
AND
RAILROAD SPIKES,
Of every variety & size, and of Superior Quality & Finish.
HOLDEN, HOPKINS & STOKES,
AGENTS,
104 & 106 John Street, New York.

S. E. HASLETT,
Iron and Metal Broker,
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CHAPIN & WELLS,
BRIDGE BUILDERS,
86 Dearborn street,
CHICAGO, ILLINOIS.
Mill and Machine Shops, 721 & 723 S. Clark street,
Dock and Bridge Bolts, Bridge Materials and Dimension Timber, promptly furnished.

RAILROAD IRON.
1,000 TONS 56 lbs., RAILS ERIE PATTERN.
" 58 lbs., " Fish Bar "
All best quality Welsh iron.
PERKINS, LIVINGSTON & POST,
54 Exchange Place, N. Y.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., Feb. 10, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the Office of the Company, until the 15th day of April, 1868, at noon, for the GRADING, MASONRY, and BRIDGING of that portion of the NEW YORK AND OSWEGO MIDLAND RAILROAD, extending from the City of Oswego to the Village of Sidney Plains, a distance of ONE HUNDRED AND TWENTY MILES, and passing through the Towns of Volney, Hastings, West Monroe, Constantia, Vienna, Lenox, Stockbridge, Eaton, Lebanon, Smyrna, North Norwich, Norwich, Oxford and Guilford, and that portion known as the Branch, from at or near East Guilford, in the town of Guilford, to Mt. Upton, in the same town.

The line will be divided into Sections of about One Mile each, and proposals may be made for separate Sections or for the Entire Work. The Company will entertain separate proposals for BRIDGING only.

The line passes through a desirable section of country of Central New York, and the work will be worthy of the attention of Contractors.

Plans, Profiles and Specifications will be ready for examination at the Office of the Chief Engineer, in Oneida, N. Y., where all necessary information may be obtained, on and after the 6th day of April.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

PROPOSALS

For the Construction of a portion of the Summit Division of the Illinois and Michigan Canal.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 11, 1868.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of Public Works, at their office, until 11 A. M. Wednesday, April 15, for the construction of sections Nos. seventeen (17) to forty-four (44,) inclusive, of the Summit Division of the Illinois and Michigan Canal—a distance of about eleven (11) miles.

Maps, profiles, and specifications will be exhibited at the office of said Board in Chicago.

There will be some 1,500,000 to 2,500,000 cubic yards (according to the line which shall be adopted) of earth excavation, some of it quite hard and embracing considerable detached rock, and about 90,000 cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the canal during the season of navigation.

It is believed, however, that most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

Proposals are invited on the present line of canal, and also on a new line, as follows, viz:

For the work on Sections 17 to 23, inclusive, according to the old line.

For the work on Sections 24 to 41, inclusive, bids will be received both for the improved old line and a new line.

For the work on Sections 42 to 44, inclusive, bids will be received both for the old line and a new line.

If a new line be adopted for any portion of the distance operations thereon may be continued the whole year. It is expected that the navigation of the canal will be suspended for at least five months in each year, unless otherwise mutually agreed by the Board and contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows, and cranes for the earth work, and drilling machines, pumping machinery, and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next, or as soon thereafter as navigation shall be suspended.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, indorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar ($200) bond, with sureties, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security as, according to their judgment, will secure the doing of the work according to the contract.

A. H. BURLEY,
J. McARTHUR,
W. H. CARTER,
WILLIAM GOODING,
R. B. MASON,
Board of Public Works.

4t12

NEW YORK
Belting and Packing Co.,
MANUFACTURERS OF
VULCANIZED RUBBER FABRICS,
Adapted to Mechanical Purposes.

Patent Smooth Belting. (Patented Nov. 22, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite.—Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Directions, Prices, etc., can be obtained by mail or otherwise.

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Warehouse, 37 & 38 Park Row, N. Y.

C. SHALER SMITH. CHAS. H LATROBE.

SMITH & LATROBE,

CIVIL ENGINEERS

AND

BRIDGE BUILDERS,

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Baltimore.

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An extra strong built and trussed 8 Wheel Truck expressly for HEAVY WEIGHTS, sits low, has compromise gauge and an adjustable Track for Cars or Engines Will be sold low. Apply to

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Successor to BRIDGES & LANE.

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SPIKES, BOLTS, NUTS, WASHERS,

CAR, SHIP AND BRIDGE BOLTS,

IRON FORGINGS OF VARIOUS KINDS, Etc., Etc.

STEEL AND RUBBER SPRINGS,

LOCOMOTIVE AND HAND LANTERNS,

PORTABLE FORGES AND JACK SCREWS,

COTTON DUCK FOR CAR COVERS,

BRASS AND SILVER TRIMMINGS.

WEST POINT FOUNDRY.

Paulding, Kemble & Co.

Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Presses, Boilers, Bridges and Piers, Rifled and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

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Importers of Metals,

AND RUSSIA SHEET IRON,

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Russia Sheet Iron.	Galvanized Sheet Iron.
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Block Tin, Banca and Straits.	Pig and Bar Lead.
Sheet Brass Kettles.	Regulus Antimony.
Sheathing Copper.	Copper Bottoms.
Extra-sized sheets Copper, rolled to order.	Braziers' and Bolt Copper. Rivets, Kettle Ears, etc.

FOR SALE.

2 Locomotives 4 ft. 8 1-2 in. Gauge, in perfect repair.

No. 1, 15×20 Cylinder, 4½ ft. Drivers, Copper Flues.
" 2, 15×22 " 5½ " " "

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THE WELL KNOWN LOCOMOTIVE WORKS AT Jersey City, known as the Jersey City Locomotive Works, comprising 24 full lots of lands, with substantial and well arranged buildings thereon, together with the machinery and tools, which are in excellent order, and of the best description, and capable of turning out 6 to 8 first class locomotives per month.

The character of the work turned out of the shops of this company is well known, and has a high reputation on most of the leading railroads in the United States. Adjoining and connected with these works are also offered for sale, 26 lots of ground with the buildings thereon, and which, added to the property of the Jersey City Locomotive Works, make the whole one of the most desirable establishments for the manufacture of locomotive engines and other machinery in the country. The price and terms will be made highly favorable, as the parties interested are solicitous to close up the concern. Apply to

CHARLES KNEELAND, 49 William street.
W. G. HAMILTON, 21 Broadway.
McANDREW & WANN, 12 Pine street.

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BONDS FOR SALE.

First-Class Investment.

SECURITY UNDOUBTED.

$250,000 First Mortgage Bonds of the South Side Railroad Company of Long Island FOR SALE.

These Bonds are SEVEN PER CENT. coupons, payable 1st of March and September, at Atlantic National Bank, Brooklyn; the mortgage covering the entire property of the Company.

The South Side Railroad runs from the East River, Brooklyn, through all the villages on the south side of the island to Patchogue, distance 55 miles, 34 miles complete, and the net earnings are now, during the winter months, paying interest on the Bonds.

The road is graded to Islip, iron and ties on the line, and the entire line will be completed as soon as the weather will admit.

For sale on favorable terms by

SMITH, GOULD, MARTIN & CO.,

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Solicit attention to their Timing Watches, known as the "TIFFANY & Co., TIMERS."

These watches, for Railroad, Engineering, Racing, Gunnery, and Scientific purposes, are superior to any yet offered, as the arrangement of the stop is such as to note time to the nicety of one-fourth or one-fifth of a second, in such manner as to prevent the possibility of error in the calculation.

The following named gentlemen, having bought "Timers" and found them to be perfectly satisfactory, have kindly allowed Tiffany & Co. to refer to them:

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Leon. W. Jerome,	George Osgood,	S. D. Bradford,
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Tiffany & Co., have also a full assortment of watches of all desirable sizes and styles, of the same quality and finish as the first mentioned, in addition to their usual stock of Frodsham's and Jurgensen's.

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U. S. RAILROAD SCREW SPIKE COMPANY,

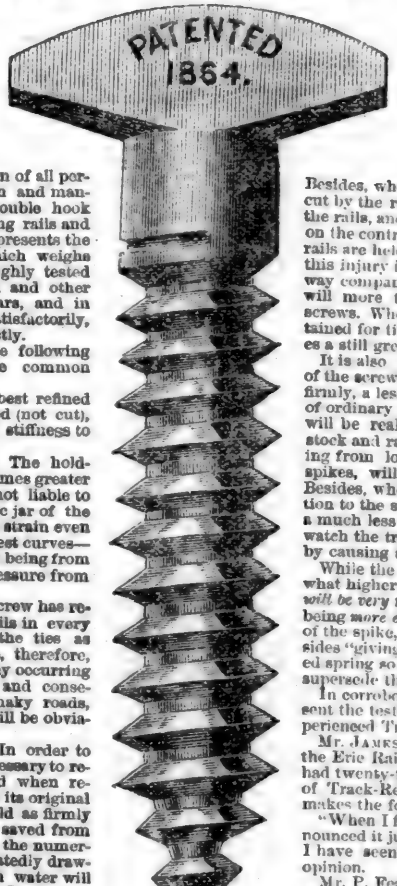
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RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary.



Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1862, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 186 , writes us follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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SOUTHWARK FOUNDRY,

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Steam Engines—High and low pressure, for land, river, and marine service; Horizontal, Beam, and Vertical. Patterns on hand for 8x10, 14x12, 18x12, Oscillating; compact and cheap.

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Boilers—Plain cylinder, flue, and tubular.

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Tanks of every form, for sugar estates, refineries, oil, &c.

Gas Machinery of every description, including Retorts, Bench-castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Gas-Valves, Governors, Hoisting Machines, &c.

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Bartol's Patent Wrought Iron Retort-lid, durable, light and cheap.

Sugar Machinery, such as Vacuum Pans and Pumps, Defecators, Bone-Black and Bag Filters, Bone-Black Burners, Washers, and Elevators, Hydraulic Elevators, Sugar and Bone-black Cars, Strike Heaters, Open Steam Trains, &c.

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Glass & Bartol's improvement on Aspinwall & Woolsey's Centrifugal Sugar-Draining Machines.

N. Rillieux's Patent Sugar-Boiling Apparatus, applicable to Beet-Root and Cane Sugar.

Having had twenty years' experience in the manufacture of Sugar Machinery for Cuba, South America, and the United States, they are prepared to contract for the design and erection of apparatus for making Sugar from Beet-Root or Cane, and for Refineries for either Sugar or Molasses.

They are also in possession of plans of the most recent improvements in machinery used in France and Germany in the manufacture of Beet-Root Sugar.

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$500,000 First Mortgage Western Division Bonds, Toledo, Peoria and Warsaw Railway Company; interest annually, February and August.

$100,000 First Mortgage Bonds Cedar Falls and Minnesota Railroad Company; interest 7 per cent., payable May and November; secured by lease and contract with Illinois Central Railroad Company.

$100,000 Dubuque and Sioux City Railroad Company preferred shares; interest 7 per cent., payable January and July; secured by lease of road and contract with Illinois Central Railroad Company.

$50,000 Dubuque and Sioux City Railroad First Mortgage Bonds, Western Division; whole mortgage debt on 144 miles, $960,000, less than $7,000 per mile; interest payable January and July, and secured by lease and contract with Illinois Central Railroad Company.

$50,000 Dubuque and Sioux City Sinking Fund, 7 per cent bonds; secured by land and income; 7 per cent. interest, payable May and November; secured by lease and contract with Illinois Central Railroad Company.

$50,000 Toledo, Logansport and Burlington Railroad Company's Bonds; interest 7 per cent. semi-annually, payable February and August; interest guaranteed by Columbus, Chicago and Indiana Central Railroad Company. CHARLES L. FROST,
President Toledo, Peoria and Warsaw Railway Co.,
No. 26 Exchange-Place.

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American Bankers & Merchants,

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Of the latest and most approved styles.

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For the Greatest Excellence in Oils for Lubricating and Burning.

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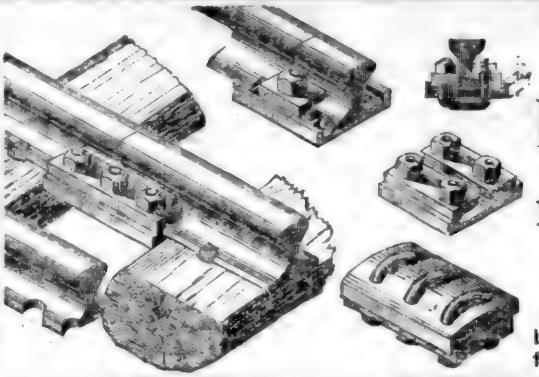
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7.	" 15	"	1½ to 1	19.	" 28	"	¾ to 1
8.	" 16	"	¾ to 1	20.	" 30	"	1 to 1
9	" 16	"	1 to 1	21.	" 30	"	1½ to 1
10.	" 18	"	¾ to 1	22.	" 30	"	1½ to 1
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12.	" 18	"	1 to 1	24.	" 32	"	1½ to 1

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American Railroad Journal.

New York, Saturday, March 28, 1868.

Southern Railroad Connections.

Railroad consolidation, based upon air lines and low grades, appears to be the policy of the most sagacious and prudent managers and directors; but this consolidation is for the present confined to the Western connections of New York, Philadelphia and Baltimore. Capital appears to shrink from all points south of States represented in Congress, capitalists, not being politicians, quickly appreciating and accurately developing all enterprises in which position, security and large profits are assured. Norfolk and Savannah are gathering to their ports only the cotton and other products cultivated and produced upon, or contiguous to lines finished and in operation, whilst New York and Philadelphia, at enormous expense, and small profits, collect cotton as low down as Vicksburg, and ship it over their Western connections. In a few months the connecting links will be finished, and an air line in operation from Baltimore to Vicksburg, with connecting roads running north and south at convenient distances. This road passes over and through a section more varied, more beautiful and more productive than any other in this country. Though this section is not now in a state of prosperity, still the products of its soil, both agricultural and mineral, are such as to yield a full measure of profits to the roads now in operation, and are capable of five hundred fold increase if operated with the vitality and unity which consolidation would produce. In the sub mountain region of Virginia, from Alexandria to Bristol, small grains, fruits and stock can be raised cheaper than in the West, and placed in the market daily, fresh and at small cost, and too early for competition with those of later maturity from the colder climates. The valley, with its rich products of the dairy, its grains and its minerals, is delivered at Charlottesville by the Virginia Central, and at Lynchburg by the canal, upon which, from Lexington to Richmond, the water power equals that of all New England. Throughout this whole region, stretching to the top of and down the southern slopes of the Blue Ridge, the highest priced and most saleable brands of tobacco, as well as the most nutricious grapes and never failing crops of fruit, are produced. From Bristol to Cleveland it is difficult to decide whether the country is richer in the products of the mine or agriculture, wheat, corn, tobacco, grapes and fruits rejoicing the eye and filling the storehouses of the active farmer; coal, iron, copper, marble, plaster of Paris, rewarding the labors of the miner. From Cleveland to Selma coal of a better quality than the Cumberland Maryland, Iron Ore superior to that of Lake Superior or Missouri, with an abundance of limestone, copper, plumbago, and a more varied assortment of minerals, are produced, than can be found upon any other portion of this continent, in the square formed by the Alabama, Chattahooche, Tennessee and Tombigbee Rivers. And from Selma to Vicksburg the very heart of the cotton region is penetrated. Through this whole route food can be cheaply produced, and the negro, for all purposes requiring unskilled labor, working either under the eye of the overseer, or on tasks, as in building and repairing railroads, working iron and coal, is fully equal to any other, and can be procured at one-third the rates of the white laborer. At Cleveland connection is made with all the Southern, Western and Northern roads, and also with Memphis and Charleston. At Meridian, Miss., with the Mobile and Ohio, at Jackson with the New Orleans and Jackson, and at the Mississippi River will be the great crossing for the Southern Pacific.

Railroads in Maryland.

Track laying will soon commence on that portion of the Philadelphia and Baltimore Central Railroad, between Rising Sun and Rowlandsville, in Cecil county, on which the grading has been finished the past winter. It is expected to be completed and in running order as far as the Susquehanna river in June, where, by means of the Columbia and Port Deposit Railroad, now under contract from Port Deposit to Octoraro, a connection will be formed with the Port Deposit Branch of the Philadelphia, Wilmington and Baltimore Railroad. A large force is now employed in grading this road, the object being to push the work forward as fast as possible in order to meet the Central Railroad at the mouth of the Octoraro early in the season. The Chester Creek Railroad, which is to connect the eastern terminus of the Philadelphia and Baltimore Central with the Philadelphia, Wilmington and Baltimore Railroad, at Chester, will also be completed during the present season.

Quincy Mining Co.

The directors of the Quincy Mining Company submit the following report of the business of the mine for the past year, and statement of its present financial condition:

The total shipment of the season was 2,358,639 pounds of mineral, which have been smelted at Detroit, and yielded 81.46 per cent., or 1,921,620 lbs. of ingot copper.

The product of the mine for the year, as prepared for shipment, was 2,248,279 lbs., or 1,124 tons of mineral, of the following description, namely: Stamp copper, 2,068,885 lbs., mass, 165,209 lbs., tribute, 14,185 lbs., for which, estimating only the product of December, left over at the mine, has been realized the gross sum of $437,482 75.

The expenses of the year are as follows: Running expenses at mine, $306,556 62; other expenses as per Treasurer's balance sheet, $57,015 40; total cost, $363,572 02, which, deducted from the gross earnings, $437,482 75, leaves as profits, $73,910 78. Of these profits there has been expended for a new hoisting engine, and

other permanent improvements, $11,045 89; giving as net result of year's business, $62,865 34.

From these net earnings a dividend of $3 per share, or $60,000, has been declared and paid.

The statement of assets and liabilities in our last report showed a balance of assets on hand, as of date, January 1, 1867, of $200,544 67; net earnings of 1867, $62,865 34; total, $263,410 01; deduct for over estimate of copper on hand, Jan. 1, 1867, $21.066 64; making as balance of assets on Jan. 1, 1868, $242,343 37.

There is also, in addition, "the special reserve fund of $50,000, set apart, as heretofore reported, for the endowment of an insurance and repairs account, and fully secured by mining supplies, materials, &c., worth to the company at least twice that amount."

After the payment of the dividend, there remains a sufficient amount of money accruing, to meet all outstanding liabilities, and the cost of working the mine during the winter months at the present rate of expenditure; so that it is probable the Treasury is in position to pay all demands upon it, without requiring any advance on copper, until the accumulated product can be brought to market on the opening of navigation; thus enabling the company to carry on its operations in the most economical manner, and at the least possible cost.

The total cost of production, conversion and sale is 20 cents per lb. Average of sales of product of 1867, 24 cents per lb.

Cleveland and Pittsburg Railroad.

The earnings of this road for the years ending November 30, 1866 and 1867, were as follows:

	1866.	1867.
From passengers	$788,222 77	$640,793 63
" freight	1,498,631 56	1,430,532 43
" miscellaneous	64,351 50	68,824 54
	$2,351,905 83	$2,140,150 60
Expenses, viz:		
Motive power and cars	$627,880 03	$581,698 74
Maintenance of way & structures	494,567 48	428,867 66
Transportation exp's	369,874 29	307,189 86
General expenses	204,857 67	171,552 07
	$1,697,179 47	$1,488,807 83
Earnings less expenses	$654,726 36	$651,342 77
Add receipts from P., Ft.W. & C. R. W	256,065 73	158,171 08
Net earnings	$910,792 09	$809,513 85
From which there has been paid—		
Mortgage interest, etc.	$263,129 99	
Lease of P., Ft. W. & C. Railway track	85,000 00	
		348,129 99
Leaving as balance of the year's business		$461,383 86

From this amount there has been paid the dividend of September 16, 1867, $284,838 15, and the remainder has been expended in real estate, and new structures and improvements. The Report says:

In view of the falling off in rates, and the general depression of business, we think the comparison with the business of the previous year, satisfactory. It clearly demonstrates that the Cleveland and Pittsburg Railroad has resources which naturally belong to it, sufficient for the interest on its debt, and a fair remuneration to its stockholders.

The iron ore traffic which has been spoken of in previous reports, has largely increased. The amount of ore now on the company's docks, is sufficient to furnish freightage to Pittsburg until the opening of navigation. The coal traffic continues to be of great importance, showing a steady increase. The transportation of lumber, from Michigan and Canada, is increasing rapidly. The business of the towns on the line of the road, steadily growing in importance, constitutes an ever enlarging source of income.

The amount charged the Pittsburg, Fort Wayne and Chicago Railway, is stated upon the basis of division of earnings which has been acted on in previous years; it may be revised. The contract between the two companies was modified in Feb., 1866, so that the future ratio of division may depend on the actual earnings of the two previous years. Thus far, the working of the contract has proved beneficial to both companies.

It was stated in the last Annual Report, that the vastly increased business of the company had rendered necessary considerable outlays, and the above shows that this necessity still continues. The final payment of the land purchased by the company, on the west side of the Cuyahoga river, has been made. Two slips are being constructed, with ample docks, so that vessels can load and unload with ease and dispatch. The length of dock already constructed, is 2,000 feet, and 2,000 feet more, it is anticipated, will be ready for use by the opening of navigation. The coal and ore traffic of the coming season, could not be done without these facilities. It is evident that a much larger extent of dock room will be required, and that more slips must be built, until the whole of the land of the company on the west side of the river is utilized. The company will then have a property, ample for its business beyond all possible contingencies.

A Bridge for the passage of railroad trains has been constructed across the Cuyahoga river, for the joint use of the Cleveland and Pittsburg, Cleveland and Erie, and Cleveland and Toledo Railroad Companies, and such other railroad companies as they may contract with for the purpose, which gives direct and commodious access to the west side of the river, for all the trains of the company. The bridge having been fully tested, gives entire satisfaction, and is now being used daily by this company, for the transportation of iron ore.

The road bed, rails, and rolling stock of the company are all in good condition—it is believed they were never better—insuring dispatch and safety in the passage of trains.

In addition to the expenditure which must be continued during the coming year, in the construction of docks, on the west side of the river, at Cleveland, it is of the first importance that the Machine Shops at Wellsville be completed, on the enlarged plan which was originally contemplated, as well as to make a comparatively small addition to the motive power, and freight car equipment.

It has been deemed best by the directors in view of the early maturity of the mortgage bonds of the company, to issue new bonds, secured by a new mortgage on all the property of the company, for the purpose of retiring the present mortgages. The second mortgage bonds, amounting to $1,130,000, fall due in about five years, and the third mortgage bonds, amounting to $1,603,000, fall due in about seven years. The new mortgage bonds, bearing seven per cent. interest, payable semi-annually, will mature in the year 1900. It is believed that the holders of the old bonds of the company will willingly exchange them for the new bonds, covering as they do, all the newly acquired property of the company, and having a long time to run before maturity, with the well established business of the company to secure the payment of interest, and a sinking fund provided for the liquidation of the principal.

It also seemed proper to the directors to provide for the payment of a portion, at least, of those improvements which are adding permanent value to the company's property, out of a permanent fund, that the working expenses may not be burdened with this class of expenditures. The new mortgage has therefore been made for $5,000,000, to cover not only the old mortgage bonds, but to furnish the means of completing these permanent improvements.

A detailed statement of the financial operations of the year just closed, in the form of an account current, is presented, as follows:

Receipts from all Sources.	
Assets to close account for 1866 as per last annual report	$499,366 75
Capital stock, and scrip issued	20,363 75
Bills payable, balance unpaid on notes issued	34,853 97
Mortgage bonds of 1900, bonds negotiated	122,681 25
Gross earnings, as above	2,140,150 60
Surplus earnings, charged P., Ft. W. & C. R. W.	158,171 08
Received from miscellane's sources.	2,200 00
Due on bills and pay-rolls audited, and warrants outstanding, on Nov. account	235,900 12
	$3,213,687 52

Disbursements on all Accounts.		
Operating expenses, as above		$1,488,807 83
Interest, dividends, &c.:		
Mortgage interest	$261,247 50	
Dividend bond interest.	1,662 50	
Interest on notes & acc'ts	219 99	
P., Ft. W. & Ch. R. W. lease of track	85,000 00	
Dividend of Sept. 16th.	270,596 25	
Government tax on same	14,241 90	
		632,968 14
Indebtedness cancelled:		
Stock scrip retired	$225 57	
Dividend bonds and scrip retired	13,314 75	
4th mortgage scrip retired	1,057 25	
Bills payable retired	9,085 84	
3d mortgage bonds converted into capital st'k	20,000 00	
Bills and pay rolls unpaid, Dec. 1, 1866	154,996 52	
Dividends, previous to Oct., 1863	308 00	
		198,987 93
Construction and equipment:		
Right of way	24 00	
Machinery and personal property	2,011 07	
Two gondola cars purchased	1,000 00	
		3,035 07
Real estate:		
Island property, Cleveland	43,032 85	
Bellair station grounds.	7,100 00	
Penn street property, Pittsburg.	5,500 00	
Gravel Bank, La Grange	700 00	
		56,332 85
New structures and improvements:		
Union depot, Cleveland.	$8,573 91	
Island improvements	298,505 75	
Splices and bolts	10,133 39	
New station building, Bellair	8,115 00	
Sewer at machine shop, &c.	3,168 94	
		323,496 99
Profit and loss:		
Discount on notes and worthless accounts		9,237 64
Assets to close:		
In hands of treasurer	$103,382 46	
Lawrence R.R.& Transp. Co. stock	10,000 00	
Bills receivable	11,057 79	
Materials at shops	147,742 45	
Net balance personal accounts	228,908 37	
		500,821 07
		$3,213,687 52

Upon the gross earnings, the total expenses are 69½ per cent., of which the operating expenses are 61½ per cent., and showing, compared with

the previous year, a decrease in expenses of 2½ per cent.

During the year 1,971 tons of re-rolled rail, and 70,782 cross-ties have been laid in the main track, side tracks have been extended, and new sidings constructed, to an extent of 13,403 feet.

The equipment of the road November 30, 1867, consisted of 63 locomotives, 32 first-class and 5 second class passenger cars, 13 baggage, 9 express, and 1,274 freight, etc., cars.

Miles run by passenger trains, 380,749; by freight trains, 595,196; by other trains, 452,670; by mixed trains on Tuscarawas branch, 23,063—total, 1,451,678, an increase over the previous year of 10,997.

The number of tons of coal transported in 1866 was 200,155; in 1867, 243,588—an increase of 43,433. The tonnage of ore in 1866 was 89,893; in 1867, 82,155—a decrease of 7,738.

The number of tons of useful load hauled one mile in 1867 was 69,978,055—an increase over the previous year of 1,059,951. The number of cars hauled one mile in 1867 was 11,746,751—an increase of 17,207.

The number of local passengers carried was 516,064; foreign do., 77,939—total, 594,003. Total mileage of passengers, 19,285,562.

The present financial condition is represented in the following

BALANCE SHEET.

Construction		$9,339,526 64
Machinery and tools		70,115 44
Personal property		34,323 35
Telegraph line		16,913 72
Total construction and equipment		$9,460,879 15
Assets:		
In hands of Treasurer	$103,382 46	
Lawrence R.R.& Transp. Co. stock	10,000 00	
Bills receivable	11,057 79	
Materials at shops	147,472 45	
Net balance personal accounts	228,908 87	
Total assets		500,821 07
		$9,961,700 22
Capital stock		$5,411,925 00
Scrip issues		12,166 40
Total capital		$5,424,091 40
2d mortgage bonds	$1,130,000 00	
3d mortgage bonds	1,603,000 00	
4th mortgage bonds	1,096,000 00	
Scrip issues	10,488 79	
		1,106,488 79
Mortgage bonds of 1900		135,000 00
Bills payable		39,968 62
Due on bills and pay rolls, audited for account November		235,900 12
Net earnings		287,251 29
		$9,961,700 22

President & Gen'l Sup't—J. N. MCCULLOUGH.

Directors.—J. N. McCullough, A. Stone, Jr., S. Witt, J. H. Wade, T. P. Handy, J. H. Banker, Jno. Steward, H. C. Stimson, Thos. Slocomb, J. H. Devereux, B. F. Jones, J. W. Chalfant.

Vice President and Sup't.—J. H. DEVEREUX.

Auditor.—R. F. SMITH.

Secretary & Treasurer.—G. A. INGERSOLL.

☞ The towns of Solon and Anson, Me., have voted to subscribe to the Somerset Railroad from Waterville to Solon—the former for $60,000 and the latter for $100,000.

Chicago, Burlington and Quincy Railroad.

The main line of the Chicago, Burlington and Quincy Railroad, as is well known, extends from Chicago to Quincy, with a cross feeder running from Peoria on the Illinois river, to Burlington on the Mississippi, the crossing of the two lines being at Galesburg, 53 miles west of this city. There is also a road owned and operated by the same corporation, running from Yates City on the Peoria branch (30 miles west of here) down through Fulton county, to Lewiston, a distance of 30 miles from Yates City. The distance from Galesburg to Chicago is 165 miles. It will be seen, therefore, that in going from Peoria to Chicago by the Chicago, Burlington and Quincy we have to travel a distance of two hundred and eighteen miles, which frightens everybody from taking that route, even if they had the courage to face the other vexations of changing cars and laying over at Galesburg. Owing to the fact that the road has no direct route from here to Chicago under its own control, has necessarily been compiled to discriminate against Peoria in the arrangement of all freight tariffs, and there has consequently grown up a bitter feeling here and at other points against the whole corporation.

We are happy to state that the proposed extension of this road is certain to be realized in the near future, and that on its completion, there will be an entire revulsion of the present universal popular sentiment, which, cropping out in the verdict of juries on the one side, and hostile freight tariff on the other, has been a subject of great annoyance and damage to all concerned. The proposed extension will cross the river here and run through Metamora, the county seat of Woodford county, and thence *via* Wenona to Ottawa, and from Ottawa up the Fox River Valley to Aurora, and thence over the main line to Chicago. By reference to a sectional map of the State it will be seen that this road forms nearly an air line from here to Aurora. Going up the valley of the Ten Mile to get out of the Illinois river bottom, carries the road a little east to Metamora out of the direct line, but otherwise it is as straight as the crow flies.

The distances on the new route are as follows:

	Miles.
Peora to Wenona	40
Wenona to Ottawa	30
Ottawa to Aurora	40
Aurora to Chicago	40

Making a total of 150 miles, and forming a shorter route by ten or fifteen miles than we now have to Chicago, and at the same time presenting the agreeable concomitant, "no change of cars."

That portion of the road between Ottawa and Wenona is already completed and operated a distance of seventeen miles. It is used to haul coal from the mines on the Vermillion to Wenona on the Illinois Central Road. Some grading has also been done between the Vermillion and Ottawa—the parties owning it desiring to reach the latter place with their coal also.

The Fox River Valley Railroad, of which Washington Bushnell (late State Senator) is President, has been organized for some time, the city of Ottawa having subscribed $150,000 to its capital stock. Other localities on the Fox river have also subscribed considerable amounts to the road.

The Wenona and Ottawa Road, and also the Fox River Valley both stand ready to turn over their charters to the Chicago, Burlington and Quincy on condition that the latter agree to a perpetual rate (fair to all parties) that will enable the Wenona and Ottawa folks to reach the Northern part of the State with their coal *via* Aurora, and the road leading North from there through Geneva and Elgin. It is proper to state that a charter was obtained during the last session of the Legislature for the Peoria and Wenona Road—the remaining link.

We have not time at present to say anything further of this splendid route, than that it runs through the very richest part of the State, and one comparatively unknown to railway enterprise, and for that very reason all the more likely to be speedily opened up to that spirit of enterprise which, from its seat in Chicago, is searching out every good channel for adding to the business thrift of that young but mighty metropolis.—*Peoria Democrat.*

Copper Falls Mining Co.

The report of this company which has just been issued, presents full details of its history for the past year, the course of the management in the administration of its heretofore somewhat complicated affairs, and the results, together with its previous condition and future prospects; the whole comprising a document of much interest to stockholders.

The copper statement is made to embrace the thirteen months ending December 31, 1867, so as to include all the copper shipped during the past season. The general accounts from the mine and from the treasurer's office, cover only the year 1867.

The whole amount of mineral produced for the thirteen months was 2,465,579 lbs., of which 2,172,154 lbs., according to the mine weights (but 2,163.290 lbs., as returned by the smelting house, the difference being attributable probably to the moisture in the stamps' product), have been shipped, leaving at the warehouse at Eagle Harbor 293,425 lbs.

The mineral shipped was smelted at Detroit, and yielded in ingot, 1,534,428 lbs.; of which 1,073,265 lbs. have been sold for $264,334 98, averaging about 24.6 cents per lb., leaving in the hands of our agent in New York 459,572 lbs. and 1,591 lbs. in the form of ingot moulds at the smelting house in Detroit. The ingot in New York is valued at $99,320 24; and the mineral left over at Eagle Harbor, assuming it to be of the same per centage as that which was smelted, would give 208,331 lbs. ingot, which, at twenty cents per lb., gives $41,666 20; making the value of the production of the mine for the thirteen months, or the gross earnings during that period $405,321 42.

The total expenses of the company for the same period amount to $393,658 73.

Included in these expenses, however, are two items which are of an exceptional and extraordinary character, and not properly chargeable to the production of copper; viz., $64,145 59 paid on account of the purchase of over issued stock, and $10,000 paid by our predecessors to John Leighton, as a gratuity for his services as president. Deducting these items, the cost of copper was $319,513 14, showing a profit of $85,808 28.

The outlay at the mine in 1867 was as follows: Mine cost, $139,970 89; stamping and dressing, $41,593 44; office expense, $5,310 51; expense, $3,357 93; surface, $37,112 52; machinery, $5,958 57; real estate, $1,750 00; making a total of $235,053 86.

The total mining cost for December, 1866, was $21,949 29, which added to the above gives total cost for thirteen months, $257,003 15, as stated in the copper return.

The assets amount to $183,832 63, and the excess of assets over liabilities, as appears by the detailed statement is $35,064 70.

Knoxville and Kentucky Railroad.

President Mayberry, of the Knoxville and Kentucky Railroad, who is now in the city, informs us that he has let out the line of the road to the State line, with the exception of a gap of nineteen miles, which will be let out next month. President Guthrie, of the Louisville and Nashville Railroad, told him, in a late interview, that he would build his end of the road to the Tennessee border as rapidly as possible, so that the connection will be made in about eighteen months. The road will be of immense benefit to both States, and will give a powerful impulse to the farming and mining interests of East Tennessee.—*Nashville Times.*

☞ Norridgewock, Me., has decided, by a vote of 328 to 19, to subscribe $80,000 to the stock of the Somerset Railroad, which is to connect with the Maine Central Railroad at Waterville. This, it is said, insures the building of the road, and measures will be immediately taken to put the work in operation.

☞ The provisional directors of the Toronto and Tripissing Railway Company met recently, and elected the following officers, viz: President, A. M. Smith; Vice President, J. E. Smith; Treasurer, T. C. Chisholm; Secretary, Chas. Robertson. Messrs. Lerfs, McMurrich and Robertson were appointed Solicitors. Meetings were appointed to be held at various places along the proposed line, and a committee named to arrange matters for promoting the speedy construction of the railway.

Richmond and Danville Railroad.

The earnings of this road for the fiscal year ending September 30, 1867, were as follows:

From passengers	$200,428 91
" freight	399,500 98
" express	28,544 15
" U. S. mail	13,072 58
" telegraph line	3,115 66
	$639,662 23

The ordinary expenses were:

Repairs of road	$102,751 47	
" bridges	9,287 41	
" structures	5,691 66	
" locomotives	17,646 64	
" cars	22,575 01	
" machinery	4,795 25	
Passenger train expenses	21,001 27	
Freight train expenses	23,762 62	
Fuel account	30,657 07	
Oil, waste, etc	5,025 18	
Depot expenses	47,910 85	
Telegraph expenses	7,254 14	
Miscellaneous expenses	20,230 85	
Losses and damages	9,649 88	
Salaries of officers, etc	15,778 01	
Taxes and insurance	6,070 06	
U. S. internal revenue tax	9,368 82	
		359,451 19
Net earnings (43.8 per cent.)		$280,211 04

The extraordinary expenses were:

For old debt incurred prior to July, 1865	$19,813 75
For iron rails, chairs, spike and labor relaying track	103,822 62
For rebuilding depots and water stations	9,603 60
For new bridge over canal at Richmond	11,693 40
Total	$144,933 37
Less cash received for old rails, credited to relaying track	21,314 93
Total extraordinary expenses	$123,618 44

Compared with the business of the previous year, the gross earnings show a decrease of $33,051 77, with a decrease in expenses of $28,473 12—making the decrease in net earnings, $4,578 65. The President in his report says:

About 11½ miles of new rail have been laid during the year, most of it between Mattoax and Tomahawk stations, and much of the worn out rail on the residue of the track eastward, replaced with the best of the old material taken up. The entire line to Greensboro is unquestionably in better condition than at any previous period of the company's existence, up to a fair average standard of repair, which will relieve the necessity in future, of so large expenditure in repairs as has, for two years past, been indispensable to the safe and economical operation of the line. New depot buildings have been erected at Meherrin, Chula and Powhatan, which replaces all south of Richmond that had been destroyed during the war. Permanent tracks and platforms have been built on part of the new depot lot in Richmond, and temporary sheds erected to facilitate the handling of Richmond freights, until such time as the company shall think proper to commence the erection of the permanent depot building.

In respect of the company's finances, very important, and it is deemed very beneficial arrangements, have been effected during the year, which are expected to be of invaluable aid to the company in relieving the embarrassments under which it was found on its reorganization in September, 1865. Briefly stated, they are as follows: To enable the company to fund its floating debt, the stockholders at their last annual meeting, it will be remembered, authorized the President and Directors to take measures to consolidate its funded debt, if practicable, into one security, and thereby enable the company to create and offer a new security that would be marketable at a fair price. In execution of this policy, application was made to the general assembly, and an act passed on the 22d day of February, 1867, authorizing the creation of a new lien on the company's property, for an issue not to exceed two millions, to enable the company to consolidate its liabilities by funding its floating and extinguishing by exchange or purchase its outstanding bonds. The act also gives priority to the new lien thus created over the mortgage to the State, and in effect, authorizes the conversion of the entire private debt into a first mortgage security, the State taking the place of a second mortgagee as to the whole private debt, as it then stood as to part. This done, the assent of the bondholders was to be obtained to an exchange of the old for the proposed new bonds; to facilitate which, material advantages were offered in the assumption by the company of the United States internal revenue tax on the new bond, and in other particulars. Most of the bondholders readily agreed to the exchange, regarding it as it clearly is, not less promotive of their own than of the interests of the company. And in June last a new deed of trust, embracing the company's entire property, was accordingly made, and has been duly recorded in all the proper offices. The new bonds have been made and recently offered for exchange. Within the few weeks that have elapsed since their preparation and readiness for delivery, about two-thirds of the entire amount of the old issue have been brought in and exchanged. It is not doubted, therefore, that the plan of conversion which has been adopted as the only thing practicable on the subject, will be completely effective. In a few instances the old bonds may be withheld for a time. If necessary to meet such, if not otherwise obtainable, an adequate sinking fund can easily be created on the new security. The important result to the company is, that instead of a *fifth* mortgage security, with a million six hundred thousand dollars ahead of it, the company can now offer to capital, in the absorption of its floating debt, a consolidated *first* mortgage bond of an issue limited to two millions, secured by the company's entire property, worth certainly not less than six millions. In a state of ordinary financial ease and confidence, these securities will continue to command, as they undoubtedly deserve to command, as good prices as any southern security, paying a six per cent. currency interest. The continued and severe stringency in money, which has prevailed almost without intermission, since the company has been able to offer the new bond, has retarded sales at satisfactory prices. About $100,000 have been disposed of at $70 to the hundred. It is hoped that more favorable circumstances for their use than now exist, will soon occur.

The following statement shows the financial condition of the company at the close of the present fiscal year:

For Funded Debt:

Amount of old mortgage bonds convertible and being converted under the new lien		$1,133,600 00
Interest due on part of same uncalled for		64,115 00
Amount of new consolidated bonds sold and issued in settlement of claims		112,500 00
Debt to State of Virginia, 2d mortgage. Balance of principal and interest to date, about		480,000 00
Bonds, not mortgage, given to Roanoke Valley Railroad Company in settlement for iron obtained in 1863, and used on Piedmont Railroad		148,200 00
		$1,938,415 00

For Unfunded Liabilities:

Amount of bills and notes to mature during 1867 and 1868, including amounts assumed for Piedmont Railroad Company		717,889 46
Amount of loans		32,543 65
Amount due for old dividends		7,983 99
		$2,696,832 10
Less—cash in banks September 30, 1867	$9,172 85	
Bills receivable	63,806 75	
Four hundred tons old rail on hand at end of year, (cash market value)	18,000 00	
Balance due from Piedmont Railroad Company for amounts assumed	403,208 84	
Balance due to company on sundry accounts per ledger	30,775 04	
Balance due from State of Virginia on subscription	11,401 50	
		536,364 98
Making total balance of debt to date		$2,160,467 12

To which may be properly credited:

The present value of 186 shares stock in the Richmond and Danville Railroad purchased and now held by the company	$3,360 00	
Present net value of 14,885 shares stock in the Piedmont Railroad now owned by this company	873,000 00	
		876,360 00
		$1,284,107 12

Of the new consolidated first mortgage bonds, $12,500 have been issued in settlement of claims in addition to the $100,000 sold. The claims of the Roanoke Valley Railroad Company against the Piedmont Company, for iron obtained during the war and used on the Piedmont road, have been settled, and the unsecured bonds of this company maturing at from two to seven years, taken in payment, to the amount of $148,200. The floating debt credited by cash in banks, bills receivable, convertible property, assets and cash balances, including that due from the Piedmont Company, is stated at $222,052 12. The Piedmont Company has a net income of $45,000, on which as a basis, it can doubtless provide for its balance to this company, as is indeed contemplated by the management of that company. That done, it is expected, that under circumstances moderately favorable, the balance of floating debt of this company, with its financial condition now re-organized as effected by the conversion above explained, can be readily disposed of in bonds under the new lien. This of course assumes the continuance of reasonable income. No reason is seen in the present or prospective condition of the country, that should

affect its ability to afford such income with certainty and regularity in the future.

The number of private passengers carried is 78,691, against 62,686 the previous year. The decrease of receipts from this source is due to the diminution of Government passengers carried this year by 4,438, and the reduction of the rate of passenger fare in April last, from 6 to 5 cents per mile. If the present passenger rates are maintained, it is expected that the income from this source will be fully sustained and gradually improved during the ensuing year. The successful adjustment of projected arrangements with connecting lines north and south of us may materially increase it.

The movement of tonnage has increased during the year nearly 20 per cent., in most respects fully meeting expectations from this source. In the item of wheat alone, a heavy deficit of the usual ante-war business has occurred. Owing to the failure of this crop to a large extent in south side Virginia and North Carolina, not more than one-third of what was reasonably expected has been transported, and not one-sixth of the quantity carried in 1860. A large part of that produced in surplus, which would otherwise have sought its market in Richmond, has been retained for home supply, to fill the vacuum produced by the unexampled failure of 1866 in this important product. We may reasonably hope for some improved results in this respect for another year. The tobacco crop has been a fair one, and the tonnage which it affords is likely to be fully maintained, as is also the usual mercantile and miscellaneous tonnage, if political agitations do not further derange our industry, and thereby produce commercial distress and disaster. From several sources we may expect some increase of profitable business. Under the recently consolidated management of the roads from Norfolk to Bristol, we should, and it is expected will, be able to recover the travel between Richmond and the southwest *via* Burkeville and Lynchburg, which, since the war, has been almost totally lost to this company without any default of effort or offered facilities on its part.

The reconstruction of the Richmond and York River Railroad was commenced last year under circumstances of embarrassment. It was opened to the White House, 24 miles from Richmond during the past summer. It is understood that the want of available means has prevented its further progress up to this period. Its completion to West Point, 38 miles from Richmond, would render it, in connection with a city track uniting both lines, of value to your interests. It has been rebuilt on a guage conforming to that of this road, and with a view to its operation in connection with this line. The connection by a continuous track through Richmond has been authorized by the city authorities. Your board have authorized the construction of this connection, to be completed as soon as the Richmond and York River Railroad is completed to West Point. This of course is contingent on the ability of the Richmond and York River Company to progress with its work. If both can be effected within reasonable time, enough is known to justify the belief, that in a comparatively short time, your line can, under energetic management, be made in reality what it is in geographical position, the central and leading carrier of the Atlantic States between New York and New Orleans, and be rendered at once independent of corporate combinations that now dwarf its business and deplete its income to a material extent. In view of the whole matter, it is recommended that you confer upon the management of your company, ample authority in their discretion, to establish with the Richmond and York River Company, if practicable and deemed prudent, such business and property relations as shall be deemed necessary to develope and secure the largest interests you have in this connection.

The Piedmont road has been continued under lease to this company, and the term extended to five years at an annual rent of $45,000, by agreement between the Boards of the two companies. The entire line from Richmond to Greensboro is therefore still operated as that of the Richmond and Danville road. This is doubtless the most convenient and economical employment of that work. Essential and much needed improvements in providing for the interchange of business with the North Carolina Railroad at Greensboro have been made during the year, and the property may now be said to be in the most efficient condition. Though not yet a profitable property to this company, it must eventually become so.

The length of the Main Line between Richmond and Danville is 140.5 miles. Branch to coal yards at Rockett's 1.52 miles. Sidings and turnouts laid 11.25 miles. Total equivalent single track 153.27 miles. The length of the Piedmont Railroad (leased) from Danville, Va., to Greensboro' N. C., is 48.5 miles, or including sidings and turnouts (1.98 miles) 50.48 miles. Total length of main and branch line operated by company 190.52 miles.

The number of locomotives owned by the company is 24. The mileage of locomotives has been 310,204—an increase over the previous year of 70,252 miles. The present stock of cars is as follows: 16 passenger, 6 baggage and mail, 135 box freight, 54 platform, 51 coal, 11 conductor's, 10 gravel, and 2 second class cars from Piedmont Railroad—total, 285. The number of miles run by passenger, mail and baggage cars, was 647,122; by express cars, 55,664; by freight and coal cars, 1,282,380; by service cars, 213,340—total miles run, 2,199,006, an increase over the previous year of 274,096. The cost of maintenance of machinery was $45,016 90, equal to 14½ cents per mile run by all trains. Passengers carried west, 38,962; do., east, 39,729; Government passengers, 815—total, 79,506. Total miles traveled by passengers, 4,106,364. Tons of freight carried, 81,637. Do., carried one mile, 5,924,892.

Statement of receipts, disbursements and liabilities of the company from its organization, November 20, 1847, to September 30, 1867:

RECEIPTS.

Capital stock		$4,000,000 00
Loan of State of Virginia, redeemable in about 34 years, from April 3, 1853, to September 30, 1854, by payment of annuity of 7 per cent.		600,000 00
Bonds guaranteed by State of Virginia, due 1875 and 1876		200,000 00
Bonds extended, due in 1863		25,500 00
Bonds of 4th mortgage, registered, due in 1873		504,000 00
Bonds of 4th mortgage, coupons, due in 1875		423,000 00
Bonds for funding interest, due in 1869 to 1876		82,100 00
Bonds for Roanoke Valley Railroad Company, due in 1869 to 1876		148,200 00
Bonds of consolidated mortgage, coupons		11,000 00
Bonds of consolidated mortgage, registered		500 00
Transportation to Sept. 30, 1866		7,199,132 43
Transportation for the year ending Sept. 30, 1867		639,662 23

LIABILITIES.

Interest due on bonds	$64,115 40	
Interest due Board of Public Works	126,000 00	
Dividends	7,983 99	
Loans	32,543 65	
Bills payable	717,889 46	
Sundry accounts, per ledger	77,248 23	
		1,025,780 73
		$14,858,875 39

Increase of capital stock		$2,000,000 00
Cost of road and property to September 30, 1867		4,929,000 00
Cost of transportation to Sept 30, 1866		4,569,572 77
Cost of transp. for the year 1867, viz:		
Maintenance roadway and real estate	$227,214 37	
Maintenance machinery	45,945 75	
Operating expenses	178,697 62	
Insurance	5,957 83	
Internal revenue	9,863 82	
Taxes	112 28	
Salary	15,778 01	
Interest	121,280 03	
Discount on bonds sold	31,007 00	
Lease of Piedmont railroad to Sept. 30, '67	72,500 00	
		707,856 66
Dividend account		480,123 10
Fund for redemption of loan of $600,000		80,908 65
Individual stock		7,301 00
State of Virginia, due on subscription		11,401 50
Piedmont Railroad Company, stock account		1,488,500 00
Piedmont Railroad Company, balance due		403,208 84
Bills receivable		63,806 75
Sundry accounts, per ledger		108,023 27
Balance in banks		9,172 85
		$14,858,875 39

President.—A. S. BUFORD.

Directors on the part of the State.—W. T. Sutherlin, A. Y. Stokes, Thos. Branch. *Directors elected by Stockholders.*—Wood Bouldin, J. R. Edmunds.

Superintendent.—THOMAS DODAMEAD.

Secretary and Auditor.—JOHN D. BLAIR.

Treasurer.—E. A. BARBER.

Erie Railway.

The following is the text of the act passed by both branches of the New Jersey Legislature to enable the Erie Railway Company to establish offices, transfer stock, and transact its business in that State:

An act to enable certain corporations more effectually to transact their business in the State of New Jersey.

SECTION 1. Be it enacted by the Senate and General Assembly of the State of New Jersey, That where any railroad corporation which has been created by the laws of any other State or States has, by any law or laws passed by the Legislature of this State, been authorized to hold property and exercise franchises and privileges in this State, it shall be lawful for the directors of such company elected in another State to hold their meetings in this State and exercise all the powers and franchises of such company within this State, so far as it may be necessary to transact any business of such company.

SEC. 2. And be it enacted, That it shall be lawful for such company to have an office in this State for the transfer of stock, and the officers and agents of such company shall be authorized to transact the business of such company in this State.

SEC. 3. And be it enacted, That this act shall be a public act, and shall take effect immediately.

☞ About one-third of the grading of the Dorchester and Delaware Railroad (running from Seaford to Cambridge) is completed, and in about a week the engineers expect that the track laying may commence at Seaford.

☞ Mr. George H. Burrows has been appointed General Superintendent of the Toledo, Wabash and Western Railway, in place of Mr. E. A. Chapin, deceased.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,982	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger...	670,000	----------	Jan. '68 3
Boston and Chelsea 100	110,000	A. & O	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J.A J&O	Jan.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston, Concord & Mont..100	459,400	----------	----------
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,000	J. & D.	Dec. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,860,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 100	1,000,000	F. & A.	A '67 5½
Brooklyn City & Newt'n..100	392,800	----------	----------
Buff., New York & Erie*..100	850,000	M. & N.	N'v 67 5½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch 50	721,926	J. & J.	Jan. 68 3½
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	A. & O.	Oct.'67 3½
Cayuga & Susquehanna.* 50	582,110	----------	Jan '68 4½
Central of Georgia.....100	4,666,900	J & J	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A J&O	Jan.'68 2½
Central Ohio.....100	400,000	J. & D.	Dec.'67 3
Do. pref.....	----------	J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S. Carolina...100	1,201,000	----------	----------
Chemung*.....100	380,000	----------	Mar. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy . 50	19,193,010	M. & S.	Sep'67 2½
Chicago and Gt. Eastern..100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	13,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,160	A. & O.	Oct. '67 5
Cincinnati City Passenger...	----------	J'n &J'ly	Jan.'68½
" Street	----------	J. & J.	Jan.'6½
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,424,091	----------	Sep. '67 5
Cleveland and Toledo* 50	4,841,600	J & J.	J'n.'68 5½
Col. & Indianapolis Cen...100	4,000,000	J.A J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan.'68 3½
Coney Island & Brooklyn.100	600,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,816,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*....100	2,384,941	----------	----------
Delaware..... 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,000	----------	----------
Detroit & Milwaukee.....100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,678,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,558,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	2,142,334	----------	----------
Fitchburg.....100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,900	J. & J.	Jan.'68 3
Flint and Holly	----------	M. & N.	M'v'67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.) 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	J. & J.	Jan.'68 4
Great Western (Ca.).....	16,802,744	----------	----------
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Apl. '68 3
Hannibal and St. Joseph..100	2,900,600	----------	----------
Do. do. pref.100	5,253,880	----------	----------
Hanover Branch 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A J&O	J'n. 68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000	----------	Jan. '68 4
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central.....100	1,600,880	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov'67 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	670,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J & J.	Jan. '68 5
Michigan Central 100	7,502,868	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,311,300	F. & A.	F. 65 3½
" " guaranteed.100	787,760	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	----------	----------	----------
" " " 1st pref.100	3,082,000	Annual.	Feb.'68 3
" " " 2d pref.100	1,014,600	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	----------
" " " pref..... 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	2,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N.	Nov.'67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey 100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.160	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	155,000	----------	May'67 4
Northern of N. Hampsh...160	3,067,400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800	----------	----------
North Missouri 100	2,369,807	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 1½
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	5,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri.....100	3,581,000	----------	----------
Panama.....100	7,000,000	J.A J&O.	Apl. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,355,500	----------	----------
Philadelphia and Erie*.... 50	5,059,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,100	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*..... 1 0	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phil'a. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,623	----------	----------
Pittsb., Ft. W. & Chicago.100	11,100,000	J.A J&O	Apl.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	605,019	----------	----------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ..100	2,000,000	----------	----------
Richmond and Petersb'g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,941,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb.100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred..... 100	----------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	293,757	J. @ J.	Jan. '68 5
Schuylkill Valley*..... 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke.....100	868,200	----------	----------
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
South Carolina 100	2,819,275	----------	----------
South Shore.....100	259,685	----------	----------
South Western, Georgia...100	3,203,408	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	----------	----------
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan.'68 4
Tennessee and Alabama...100	595,92½	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 5
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*...100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific..... 100	----------	----------	----------
Union Pacific (E. D.).....100	----------	----------	----------
Union Pacific (Cent. Br.)..100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley.....100	516,164	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,452,815	----------	----------
Wes ern (Mass.).....100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	----------	----------
West Jersey 100	781,050	----------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,130,470	----------	----------
Wilm. and Weldon.....100	1,340,203	----------	----------
Worcester and Nashua ... 75	1,141,900	J. & J.	J'n.'68 5½

CANALS.

Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb.'68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Fe'. '68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,137,900	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,287	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,886	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,997,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship..100	4,600,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,480,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	----------	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single t'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	289,426	200,000	50,000	48,924	154,987	loss.	—	—	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	86,000	21,000	8,000	—	23,442	2,240	50	25	—
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,522,228	1,250,000	—	183,198	736,709	129,635	10	—	68
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,639	79,694	188,085	10,087	—	—	44
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.61	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,009	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	363,870	200,000	24,000	117,842	368,351	13,015	6	—	85½
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	.....	46,365	1,841	—	—	—
30 Sep.'66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	—
30 Sep.'66	10.76	—	—	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,266	23,408	8	100	—
30 Sep.'66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	—
30 Sep.'66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	—
30 Sep.'66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	482,810	32,185	196,041	25,709	—	100	—
30 Sep.'66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,656	12	10	—
30 Sep.'66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	—
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	147,200	164,600	20,000	3,200	—	—	—	100	—
30 Sep.'66	4.50	—	—	14	—	Brooklyn City & Rock. Beh	124,586	102,150	35,000	.....	8,667	4,562	—	—	—
30 Sep.'66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,203	535,008	127,893	2½	100	—
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	—	—
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	—	—
30 Sep.'66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	loss.	—	100	—
30 Sep.'66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	—
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	.....	.....	—	—	—
30 Sep.'66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	—
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,541	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep.'66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	—
30 Sep.'66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	.....	—	—	—
30 Sep.'66	12.20	—	—	80	—	Ninth Avenue	445,295	797,320	112,000	.....	78,276	loss.	—	100	—
30 Sep.'65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	—	—
30 Sep.'66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	—
30 Sep.'66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep.'66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	120
30 Sep.'66	3.00	—	—	100	6	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep.'66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408,509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	—
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	—	—
30 Sep.'66	4.46	—	—	—	—	Troy and Cohoes	50,000	50 000	.....	.....	(Lease	d.)	—	—	—
30 Sep.'66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	.....	.....	—	—	—
30 Sep.'66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—
30 Sep.'66	1.75	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,856	390	—	—	—
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,063	20	50	—
31 Oct.'66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	—
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	36
31 Oct.'66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	—	27
31 Oct.'66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	26½
31 Oct.'66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,934	18½	50	29
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	—
31 Oct.'66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	16½
31 Oct.'66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct.'66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct.'66	5.92	—	45	10	3	Philadelphia and Darby	118,383	100,000	17,000	—	39,291	13,479	—	20	12
31 Oct.'66	7.00	—	241	45	—	Philadelphia City (C. & W.)	396,255	255,000	140,000	31,255	191,325	61,822	—	50	45½
31 Oct.'66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,338	23,058	16	50	—
31 Oct.'66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	—
31 Oct.'66	8.60	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)		—	—	—
31 Oct.'66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,822	339,007	114,200	41,229	407,923	131,588	50	50	67½
31 Oct.'66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	13½
31 Oct.'66	8.50	—	154	19	4	Spruce & Pine (Ph'la. & Gr'n F.)	250,253	250,157	—	—	101,996	38,491	8	50	24½
31 Oct.'66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	206,945	99,612	31½	50	64½
31 Oct.'66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	17
31 Oct.'66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	37
31 Oct.'66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	65½
31 Oct.'66	2.48	—	9	3	1	Wilkesbarre and Kingston	28,880	25,000	—	6,200	9,168	3,424	—	—	—
31 Oct.'66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	10½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	—	—
31 Dec 62	3.63	—	—	—	—	Pendleton & 8 st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	496,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1894	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg] 1st Mortgage	66,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	100,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose: 1st Mortgage gua anteed	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	33,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1880	—
Orange and Newark: 1st Mor. gage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J & J.	1870	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1880	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy, Plain bonds	58,100	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M & N.	1875	—
West Philadelphia: 1st Mortgage	100,000	7	J & J	1900	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Mar. 1, 1868.					
Loan of Jan. 28, 1847 registered	9,378,192	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	140
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	110
" " " coupon		5	" "	1874	112½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	119½
" " " coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 registered	12,415,000	6	" "	1881	110½
" " " coupon		6	" "	1881	110½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	---
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	264,245,600	6	Jan & July.	1881	110½
" " " coupon		6	" "	1881	110½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	106½
" " " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106½
" " " (5-20s) coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	106½
" " " (5-20s) coupon		6	" "	1885	107½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	107½
" " " (5-20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	107½
" " " (5-20s) coupon		6	" "	1887	107
Loan of March 3, 1864, (10-40s) registered	185,782,400	5	Mar. & Sept.	1904	100½
" " " (10-40s) coupon		5	" "	1904	100
Pacific R. R. Bonds (currency)	22,470,000	6	Jan. & July.	'95–'97	---
Treas'y Notes (7-30s) June 20, '64: 2d series	202,951,100	7.3	June & Dec.	1868	105¼
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	105⅞
Matured Debt not presented	10,374,135	---	presentation.	---	---
Gold Certificates of Deposit	25,699,360	---	presentation.	---	---
Compound Interest Notes 1864 '65	46,244,780	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	353,157,747	---	---	---	---
Three per cent. certificates	25,585,000	---	---	---	---
Fractional currency	32,307,947	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July.	1876	---
" — " " (") "	693,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	133½
" — " " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,648,500	7	" "	'83–'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71–'81	100
" " — " " Oct. 1861	2,000,000	6	" "	'72–'82	---
" " — " " Nov., 1863	2,000,000	6	" "	1883	---
" " — " " May, 1864	2,000,000	6	April & Oct.	'74–'84	100
" " — " " May, 1'65 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	---
" — " " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	72–'74	86
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68–'74	73½
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78–'86	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60–'70	---
" — " " "	4,357,253	6	" "	'77–'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,829,936	5	" "	1866	93½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	---
" —War Loan Bonds "	500,000		" "	'76–'81	---
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68–'71	95
" — " " "	1,421 000	6	April & Oct.	'70–'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	253,000	5	April & Oct.	'67–'73	---
" —Military Bonds "	646,000	6	various.	'80–'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68–'86	---
" — " " (Railroads) "	2,928,000	6	various.	'69–'99	---
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1886	---
" — " " (New) "	892,800	6	"	'86–'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67–'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67–'74	---
" " " 1857-'61 "	171 000	6	various.	'75–'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,332,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) steri.	1,017,622	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) steri.	1,405,507	5	" "	1889	---
" — " " (R.R. various) "	120,000	5	" "	1889	---
" — " " (") currcy.	159,974	5	" "	'89–'90	---
" — " " (B. & O. R.R.) steri.	3,277,388	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,616	6	" "	1890	---
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6		abt.'74	100½
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" " "	21,000	5	" "	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73–'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70–'72	120
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117
" —Union Fund Loan	000,000	5	Jan. & July.	'77–'78	---
" —Coast Defense Loan	888,000	5	" "	1883	106½
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	106½
" — " " " sterling	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71–'73	---
" — " " "	2,150,000	6	" "	'74–'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71–'86	104
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68–'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68–'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91–'93	---
" — " " " (stg.)	554,186	5	" "	'88, '90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'78–'83	95
" — " " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	---	'41–'71	---
" — " " (Union Bank)	5,000,000	6	---	---	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62–'83	87
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81–'85	88½
" —Pacific R.R.	7,000,000	6	" "	'81–'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'86–'87	---
" —North Missouri R.R.	4,350,000	6	" "	'82–'87	---
" —Iron Mountain R.R.	3,500,000	6	" "	'83–'89	---
" —Cairo and Fulton R.R.	650,000	6	" "	'85–'87	---
" —Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67–'78	100½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84–'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67–'74	99½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67–'84	100
" — " " 1863 (")	1,002,900	6	" "	'86–'96	---
" — " " 1864	793,400	6	" "	'97–'02	103
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108½
" — " " " registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,189,780	7	" "	pleas.	---
" — " " "	500,000	6	" "	1868	---
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " " "	6,000,000	6	" "	1873	101
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75–'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	---
" — " " "	442,960	5	May & Nov.	1868	---
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	---
" —Cana and Bonds	1,163,000	5	J. A. J. & O.	1868	---
" — " " "	167,000	5	" "	1871	---
" — " " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	386,000	6	Various.	'69–'78	65
" — " " "	8,334,000	6	Jan. & July.	'81–'90	---
" — " " "	650,000	6	April & Oct.	'90–'91	---
" — " " (new)	3,500,000	6	Jan. & July.	1900	57
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	99
" — " " "	1,600,000	6	" "	1875	101½
" — " " "	4,095,309	6	" "	1881	102
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	---
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77–'82	87½
" — " " registered	5,083,052	5	"	'68–'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	---
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,480	5	" "	1882	---
" — " " 3d series	720,483	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	104½
" — " " 2d series	7,909,520	6	" "	1882	106½
" — " " 3d series	9,270,017	6	" "	1892	109
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	463,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	252,000	6	April & Oct.	1883	101
" — " " " 1868	776,000	6	Jan. & July.	1893	101½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	---
South Carolina—Free Loan Bonds	798,888	5	J. A. J. & O.	'68–'70	---
" —State Bonds (various)	3,275,000	6	Jan. & July	'71–'90	---
" — " " (new)	1,210,803	6	" "	1887	---
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " " "	239,187	5½	" "	Var.	---
" — " " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67
" — " endorsement	2,207,000	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	64½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71–'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	---
" — " " (sterling new)	466,250	5	" "	long.	---
" — " " registered	108,000	5	" "	long.	---
" — " " "	21, 69,398	6	" "	long.	---
" — " " (Coupon	10,900,000	6	" "	long.	51½
" — " (new) registered	1,379,500	6	" "	1876	---
" — " (") coupon	489,300	6	" "	1886	44
" — " (")	39,000	6	" "	1890	36½
Wisconsin—State Bond	406 100		Jan & July	'77–'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,135,492
1865	289,445	347,211	432,340	365,045	472,493	410,800	493,882	596,584	641,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	386,991	412,521	464,507	493,243	468,398	568,589	533,160	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	394,771	396,226	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,808	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 906	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,697	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157 832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	428,762	359,102	230,160	3,892,861
1868	259,539	296,496	------	------	------	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,436	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,396	183,385	257,230	209.099	277,506	306,693	278,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,282	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,133,812
1868	383,600	281,900	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,630	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,586
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,279	895,712	894,387	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,085	11,532,348
1868	741,926	800,787	------	------	------	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65.035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	73,113	81,676	80,867	61,954	735,605
Erie:													
1863	845,695	859,949	956,445	948,050	848,783	770,148	731,243	687,002	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	12,429 643
1865	1,001,007	947,146	1,256,566	1,458,456	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,158,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ...	906,795	917,639	1,139,528	1,217,143	1,124,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	...including Buffalo Division ...	1,031,320	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	354,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,161,208
1866	603,053	500,266	505,455	411,605	569,250	567,679	490,626	578,253	571,248	661,971	588,219	504,056	6,544,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	761,499	679,160	------	------
1868	519,855	488,089	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,985	1,286,971
1868	92,433	81,599	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,546
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,548	352,218	4,650,328
1867	305,857	311,085	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	423,341	370,757	4,613,744
1868	371,041	339,736	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,798	337,158	343,787	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	313,021	398,993	461,778	506,296	412,934	330,373	4,371,073
1868	343,816	304,315	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	340,511	------	------	------	------	------	------	------	------	------	------	------	------
1868	368,487	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	776,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,177	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,576,128
1866	1,086,390	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,103	935,857	14,143,215
1867	901,571	845,853	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,681
1867	242,793	219,065	279,647	284,729	282,439	240,135	234,683	313,165	355,901	379,367	336,065	272,053	3,440,542
1868	211,973	231,351	------	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	689,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,233	416,341	866,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,028
1866	725,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	993,104	873,153	956,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,596	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,841	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	660,144	678,504	857,583	733,866	637,186	646,985	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,607	552,378	648,201	654 926	757,441	679,735	655,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,087	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	254,194	204,725	202,966	204,726	2,084,076
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212 727	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,395	171,499	2,207,931
1868	------	------	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	161,052	134,563	111,329	1,439,799
1864	79,736	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	205,154	2,050,323
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,050	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,066	354,830	264,741	3,694,976
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,501	364,724	382,996	406,766	351,750	307,943	3,783,816
1868	275,712	266,793	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	66,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	35,005	39,801	43,332	86,913	92,918	85,276	60,698	84,462	100,313	75,248	54,466	814,066
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 298	79,411	64,719	774,967
1868	46,415	40,703	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	100
" " " 1850	602,000	6	Jan. & July.	"	1880	97½
" " " 1855	894,250	6	Jan. & July.	"	1875	98
" " " 1834	821,361	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1856	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1885	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94½
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	"	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	89½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	87
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,205,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	1,836,000	6	Jan. & July.	New York.	1896	98½
Convertible bonds	1,500,000	7	" "	"	1883	108½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113½
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	103
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	86
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	87
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95
General 1st Mortgage	3,500,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	88
Equipment Bonds	185,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	82½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,500	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,180,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	79
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	570,800	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	125,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139.480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,309,000	6				
Endorsed by State of Tennessee	135,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95½
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,656,000	7			1891	82½
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	97½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	73
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &, July.	New York.	'73-'78	89
Land Security	3,344,60	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1836	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1863	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	115
Redemption bonds	2,588,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1875	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,504,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	38
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,366,885	7	Feb. & Aug.	Baltimore.	1891	92½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		73½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksev. and Louisv.						
State [Tenn.] Loan	$910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,596,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
2d Mortgage	237,000	7	Jan. & July.	"	1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	112½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	112½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	"	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	101½
2d General Mortgage	2,693,000	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,598,000	7	Feb. & Aug.	New York.	1893	89
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,500	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	6	" "	Mobile.	'62-'66	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	90
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		87
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
***New Albany and Salem:**						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	400,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1895	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,800	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	94½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	93½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	2,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	96½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	98
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb.	Aug. New York		

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct	"	1900	85
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	83
Chattel Mortgage	360,000	10	" "		1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	90
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1893	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage	2,621,090	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peters'b'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norris't'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (general)	5,000,000	6	" "	"	1881	95
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	100½
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93½
" 1844, "	804,000	6	" "	"	1880	91
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	286,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	65
Mortgage (Registered)	504,000	7	"	"	1873	65
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	830,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140
2d Mortgage	937,500	7	" "	"	1883	55
3d Mortgage	440,000	7	" "	"	1862	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steuben'e and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	102†
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	6	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,900,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	30
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	219,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1890	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	97½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	90
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1861	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,955	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	481.505	30,991	—	335,010	109,500	21,682	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec, '65	469.3	13.5	.....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,559	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	128	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	.....	.....	.....	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	.....	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	52,856	103,333	26,249	8	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,155	—	.....
31 Aug. '67	61.4	10.2	06.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,493,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	160,848	2,787,594	124.0	192,989	478,095	65,463	—	70
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	189,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,842	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,594	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,077,811	1,021,678	903,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,828	2,068,269	704,016	10	141
30 Nov. '67	59.4	7.0	0 5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	630,458	201,086	10	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,681	138,970	41,866	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,560	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,285	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	632,791	30,686	—	191,486	195,000	76,894	619,112	32.0	.....	7,857	3,585	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	163 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,551	1,232,200	35,500	56,575	1,346,632	86.7	.....	331,477	68,880	8	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	...	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,985	96,612	—	—
30 Apr. '60	43.5	—	...	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	91.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,636,956	729.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	.....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	8	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	15	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '59	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,741	228.8	306,335	1,006,953	332,951	9	—
30 Sep. '59	188.0	—	—	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	838,343	454,541	—	—
								ILLINOIS.													
31 Dec. '67	280 0	—	.....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,965	3,892,861	1,748 783	10	129½
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	18,248 711	2,956,327	2,758,986	10,398,010	5,458,250	365,542	18,957.024	400 0	2,421,566	6,146,862	2,798,465	20	150
31 May, '67	491.0	661 4	30.0	—	248	123	5,566	Chicago and Northwestern	41,871,570	*	3,992,752	28,621,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,181,735	2,226 967	—	63
31 Mar. '67	181.8	181.5	—	62.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	92½
31 May, '68	174.5	5.5	14.8	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '66	454.8	252.6	.....	—	150	83	3,546	*Illinois Central*	20,954,453	*	10,523,828	23,415,780	12,144,000	.....	41,478,280	709.3	3,603,862	6,546,741	2,175,447	10	137
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,583	111.0	258,524	561,663	171,987	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	200.0	.....	2,240,744	488,558	—	42½
								INDIANA.													
— — —	224.0	—	.....	—	41	28	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	182 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,334	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	286	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	155,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	—
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,618	*	278,334	1,015,907	621,000	—	2,175,228	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,588,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	—	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '66	78.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,864	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125.325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,955	5,429,203	156 5	319,850	805,271	237,861	—	59
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820,200	2,892,000	795,004	5,507,274	162.0	.....	735,587	309,685	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	237,532	4,875,993	111.8	.....	426,406	227,584	—	—
30 Jun. '67	29.0	—	3.4	— }	14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	590,976	29.0	248,321	510,819	153,217	7	—
30 Jun. '67	55.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	55.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,705	5,492,038	2,965,000	444,172	12,641,095	334 0	929,486	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,604,768	8,628,793	80.0	105,960	414,741	200.220	—	—
30 Nov. '66	206.0	—	.....	205.0	2'	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,366,874	—	4,697,457	3,551,000	281,167	12,089,633	206.0	.....	1,533,942	886,268	—	—
31 Aug '60	53.7	—	—	136.3	..	..	..	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248.969	108.424	1,719,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. T'k R.	R. Co. of	Canada	—						
30 Jun. '62	188.0	—	—	—	—	—	—	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,389	188.6	.....	340,398	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	113
31 Mar. '67	246.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,796	10,601,200	9,135,849	736,951	20,478,991	528.8	2,386,198	4,678,168	1,909,387	—	97½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,752	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,482	116,483	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	—	.....	206.8	879,324	1,847,557	429,926	—	77
28 Feb. '68	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,588	815,063	266,715	2,469,540	4,400,000	106,285	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	8,609,115	9,200,000	1,355,135	16,508,448	309.0	1,199,660	2,675,875	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. 68	76.1	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	286,189	399,291	129	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Siddings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '67	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,638	205,584	757,331	63.5	76,344	79,761	43,461	—	—
30 Jun. '68	142.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,986,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '68	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '68	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,660	51.3	227,394	529,325	230,825	6	102½
								MARYLAND.													
30 Sep. '68	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,021,755	18,810,717	16,151,962	9,756,011	1,000,221	43,063,124	286.8	3,798,823	10,096,766	4,437,983	10	129
30 Sep. '68	30.0	.....	.....	—	.....	.....	.....	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,848	916,286	550,992	10	127
31 Dec. '67	138.0	4.9	25.0	—	99	56	4,190	Northern Central	9,667,415	1,643,096	1,747,641	4,648,900	5,764,599	1,812,648	12,068,151	326.0	.....	3,690,868	1,212 159	8	46½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	3,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	14
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,805	3,198,644	71.0	326,671	978,068	234,804	8	128½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	139
30 Nov. '67	47.0	7.0	45.0	—	31	47	412	Boston and Providence	3,152,660	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	141½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,362	6,144,615	68.6	783,666	1,942,590	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 50)	945,761	88,864	66,962	721,928	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6½	68½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	160,164	8	125
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,016,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	117½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,351	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	130½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	25,421	333,884	13.9	86,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	382,884	30,274	5,345	300,000	73,000	2,160	368,503	(O. by B. & L.		21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	90,684	81,122	720,000	—	15,000	855,725	74.2	884,529	440,361	74,679	10	134
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	180.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	906,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,881,065	336,310	6	90½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,862	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	79½
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,879	248,305	226,900	486	476,692	(O by B & L.		17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,843	8	113½
30 Nov '68	6.1	—	—	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,306	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,300,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	57
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	15	228	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	280,847	449,388	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	8.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689.307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433,650	688,' 00	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	75
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	128
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northwestern	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	99.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,362	3,068,400	145,400	14,217	3,674,262	82.2	392,540	681,301	242,998	8	118
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	846,140	3,587,787	77.5	.....	556,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,552	1,444,706	15	124
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	84
31 Dec. '66	74.0	12.0	74.0	—	66	62	1,071	Central of New Jersey	7,708,086	1,964,600	5,250,728	13,000,000	1,500,000	250,400	16,711,102	102.0	1,234,815	3,581,244	1,617,268	10	118
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,978,031	2,181 111	298,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,978	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,890,398	827,666	1,580,141	5,000 000	855,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10	132
31 Dec. '66	21 3	—	—	2	6	—	17	Northern New Jersey	487,803	*	—	158,800	286,000	74,740	487,803	24.0	106,871	222,769	22,961	—	—
31 Dec '66	65.0	16.0	—	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,809	920,447	4,983,947	81.0	.....	336,651	oea.	—	65
31 Dec '66	18 2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	456,319	731.050	1,010,500	—	1,741,550	51.0	.....	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '68	98.5	—	7.4	41.8	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	98.5	191,672	385,199	180,002	—	—
30 Sep. '68	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,068	*	—	960,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,160	13½	140
30 Sep. '68	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,888	508,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,166	10	195
31 Dec. '68	460.0	97.0	3 3.0	—	371	180	6,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	6,065,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	65½
30 Sep. '67	144.0	—	128.3	—	83	161	827	Hudson River	18,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,526	150.0	1,720,519	4,846,526	1,795,099	9	155
30 Sep. '68	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,212	—	1,852,715	932,000	—	2,994,474	120.0	366,439	590,225	352,650	6	45
30 Sep. '67	297.8	296.0	452.5	—	289	296	5,620	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,009,820	688,879	46,023,535	693.2	6,401,420	13,979,514	3,109,801	6	117½
30 Sep. '68	139.8	2.1	45.5	—	42	132	646	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.9	1,828,129	2,763,700	534,804	8	127
30 Sep. '68	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	3,818,384	122.0	451,196	851,783	284,606	—	61½
30 Sept. '68	18.6	—	9.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sept. '68	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	136,910	—	432,400	386,000	19,875	1,057,787	36.3	90,260	252,175	89,372	8	—
30 Sep. '68	25.2	—	5.5	—	29	50	569	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,418	7	92
30 Sept. '68	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,580	109,000	—	666,580	Incl	uded in	Erie.	53,959	—	—
30 Sep. '68	141.1	43.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g	2,439,989	563,315	—	2,385,500	1,575,794	55,988	4,008,304	189.6	556,492	1,066,366	384,068	10	117
30 Sept. '68	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	—
30 Sept. '68	21.6	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	—
30 Sep. '68	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	980,207	—	—	500,000	400,000	—	980,207	"	"	"	"	7	—
30 Sep. '68	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,408	10	—
30 Sep. '68	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	58,132	2,957,620	81.0	299,025	510,917	174,456	—	—
30 Sep. '68	34.9	—	9.2	—	13	13	224	Troy and Boston	1,342,759	330,799	—	607,111	1,497,000	375,886	2,479,997	114.0	408,408	641,486	211,173	—	—
30 Sept. '68	34.9	—	3.6	51.3	5	7	56	Utica and Black River	871,348	65,284	—	811,000	—	—	936,581	34.9	83,548	141 688	78,832	7½	—
30 Sept. '68	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	—
								NORTH CAROLINA.													
31 May, '68	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	—	—	26	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	364,832	5,290,436	223.0	371,012	598,199	loss.	—	—
— — '68	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	106,541	—	—
30 Sep. '68	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,178	*	498,866	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	—
30 Sep. '68	161.9	—	.....	—	26	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,564	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '68	81.0	3.0	—	192.6	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '68	118.2	—	—	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,851	279,068	—	—
31 Aug. '68	137.0	—	—	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	663,028	857,701	350,271	—	36½
31 Mar. '67	60.3	—	—	—	34	30	435	Cinc., Hamilton and Dayton	3,930,423	991,196	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	342,700	10	75
31 Dec. '68	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '68	135.4	58.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	780,000	1,911,946	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,983 709	521,906	8	104
31 Oct '68	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,682,070	986,337	—	5,000,800	1,500,000	—	6,500,000	95.5	588,062	2,568,834	962,041	10	99½
30 Nov. '67	101 0	102.5	—	—	68	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,709	203.5	.....	2,298,322	609,514	—	90½
31 May '67	109.2	79.4	—	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,678,764	188.6	1,223,823	2,492,215	1 107,377	14	102½
30 Nov. '68	64.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami	9	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494 543	64,292	2,388,064	3,685,600	344,905	6,417,569	141.0	.....	853,363	209,512	—	—
30 Nov. '68	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	158.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '68	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,422,777	250.8	730,960	1,234,068	445,302	—	—
31 Dec. '67	340.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	23,500,000	*	—	23,500,000	3,888,000	—	27,388,000	340.0	.....	3,440,542	.....	—	29½
30 Jun. '68	183.9	14.0	—	—	26	17	423	Sandusky and Cincinnati	3,985,354	596 400	391,992	3,382,163	1,218,972	169,318	4,972,746	205.9	346,671	694,520	134,081	—	33½
31 Dec. '68	116.0	9.0	—	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,286	2,041,600	28,223	2,970,059	128.0	240,786	420,453	128,800	—	—
31 ... '68	412.0	45.2	—	—	102	47	1,602	Toledo Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,099	795,301	23,118,900	250.6	.....	3,717,336	906,200	—	47½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	136	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,959,900	1,156,819	60,721,124	807.0	2,041,771	4,853,490	1,476,039	—	.....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	6	63½
31 Oct. '66	118.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,270,500	717,222	15,376,322	204.5	1,909,775	2,238,496	714,825	20	113½
31 Oct. '66	36.0	1.7	6.0	—	19	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,084	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	617,531	loss.	5	31
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	31.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,926	554,628	225,000	664,300	1,248,704	435,296	2,622,648	98.6	313,902	618,566	235,158	—	.....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R. R. Co.	7	58½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	8	79	Huntingdon and Broad Top	2,188,498	*	—	686,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	284,010	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,660	2,260,027	20	53
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,966	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	29½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	56½
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,764,963	665,222	467,050	3,150,150	3,124,787	—	6,887,238	67.5	345,588	902,213	382,600	—	32
31 Dec. '66	354.8	33.8	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	366.5	7,060,026	16,563,883	5,961,520	9	54½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norristn	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	606,346	247,446	9	67
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,083 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541 062	454,077	—	25½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32 577,548	474 8	4,561,336	10,9 2,819	6,016 531	10	45
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	18	25
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,936	2,470,958	1,067,687	10	54
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	639 109	249 966	—	.....
31 Dec. '67	468.5	—	138.1	—	199	119	2,748	Pittsb'g, Ft. Wayne & Chicago	26,271,285	*	2,994,981	11,500,000	12,563,000	722,140	23,2 6,267	468.5	4,725,603	7,342,128	2,8 5,5 4	10	102
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,058	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,365	1,760,501	35.4	144,402	367,510	143,650	—	16
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	926,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	122,812	25	45
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,491	486,140	111,835	—	90
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,268	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	.....
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	417,775	66,687	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,276	3,534,795	447,491	9,827,1 75	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	.....
30 June '66	184.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,203	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	.....
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,451,517	291.0	786,331	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio:	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	.....
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,089,600	962,039	3,013,107	99.2	.....	367,262	173,729	—	.....
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
1859	34.2	—	7.0	—	12	2	61	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	28,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	8,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	387,384	6	.....
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	.....	1,248	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	360,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,662	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	568	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,886,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,056	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	99
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,278	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,063,500	*	—	382,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,181	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	154,161	8 months	79.2	47,702	54,121	16,332	—	—
30 Sep '65	103.5	—	.....	—	.....	.....	.....	Northwestern Virginia	5,322,150	*	—	5,680 085	691,000	.....	.....	103.5	436,729	758,883	42,878	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,083,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '66	123.3	10.1	.....	—	18	7	107	Petersburg and Lynchburg	3,338,272	*	—	1,365,600	1,631,900	124,931	3,566,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	.....
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	810,204	639,662	288,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,876	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,754	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,082,947	80.0	168,987	391,577	230,526	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,814	286,438	3,353,679	1,919,550	37 ,297	6,379,046	221.8	300,405	854,511	135,648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,522	7,362,250	214.9	278,839	856,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,892	10,988,950	5,229,000	—	18,508,374	278 0	996,727	2,838,800	934,103	—	65½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,096	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462 389	*	15,211	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,642	—	65
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..10.345	*	—	15,123,430	54,750,510	7,236,405	77,210,345	1,096	.....	4,368,510	1,154,865	—	—
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	5,011,860	1,648,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	6,456,615	.....	.....	.....	4,900,980	708,959	5,678,989	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	.....	.....	4,658,706	.....	.....	.....	108.0	.....	188,339	55,777	—	—
July,'61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	02,[illegible]	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 [illegible]	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	[illegible],401	—	—	4,273,281	92.0	158,416	139,107	37,184	—	—
								NEW GRANADA.													
					11	22	120	Pan ma	9,000,000	*	—	4,01[illegible]	—	—	10,[illegible]	48.	.....	[illegible]	1,128,974	—	330

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26½
Catawissa (preferred)	1,150,000	7	---	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	---	64
Chicago & Alton (preferred)	2,425,400	7	7	132
Chicago & Northwestern (pref.)	14,789,125	7	7	74½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	82½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,998 171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	---	85½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	29
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	97
" " (2d pref.)	841,400	7	7	92
Milwaukee & St. Paul (preferred)	7,370,900	7	---	69
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	120
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	72
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----------	18--	30
Delaware Division:					
1st Mortgage	300,000	6	J. & J.	1878	92
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	---	----------	----------	----
Erie and Penn.:					
Bonds	678,799	7	J. & J.	1865	----
Interest Certificates	161,900	6	"	1868	----
Lehigh Navigation					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,851	6	" "	1884	87½
Monongahela Navigation					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	98
2d Mortgage	302,750	6	----------	----------	93
Boat Loan	232,807	6	----------	----------	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86½
2d Mortgage	3,980,670	6	J. & J.	1882	70½
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	963,000	6	" "	1878	61
Preferred Interest b'ds.	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1833	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	88
Wyoming Valley.					
----	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	38
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	50
Delaware and Hudson	100	10,000,000	10	150
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,968,146	10	26
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	90
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	12
" " (preferred)	50	2,888,988	---	22½
Susquehanna and Tide Water	50	2,048,260	---	17
Union	----	----------	---	1½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	41 —	@ 43 —
Pig, American, No. 1		39 —	@ 40 —
Pig, American, No. 2		37 —	@ 38 —
Bar, Refined, English and American		85 50	@ 87 50
Bar, Swedes, assorted sizes	(gold)	87 50	@ 90 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		95 —	@100 —
Bar, English and American, Common		85 —	@ 90 —
Scroll		125 —	@170 —
Ovals and Half-round		120 —	@150 —
Sand		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ⅜ @ 3-16 inch		100 —	@160 —
Hoop		138 —	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No.'s		— 16	@ — 17
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	50 —	@ 52 50
Rails, American (at works)		78 —	@ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring.(2d and 1st qlty.)		— 10	@ — 12½
English Blister.(2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German. (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 11½	@ — 17
American, Cast, Tool, do.		— 21	@ — 22
American, Spring, do.		— 12	@ — 14
American Machinery, do.		— —	@ — 14
American German do.		— 10	@ — 12

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 33
Bolts		— 33	@ — —
Braziers'		— 33	@ — —
Sheathing, &c., Old		— 18	@ — 20
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 26
American Ingot		— 23½	@ — 23½
American German	do.	— 10	@ — 12

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 37½	@ 6 50
German Refined	(gold)	6 37½	@ 6 75
English	(gold)	6 37½	@ 6 87½
Bar	(net)	10 50	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 26½
Straits	(gold).	— 23½	@ — 23½
English	(gold).	— —	@ — 23½

	—Gold.—		—Currency.—	
Plates, I.C.Charcoal,p.box.	8 37½	@ 8 50	11 75	@ 12 50
Plates, I. C. Coke	7 12½	@ 7 75	10 —	@ 11 —
Plates, Coke Terne	6 25	@ 6 50	9 —	@ 9 50
Plates, Charcoal Terne	7 87½	@ 8 —	11 —	@ 12 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 12½	@ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 17½
Refined, free, S. W.		— 39	@ — 40
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 23
Refined, in bond, Standard White		— 25½	@ — 25½
Refined, in bond, prime White		— —	@ — 26
Naptha, Refined, (60 @ 63 gravity)		— 25	@ — 25½
Residuum	per bbl.	2 —	@ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	Th. 19	F. 20	Sat. 21.	M 23.	Tu. 24.	W. 25
Atlantic M. S. S. Co	90½	90½	90½	90½	----	89
Boston, Hartford & Erie	----	14	14	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	46½	46½	46	46½	45	45½
Central of N. Jersey	118	117½	----	----	118	----
Chicago & Alton	130	----	----	----	129½	----
" " pref.	----	132	----	----	132	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc.b'ds	----	----	----	----	----	96
Chicago, Burl. & Q.	----	----	----	----	150	----
" " 8 p.c.'14	----	----	----	----	113½	----
Chi. & Gt. Eastern 1st m	87	----	87	----	----	----
Ohio, & Northwest'n	65	----	----	----	63	----
" " pref.	73½	74	74½	75½	74½	74½
" " 1st M.	----	----	----	----	88½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	95½	----	----	----
" " Consol	----	----	----	87½	----	----
Chicago & Rock Isl.	93½	----	93½	93½	92	92½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	----	----	----	----	----
Clev., Col. and Cin.	----	105	104	----	----	----
Clev. and Pittsburg	91½	90½	91½	91	89½	90½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	104½	104½	104½	104½	102½	103½
" S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	----	----	100	99½	----	----
Cumberland Coal, pref.	32	----	----	----	31	----
Del. & Hudson Canal	152	151	----	150½	----	150
Del., Lack. & West.	113½	113½	----	----	----	113½
" 1M. 8 p.c.'71-5.	----	----	----	----	----	----
" 2M. 8 p.c.'81	----	----	----	----	----	----
Erie	70½	71½	71½	72	70½	69½
" pref.	75	----	----	75	74	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	97	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort	----	----	----	----	----	----
Hudson River	139½	139½	138	----	136	136
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S. F.	105	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	136	136½	137½	----	137	----
" bonds	----	----	115	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" pref.	10	10	----	----	----	----
Michigan Central	----	----	----	----	----	113
" S F. 8 p.c.'82	----	----	113½	----	----	----
" conv. 8 p.c.'69	----	----	107½	----	----	----
M. S. and N. I.	90	88½	88	88½	87½	88½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F	----	----	----	----	----	----
" " 2 M.	----	----	----	93	----	93
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	92	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	53	54	55	54½	54	54
" " pref.	69½	69½	69½	70	69½	69½
" " 1st mort	----	----	89½	89	----	----
" " 2d mort	----	----	----	----	----	----
Missouri 6s	87½	87½	88	88½	87½	87
" iss. to H. & St. J. R.	----	----	----	89	80	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort	99	99	99	----	----	----
" " 2d mort	----	----	----	----	----	87
N. Jersey R.R. & T. Co.	----	----	132	----	----	----
New York Central	121½	121½	123½	123½	119½	120½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	95	94½	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c.'73	----	----	----	102	----	----
" 3M. 7 p.c.'67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	----	62	60½	61½	60	59
" new	----	61	----	----	59½	----
Ohio & Miss.	29½	29½	30	30½	29½	29½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	110½	109½	110	110½	109½	109½
Panama	330	----	330	----	----	----
Phila. and Reading	92½	92½	92½	91½	89½	90½
Pitts. Ft. W. & Chicago	102	102½	103	102½	101½	102½
" " 1M.	----	----	----	----	----	105
" " 2M.	----	----	99½	----	----	----
" " 3M. 93	----	----	----	----	----	----
Quicksilver Mining Co.	21½	----	----	21	20½	----
St. L., Alton & T. H.	----	43½	----	----	42	42½
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc.b'ds	----	----	----	----	81½	----
Tennessee 6s, ex-conp.	----	66½	----	67½	67	----
" new	66½	66	65½	65½	66½	65½
Tol. Wab. & Western.	48½	49½	50	50	48½	49
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	82	82	----	----	----	----
" Int.b'ds	----	----	----	----	----	----
Virginia 6s, ex-coupon	----	51	50½	50	----	----
new	51½	----	----	50	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	Th 19.	F.20	Sat.21	M 23.	Tu.24	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	101	100⅝	101	100⅝	100⅝	100⅝
U. S. 5s, 10-40s, reg.	----	100⅛	----	101	----	100⅛
U. S. 6s, 1881, reg.	----	111	----	111	----	----
U. S. 6s, 1881, cou.	111⅛	110⅝	----	110⅝	----	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	106⅛	106⅛	107	----	----	----
U. S. 6s, 5-20s, c. '62	109⅛	109⅛	110⅛	110⅛	109⅛	109⅛
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	106⅛
U. S. 6s, 5-20s, c. '64	107⅛	107⅛	----	103	107⅛	107⅛
U. S. 6s, 5-20s, reg. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	108	108⅛	108⅛	108⅛	107⅛	108⅛
U. S. 6s, 5-20s, r. n. '65	----	107	----	----	----	106⅛
U. S. 6s, 5-20s, c. n. '65	106⅛	106⅛	107⅛	107⅛	106⅛	106⅛
U. S. 6s, 5-20s, r. n. '67	----	----	----	----	----	107⅛
U. S. 6s, 5-20s, c. n. '67	107⅛	107	107⅛	107	106⅛	107⅛
7.30 Notes, 2d series	105⅞	105⅞	106⅛	106⅛	105⅞	106⅞
" " 3d series	106⅞	106⅞	106⅛	106⅛	105⅞	105⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 24.

	W.18	Th 19.	F.20.	Sat.21.	M 23.	Tu.24
Catawissa	----	----	----	----	----	----
" preferred	----	----	27⅛	----	27	----
Camden & Amboy	125	----	124⅛	124⅛	124	124
" " 6s,'70	----	97⅛	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	89⅛	----	----	----	----	----
" " 6s,'80	----	----	----	----	----	----
" mort. 6s,'89	----	96⅛	----	97⅛	----	96⅛
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	----	27⅞	27⅛	26	26	24⅛
" " 6s, '84	87⅛	----	----	----	----	----
Lehigh Valley R. R.	53	----	53	----	53	52⅛
" " 6s	----	----	95⅛	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	99	----	----	----
Minehill	57⅛	56⅛	----	56⅛	56⅛	56⅛
Morris Canal	----	----	----	----	----	----
" " pref.	89	90	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32	----	----	----	----	----
" " 6s	----	----	88⅛	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	45	----	45⅛	45⅛
Pennsylvania R. R.	55	55	54⅛	54⅛	54⅛	54⅛
" 1st m.	----	----	----	----	----	----
" 2d m.	----	98⅛	----	----	----	----
Penn. State, 6s 1st series	104⅛	----	104⅛	----	----	104⅛
" " 6s, 2d series	----	----	106⅛	----	----	----
" " 6s, 3d series	----	108	108⅛	----	108⅛	109
" " 6s, W. L.	102⅛	102⅛	----	----	----	----
Philadelphia City, 6s	99⅛	100	----	100	99⅛	100
" " new	103⅛	103	103⅛	103	103	103
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	46	46⅛	46⅛	46⅛	45⅞	44⅞
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70-100	----	----	----	100	----	100⅛
Philadelphia & Erie	26⅛	----	26⅛	26⅛	26⅛	26⅛
" " 6s	----	95	----	----	----	----
Philad. & Sunbury, 7s	103	----	105	103	103	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	22⅞	----	----	----	----	----
" " 6s '82	70⅛	71	----	----	----	70⅛
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	61
Union Canal, pref.	----	----	----	----	----	----
" " 6s '68	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	10⅛	----	10⅛	----	10⅛
Chestnut & Wal. "	----	45⅛	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	57⅛	----	----	57⅛	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 24.

	W.18.	Th.19	F.20.	Sat.21	M 23.	Tu.24
Baltimore City 6s, 1875	100	99⅛	----	----	----	100
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	98	98	98	98⅛	----	98
" " 1893	----	----	----	----	----	----
Balt. and Ohio	128⅛	129	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	97⅛	----	93	----
" " " '80	----	----	97⅛	----	97⅛	----
" " " '85	----	----	----	----	----	----
Marietta & Cin. 1st m.	----	----	----	----	----	----
" " 2d m.	----	73⅛	----	----	----	73⅛
Northern Central	45	----	----	----	----	45
" " b'ds, 1885	----	84⅛	----	85	----	----
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	19⅛	19⅛	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	Th.19.	F.20.	Sat 21	M 23	Tu.24	W 25
Boston and Albany	149⅛	150⅛	152⅛	----	153	153
Boston and Lowell	----	----	130⅛	----	----	128⅛
Boston and Maine	----	----	138⅛	138⅛	139	----
Boston and Providence	----	----	141⅛	----	----	----
Boston, Hartford & Erie	14⅛	14⅛	14⅛	14⅛	14	14
Cheshire, pref.	----	----	----	----	----	64
Concord	----	----	76⅛	----	75	----
Connecticut River	----	----	124⅛	----	----	125
Eastern	118⅛	118	118	118	118	117⅛
Fitchburg	----	----	130	130⅛	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	113⅛	----	113	113⅛
Northern, N. H.	118	----	----	----	----	118
Ogdens. & Lake Champ	----	----	----	----	61⅛	----
Old Colony & Newport	90	90⅛	90⅛	90	----	90⅛
Ph., Wil. & Baltimore	----	----	54	54	----	54⅛
Portl'd, Saco & Ports.	102⅛	----	102⅛	----	102⅛	102⅛
Vermont & Canada	----	----	99	----	----	99
Vermont & Mass.	----	----	56⅛	56⅛	----	57
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	99⅛	99	----	99⅛
Metropolitan "	----	----	69⅛	----	----	68
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	23⅛	23⅛	23⅛	23⅛	23⅛	----
Franklin "	----	----	15⅛	15⅛	----	15⅛
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	8⅛	8⅛	----	----	8⅛	----
Pittsburg "	23⅛	----	----	23	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Mar. 6, and Feb. 28th:

	Closing Prices Mar. 6.	Feb. 28.
United States, 5-20s, 6 per cent 1882	71⅛@71⅛	71⅛@72
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70⅛@70⅛	70⅛@71
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874	70 @ 72	72 @ 74
United States 10-40s, 5 per ct. 1904	65 @ 65⅛	65⅛@65⅛
Massachusetts State 5 per cent	85 @ 87	86 @ 88
Virginia State, 5 per cent	50 @ 52	50 @ 52
Do. 6 per cent	30 @ 32	27 @ 29
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	58 @ 62
Do. do., 2d mort., 1881	53 @ 58	55 @ 60
Do. Penn., 1st mort., 1877	55 @ 60	58 @ 62
Do. do., 2d mort., 1882	53 @ 58	55 @ 60
Do., consolid. mort. bonds, 1890	27 @ 27⅛	25 @ 26
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	58 @ 62
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)	46 @ 47	44 @ 45
Do., Preference ditto	71 @ 73	72 @ 74
Do., 3d mort., 1883, 7 p. c.	62 @ 66	60 @ 65
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., $100 shares (all paid)	88⅛@89⅛	87⅛@88⅛
Do., 7 p. c., 1875	78 @ 80	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	@ --	67 @ 70
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	103 @105
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	93 @ 95
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	83 @ 85
Do. with option to be paid in Phil.	82 @ 84	83 @ 85

American Railroad Journal.

Saturday, March 28, 1868.

Stock Exchange and Money Market.

The week has been one of unusual excitement and activity in Money. The city banks have been losing heavily, in the line of their cash balances, especially in the deposit and legal tender forms. Their last weekly exhibit showed a further falling ff of nearly ten millions in deposits, the aggregate of which is now only $191,191,526, against $217,844,548 six weeks ago, making a loss of $26,653,022 since the 8th of February. Their legal tender reserve, last week, decreased nearly 2½ millions, standing at $52,261,086, against $67,154,161 on the 25th of January, making a loss of nearly 15 millions in eight weeks. Their loans were last reported at $261,416,900, against $271,015,970 on the 15th of February, when they were most expanded, in this line. Their specie reserve is now down to about 18 millions, against over 25 millions eight weeks ago. Their circulation has varied little, since the commencement of the year. The banks are now endeavoring to prepare themselves for their regular quarterly exhibit on the coming first Monday in April, at the same time that they are striving to meet with promptness the increasing pecuniary wants of their regular customers, both local, and out of town. Hence, they are less liberal of accommodation to the speculative element at the Stock and Gold Boards, and call loans close as they have ruled most of the week, very firm at the extreme legal rate of 7 per cent. as the lowest street price. Very little currency has been reported for business paper, the best grades of which have been quoted at from 7@10 per cent. per annum. The course of the banks has made private lenders somewhat chary, in placing their available balances beyond their control, even temporarily, and this has tended to aggravate the pressure in the loan and discount market. With the aim of relieving, to some extent, the severity of the money pinch, Secretary McCulloch, toward the close of last week, gave Mr. Van Dyck, the U. S. Assistant Treasurer at this port, a discretionary authorization to issue to the city banks, an amount of the certificates not exceeding $10,000,000, the certificates to bear three per cent. interest, and to be issued either in exchange for Seven-thirties, taken at 106, or for compound interest notes, either overdue or not yet matured; the compounds not yet due to be taken at par with interest to date. Two meetings of city bank directors have been held, to discuss and act on this proposition; but each discussion ending in a decisive vote against the acceptance of the offer of the Department. At the second meeting on Wednesday a resolution was up for discussion providing for a recognition of the three per cent. certificates in Clearing House settlements. The vote on this motion at first was taken *viva voce*, and the resolution was carried by a large majority. Some directors called for the yeas and nays, which were ordered. Another, a bank officer, immediately spoke against the resolution, and the final vote stood—yeas 26, and nays 31. The meeting then adjourned. The market closed very favorably on the announcement of this result, which operated instantaneously and quite adversely, on fund, stock and gold values.

The specie reserve of the city banks is now $17,944,308, against $9,143,913 same time last year. The city bank deposits are now $191,191,526, against $192,375,615 week ending March 23, 1867. The legal tender reserve amounts to $52,261,086, against $60,904,958 same time last year. The circulation now stands at $34,212,571, against $33,519,401 same time last year. The loans are now $261,416,900, against $259,400,315 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $108,247,067 a day, against a daily average of $115,213,000 the preceding week, and $103,203,000 the week ending with Mar. 7, 1868. The current week's exchanges average about $88,400,000 a day. The city banks, last week, lost $2,477,780 of legal tender, $9,996,944 in the deposit line, and $1,800,393 of their specie reserve. They reduced their loans, $5,899,134; and increased their circulation, $810.

The Philadelphia Bank movement the past

week shows an increase in loans of $309,726; a decrease of $21,533 in specie; a decrease in legal tenders of $997,353; a decrease of $686,555 in deposits; and an increase of $9,214 in circulation. The Bank Clearings show an increase of $2,053,266, and the balances, an increase of $816,192.

National Bank notes to the amount of $118,610 were issued last week, making the total issue to 1,673 banks thus far, $306,849,331, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $7,069,765, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date, of $299,779,566. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,597,400; and for the public deposits, $38,177,950—making a total of $379,775,350. The Treasury Department last week redeemed and destroyed $432,700 of worn and mutilated fractional currency, and issued $244,933 of new. The outstanding amount of fractional currency on the 1st inst. was $32,307,948, against $32,246,439 on the 1st of Feb. 1868.

The U. S. Sub-Treasury receipts, week ending with Mar. 21, were $12,780,990, including $2,289,999 from customs duties; payments, $18,293,178, including $167,000 of coin interest; balance at the close of the week, $99,831,335, against $105,343,523 at the close of the preceding week, showing a decrease of $5,513,188. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,978,014 including $658,862 from customs; and payments, $1,961,242; on Tuesday, receipts, $1,741,881 including $410,168 from customs, and payments, $1,136,894. The balance at the close of business on Tuesday stood at $101,453,094, against $105,820,972 a week previous; and $102,011,491 on Feb. 25, 1868.

The aggregate issue of coin certificates by the U.S. Sub-Treasury, in this city, up to date of latest published local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 1st of March, $25,699,360, against $29,619,280 on the 1st of February, 1868.

Government revenues have been on a moderate scale, since our last. The excises, last week, yielded some three millions, against four millions the preceding week; customs at the port of New York, $2,289,999 and at the outports, about $750,000 (in coin) more, making the grand total income for the week equal to about $7,200,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $143,000,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to Feb. 25, 1868, $1,225,495.

Gold has been quite depressed in price, since our last, having sold as low as 137¾ on Tuesday, and leaving off at 138¼ on Wednesday. The demand has been quite limited, all the week, from speculative sources. The money pressure checked speculation. The specie exports on Tuesday and Wednesday were near half a million. The Customs call has been fair.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $1,279,078, against $393,154 same time last year. The customs demand for Gold last week, averaged $381,667 a day; thus far, this week, it has been equal to $534,515 a day, or equal to a weekly aggregate of $3,207,090. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $22,991 and from California, $1,168,779. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $81,124,248, against $92,970,093 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $24,741,789, against $30,458,213 same time in the preceding fiscal year, showing a decrease of $5,716,424 in 1867–'68. The exports of specie from this port, last week, were $275,502, against $74,742 same week last year. The exports of specie, hence, since July 1, 1867, have been $41,681,748, against $23,007,063 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $167,000, and since July 1, 1867, $54,119,606, against $37,937,969 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to Feb. 25, 1868, were $5,470,869, against $7,267,340 same time last year.

Foreign exchange has been lightly dealt in, since our last, at drooping rates. Bankers' prime sixty day bills on London closed on Wednesday at 109¼@109½, and on Paris to 5.20c.@5.16¼; sight bills on London to 109⅝@110, and on Paris to 5.15c.@5.13½. The offering of produce bills have been very light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $1,946,378, against $4,836 282 same week last year; total, since July 1, 1867, $129,609,383, against $141,123,281 same time in 1866–'67.

Government securities have been quite variable in price, under the fluctuations in the Money Market, on a very moderate trade. The latest dealings on Wednesday were on a limited scale within the annexed range of quotations, the market closing unsettled.

U. S. sixes of 1881 closed here on Wednesday at 110¼@110¾; U. S. Five-twenties of 1862, 109¾@110; U. S. Five twenties of 1864 at 107½@107¾; U. S. Five-twenties of 1865 at 108@108¼; U. S. Five-twenties of 1865, consolidated, 106¼@106¾; U. S. Five-twenties of 1867, 106¾@107¼; U. S. Ten-forties at 100@100½, and U. S. Seven-thirties at 105@105½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865 ..... 118¼	September, 1865.. 117
August, 1865.... 118½	October, 1865 .... 116½
U. S. three per cent. certificates 100¼	

Government paid off $80,202 of the matured loan of 1847–'67, in February.

Railway and miscellaneous share property has been fairly active, but at very irregular prices. The money pinch has been severely felt by the speculative favorites, which closed heavily, with symptoms of further grave depression in ruling values.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 11.	Mar. 18.	Mar. 25.
Consols	93¼	93⅜	93⅛
U. S. 5-20's of 1862....	71¾	72¼	72¼
Erie	48½	45¼	46½
Ill. Central	89¼	89⅜	89¾

General business has been tamer, since our last. Breadstuffs and provisions have been in fair, though not urgent demand, closing pretty firmly as a rule. Middling upland cotton closed briskly and buoyantly at 25 cts., per lb. The stock of cotton now here is estimated at about 110,000 bales. The receipts at the port this week, have averaged about 2,000 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 1,831,000 bales, against 1,495,000 bales same time last year; exports, same time 1,201,000 bales, against 877,000 bales same time last year; stock on hand at latest dates, 325,000 bales, against 575,000 bales same date last year. Beeves have been fairly active and buoyant in price, this week, at from 14@19c. per lb.; week's receipts, 3,882. Veal calves, in moderate request and steady at from 9@13½c. per lb.; receipts, 1,255. Sheep and lambs in fair demand and firmer at from 6½@10½c. per lb.; receipts, 12,522. Swine moderately inquired for at from 8¾@10¼c. per lb., all live weight; receipts, 13,450. At the auction sale of Scranton coal, on Wednesday, 75,000 tons were disposed of at reduced prices, including lump at $3.65@$3.80; steamboat, $3.65@$3.70; grate, $3.80@$3.92; egg, $3.95@$4.00; stove, $4.75@$4.95; Chestnut, $3.60@$3.80 per ton of 2,240 lbs., deliverable at Elizabethport, N. J. General merchandise has been in rather better demand, but having been as a rule, freely offered, buyers have had any existing advantage as to price. The offerings of most kinds of dry goods have been on a more liberal scale, since our last, at prices more favorable to purchasers, leading to increased activity, especially in domestics. The total imports of foreign dry goods, last week, were $1,568,530, and the total amount marketed $1,878,059. The value of foreign merchandise imported last week, was $6,007,587—making the grand total specie value of last week's imports of dry goods and merchandise, equal to the unusually large sum of $7,576,117, against $6,327,866, same week last year; total since July 1, 1867, $167,388,980, against $196,821,787 same time in 1866–'67. The ocean freight market has been inactive and lower, since our last. For Liverpool we quote flour at 2s.@2s. 3d. by sail, and 2s. 3d.@2s. 6d. by steamer, per bbl.; grain at 5d.@5½d. by sail, and 5¾d.@6d. by steamer, per bushel; cotton at $\frac{3}{16}$@¼ by sail, and ¼@$\frac{5}{16}$ by steamer, per lb.; and heavy goods at 20s.@30s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday 478.

The New York exports, exclusive of specie, for the week ending Mar. 24, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,836,282	$1,946,878
Prev. reported	41,595,362	36,520,120
Since January 1.....	$46,431,644	$38,466,498

The balance in the Sub-Treasury on Wednesday was $101,126,208.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York City 6s, 1887, 101; Brooklyn 6s W. L., 98; Georgia 7s, 86¾; Toledo and Wabash Equipment bonds, 73; Ohio and Miss. 1st mort., 92; Cleveland and Toledo 7s, 1886, 94; Dubuque and Sioux City 1st mort., 86; Toledo, Peoria and Warsaw 1st mort., 82½; Hannibal and St. Joseph, 77; do., pref., 85½; Rensselaer and Saratoga R. R., 82; American Coal, 45; Adams' Express Co., 74; Am. Exp., 68; Merchants' Union Exp., 34¼; Wells-Fargo Exp., 34¾; U. S. Express, 70; Boston Water Power Co., 19¾; Western Union Telegraph, 33⅝; Union Navigation, 21¾; Bank of Commerce, 118; Ocean Bank, 102½; Fourth National Bank, 104¾; Central National Bank, 104; Mechanics' Bank, 118; Continental Bank, 102; Am. Exchange Bank, 118; St. Nicholas Bank, 108; Metropolitan Bank, 135; Ninth National Bank, 104½; Phœnix Bank, 105⅛; Bank State of New York, 113½; Tenth National Bank, 101; American Flag, 0.36; Bobtail Gold, 1.15; Consol. Gregory Gold, 3.20; Corydon, 0.30; Davidson Copper, 0.44; Edgehill Mining, 3.65; Keystone Silver, 0.02; La Crosse Gold, 0.52; Montana Gold, 0.81; Midas Silver, 0.55; New York Gold, 0.65; Quartz Hill Gold, 1.10; Smith and Parmalee Gold, 2.65; Wallkill Lead, 0.29; Buchanan Farm, oil, 41; United States petroleum, 1.85.

Philadelphia.—Camden and Atlantic 2d mort., 75; Steubenville and Indiana 1st mort., 70; Lehigh Coal and Navigation 6s, gold loan, 89½; Sunbury and Erie 7s, 102¾; North Penna. 7s, 85, Allegheny Valley R. R. 7-20s, 81; Warren and Franklin 7s, 83; Camden and Burlington County R. R. bonds, 89; Pittsburg 6s, 72¾; Allegheny Co. coupon 5s, 76; Union Passenger R. R., 37; 13th and 15th streets R. R., 17; Big Mt. Coal, 4⅜; Green Mt., 3; New Creek Coal, 0.31; N. Y. and Middle Coal Fields, 3⅜; Fulton Coal, 5; Feeder Dam Oil, ⅛; Ocean Oil, 2; Mechanics' Bank, 81½; Farmers' and Mechanics' Bank, 152; Corn Exchange Bank, 72½. The latest quotations are: City 6s, 100@100; do., free of tax, 103@103⅛; State 5s, reg., 98½@98½; do., coupon, 96@96¼; do., 6s, W.L., 102@102½; Reading, 44⅞@44⅞; do., 6s, 1870, 100@101; do., bonds, 93@94; Camden and Amboy, 124@124¼; do., mort. 6s, 1889, 96⅛@96¾; do., 1883, 88¾@89; Penn. R. R., 55⅛@55¼; do., 1st mort., 101¼@101½; do., 2d mort., 98¼@98¾; Little Schuylkill R.R., 29@30; Morris Canal, 30@50; do., pref., 90@94; do., bonds, 88@93; Wyoming Valley Canal, 40@45; do., 6s, 77@85; Susquehanna Canal, 14¾@16; do., 6s, 60¾@61¼; Sch. Nav., 12½@14; do., pref., 22¼@22⅞; do., 6s, 1882, 70½@70½; Union Canal bonds, 15@17; Delaware Div. Canal, 48@49; do., bonds, 83@89; Elmira and Williamsport, 30@32; do., pref., 40@40½; do., 7s, 1873, 96@96¾; do., 5s, 59½@60½; Lehigh Coal and Navigation, 24⅞@25; do., bonds, 1884, 85@86; North Pennsylvania, 31@33; do., 6s, 88@88¼; Philadelphia and Erie, 25⅝@25⅞; do., 6s, 94@95; Minehill, 56@57; Catawissa, 5@6; do., pref., 26¾@27; Lehigh Valley, 52⅞@53; do., bonds, 95@95¾; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 55@57; West Philadelphia, 65@67; Spruce and Pine, 24@24; Green and Coates, 30@30; Chestnut and Walnut, 45@45; Thirteenth and Fifteenth, 16¾@17½; Girard College, 27@28; Tenth and Eleventh, 64@64½; Union, 37@37¼; Hestonville, 10@10⅜.

Boston.—Rutland R. R., 30; Cape Cod R. R., 68½; Housatonic R. R., 70; Connecticut and Passumpsic Rivers R. R., pref., 82½; Pittsfield and North Adams R. R., 79¼; Summit Branch R. R., 12¼; Indianapolis and Cincinnati, 29¾; Central Pacific 6s, gold, 98¼; Old Colony and Newport 6s, 1876, 95¾; do., 7s, 1877, 102⅜; Essex R. R. 6s, 1876, guar., 86½; Cheshire R. R. 6s, 1875, 95; Vermont Central 1st mort., consolidated, 70½; do., 2d mort., 30; Ogdensburg and Lake Champlain 1st mort., 100; do., Equipment 8s, 102; Boston, Hartford and Erie 7s, 62½; do., new, 49; Rutland and Burlington 1st mort., 140; Vermont and Massachusetts 6s, 1883, 94; Vermont Central and Vermont and Canada 8s, 1877, 102½; Michigan Central 8s, 1882, 112¼; St. Joseph and Council Bluffs R. R. 10s, 1st mort., 110⅛; Boston Water Power Co., 20¼; Cary Imp. Co., 7⅞; Essex Co., 120¼; Waverly Land 1¼; Ophir (N. S.) Gold, 1½; Massachusetts 6s, 1868, currency, 103; do., 5s, 1894, gold, 106¾; Maine 6s, 1889, 100¼; New Hampshire 6s, 1884, 100⅛; Connecticut 6s, 1884, 100; Chicago 7s, sewerage, 99½; do., School Fund, 97¾; Bath 6s, 1889, 97¾; Cambridge 5s, 1882, 85¼; do., 6s, 1886, W. L., 100¼; Roxbury 6s, 1873, 102¼; Portland 6s, 1887, Building Loan, 97⅞; do., Rochester R. R. Loan, 93½; Gardiner 6s, 1870, 97; Lynn 6s, 1885, 100½; Augusta 6s, 1887, 93; Lawrence Gas, 125; Cambridge Gas, 117¼; South Boston Gas, 105⅞; Boston Gas, 787½; East Boston Gas, 36¼; Malden and Melrose Gas, 67¾; Manchester Gas, 125⅞; Lowell Gas, 134⅞; National Bank of Commerce, 123; Market National Bank, 110½; Old Boston National Bank, 65¾; Webster National Bank, 111½; National Bank of Redemption, 116½; State National Bank, 107; Globe National Bank, 106¼; Merchants' National Bank, 120½; North National Bank, 119; Allouez Mining Co., 4; Bay State, 2⅝; Concord, 2½; Calumet, 30; Hancock, 5¼; Native, 1; North Cliff, 50c.; Pontiac, 50c.; Petherick, 75c.; Star, 50c.; Superior, 1⅛; Winthrop, 75c.

Baltimore.—Virginia 6s, old, reg., 44; do., 1867, 44¼; Baltimore City 5s, 80¼; City Park 6s, 98; Central Ohio R. R., 36½; do., 1st mort., 87; N.W. Virginia 1st mort., 95½; do., 2d mort., 94¾; Western Maryland 2d mort., guaranteed, 90½; Atlantic Coal, 0.85; Franklin Bank, 13⅞; Union Bank, 62. The latest quotations are: Balt. and Ohio, 128@129; do., 6s, 1875, 98@—; do., 1880, 98@—; do., 1885, 100@—; Northern Central, 45@45½; do., bonds, 1885, 85@85½; do., 1900, 83@85; Parkersburg Branch, 25@30; N. W. Va., 1st mort., 95¾@—; do., 2d mort., 94¾@95; do., 3d mort., 1873, 91½@94½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 92@92½; do., 2d mort., 73¼@78½; Central Ohio, 36@37; do., 1st mort., 87@88; Western Md. 6s, 1890, 77@—; do., guar., 94@95; Maryland 6s, coupon, 1870, 101@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 100@100; do., 1886, 99@99¾; do., 1890, 98@98⅛; do., coupon, 100@—; do., Park, 97½@98; do., 1893, 94@96; do., 6s, 1838–'70, 80@80; City Passenger R. R., 19@19½; Canton Co., 56½@—; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 70@70; Santa Clara, 1.50@2.00; Atlantic Coal, 0.84@0.85; Baltimore Coal, 290@—.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of February, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$424,671 99	$350,564 80
" passengers	152,540 71	151,390 96
" express matter	7,987 50	7,668 00
" mail	7,825 00	7,825 00
" rent of railway	7,083 88	7,083 33
" miscellaneous	2,645 00	965 46
Total	$602,753 53	$525,497 55
Expenses	398,628 78	397,231 45
Net earnings	$204,124 75	$128,266 10

This shows an increase in earnings of $77,255 98; with an increase in expenses of $1,397 32—making the increase in net earnings, $75,858 65.

The earnings and expenses, from January 1 to February 29, compare as follows:

	1868.	1867.
Earnings	$1,095,447 69	$1,067,913 35
Expenses	806,026 84	810,342 29
Net earnings	$289,421 35	$257,571 06

This shows an increase in earnings of $27,534 34; with a decrease in expenses of $4,315 95—making the increase in net earnings, $31,850 29.

Kerosene Lamps for Railroad Cars.

We have received from Messrs. WILLIAMS, PAGE & Co., Manufacturers of Car Lamps, Boston, Mass., a circular in which is recounted the causes of the burning of Railroad Cars in six different instances, viz: on the Buffalo and Erie; the Chicago, Burlington and Quincy; the Erie; the Pennsylvania; the Chicago and Northwestern; and the Pittsburg, Ft. Wayne and Chicago Railroads. In four of the six cases cited no kerosene was used, and in the other two, where it was used, the cars were believed to have been burned by the stoves, or by sparks from the engine. In a recent accident on the Boston and Providence Railroad, two cars lighted with kerosene were thrown from the track and turned over. The kerosene lights were at once extinguished by the concussion. The stoves were secured to the floor, and no fire occurred. It is further stated that probably not less than twelve or fifteen thousand kerosene lamps are now used in Railroad Cars in this country, and, considering the number of collisions, getting off the track, and other accidents since kerosene was introduced, it would be most remarkable that many fires could not be traced directly to its use, were it not from the fact, that it is the most sensitive of all lights, and a very slight collision or jar at once extinguishes it, as is well known by all who have used it. They state in conclusion that they have not yet been able to find a single instance in which a Railroad Car has been burned by the use of kerosene lamps. They have manufactured Patent Kerosene Car Lamps over five years, and have sent several thousand of them to railroads all over the country, and have never heard of an accident of any kind caused by them. They advise the testing of oil by the purchaser. This can be done in

a few minutes by the "Pyrometer," or "Oil Tester," and by using oil that will not take fire below 110° or 115°, there is no danger of any accidents from fire, if the stoves are properly secured.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 2d week in Mar., 1868, were ..$62,201 26
Corresponding week of previous year.. 90,633 77

Decrease $28,432 51

The earnings of the Atlantic and Great Western Railway for the second week in Mar., 1868, were.... ....$85,073 00
Corresponding week previous year.... 113,024 00

Decrease $27,951 00

The earnings of the Western Union Railroad for the week ending Mar., 14, 1868.... $3,968 00
Corresponding week previous year.... 8,146 00

Decrease $4,178 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Mar., 1868. ..$21,670 00
Corresponding week previous year.... 19,636 00

Increase $2,034 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Mar., 1868, were $86,895 00
Corresponding week of 1867 .... 88,016 00

Decrease $1,121 00

Erie Railway.

The following is the text of the Bill now before the New York Legislature, legalizing the recent issue of bonds of the Erie Railway Company, and the conversion of the same into stock; also the guaranteeing of the bonds of any other company; and declaring it lawful for the Erie Railway Company to contract with any other railroad for the extension of the broad gauge, to be used by the Erie Company in the transportation of freight and passengers:

SEC. 1. The issuing of the bonds of the Erie Railway Company for the purpose of completing, furnishing, and operating its railroad, convertible into the common stock of the said company by authority of the board of directors of said company, and the conversion of the same into such stock, shall be deemed to be within the powers of said company.

SEC. 2. Whenever said company shall hereafter issue any stock it shall, on the first day of January next after such issue, cause a certificate of the same stating the number of shares and the time when the same was issued, to be filed in the office of the Secretary of State.

SEC. 3. The guarantying by the Erie Railway of the bonds or coupons of any other railroad necessary or proper, in order to secure a connection of said Erie Railway with other railroads, for the purpose of securing better facilities for the traffic of said Erie Railway, shall be deemed and taken to be within the powers of said Erie Railway Company, &c.

SEC. 4. It shall be lawful for the Erie Railway Company to contract with any other railroad to provide a track with a gauge corresponding to the present gauge of the track of the Erie Railway, and to run the engines and cars of the Erie Railway Company on the same, in order to facilitate the transportation of freight and passengers on the Erie Railway.

SEC. 5. The acts of said company in issuing bonds and stocks respectively, and in entering into such contract and guaranty prior to this date, are hereby ratified and confirmed.

SEC. 6. This act shall take effect immediately.

Journal of Railroad Law.

FENCING RAILROADS—KEEPING IN REPAIR.

The ground of recovery in the late case of the Illinois Central Railroad Co. *vs.* Swearingen (33 Ill., 289,) as set forth in the plaintiff's declaration was, that by reason of the fences along the company's road not being kept in repair, the plaintiff's horses got upon the track, and were run over by the cars and engines of the defendant, and thereby killed. It appears that the railroad ran through the pasture of the plaintiff, and the horses got out of this pasture upon the track through the railroad fence. The plaintiff alleged in his declaration that he had not as proprietor of the lands erected or agreed to erect, the fence in question.

Mr. Chief Justice Walker delivered the opinion of the Court. It is insisted that appellee was not entitled to recover, because he averred in his declaration, that he had not as proprietor of the lands, erected or agreed to erect, the fence required by the act of 1855, (Scate's Comp., 953,) when the proof shows that he did erect the fence. It also appears that the company fully admitted and recognized their liability to erect and maintain this fence, when they employed appellee, for them and with their materials furnished for the purpose to erect the fence, and for which they paid him the sum agreed between them. Is this such an agreement as the statute contemplates shall release the road from its liability and impose it upon the owner of the adjoining land? We think not. The act imposes the duty upon the company, but at the same time permits them by contract with the owner, to absolve themselves from its performance, by agreement with the owner that he shall assume it.

It cannot be imagined that it was the intention of the law makers to transfer this duty from the company to the landowner, simply because the company employed him as their agent or servant to construct the fence. The statute only contemplates the release of the company when the duty is assumed by the landowner, and in this case it is perfectly apparent that when he was employed to build this fence, he did not intend, nor did either party suppose that he was taking upon himself such a duty. It might as well be contended, that because a hand in the employment of the company under their direction and in discharging their duty, had built the fence, and afterwards became the owner, that the duty was transferred from the company to him. It is not probable that it ever occurred to appellee, that it could be imagined that he had assumed this duty, until he heard it claimed on the trial below, or to the company and its agents, until they began to prepare for the defence of this suit. The pleas of appellant, to which demurrers were sustained, only relied upon this fact as a defence, and were therefore, insufficient, and the demurrers were properly sustained to them.

It is likewise insisted that the Court erred in refusing to give appellant's last four instructions. The first of which asserts that the company, having built a good and sufficient fence, if it was blown down or thrown down by trespassers, and loss thereby ensues before a reasonable time had elapsed for its repair, that the company are not responsible for damages thus occasioned. This instruction, like the sixth, asserts that where the fence has been sufficient, and from accident or wrong over which the road has no control, it becomes insufficient to turn stock, they have a reasonable time in which to repair their fence. This is manifestly true, as it is not required that the company should have a patrol at all times, night and day, passing along their road to see the condition of the fence. If this is done daily, and they shall at once, when informed of its insufficient condition, make the necessary repairs, they shall not be held liable. This was the rule adopted in the case of The Central Railroad Co. *vs.* Dickerson, 27 Ill., 55, and the instructions numbered four and six should have been given.

Under these instructions, it would have been for the jury to consider in the light of all the circumstances appearing in the case, whether reasonable care had been used to repair the same. They as practical men, must determine this question. And the road must be held to a high degree of diligence in the performance of this duty, but not to an impossible or unreasonable extent.

Whilst the fifth instruction stated the law correctly, it would have been better had it been qualified so as to inform the jury, that while the evidence tended to prove due diligence, it was not conclusive. Properly understood by the jury, it is free from objection, but if they understood that it could not be rebutted by other evidence, or that they could not weigh it as other evidence, then it would mislead and would have been improper.

The seventh instruction was properly refused. This action is transitory, and not local, either by the common law or the statute. The act of 1853 (Sess. Law, p. 65,) only relates to actions at law or suits in chancery, where service could not be had by summons. It in such cases, authorized publication instead of actual service. And the sixth section of that act confined the bringing of suits to the county in which the cause of action accrued. This is the scope of that act. It was intended to apply to cases where service could be had. The judgment of the Court below must be reversed, and the cause remanded.

Judgment reversed.

Coal Trade of Great Britain in 1867.

We give below the quantity of coal mined in the United Kingdom in 1867, which we copy from the London *Mining Journal*, the most reliable mining publication in England:

	Tons.
Durham and Northumberland.....	25,194,550
Cumberland	1,490,481
Yorkshire....	9,714,700
Derbyshire	4,750,520
Nottinghamshire	1,600,560
Leicestershire.	866,560
Warwickshire	775,000
Staffordshire and Worstershire	12,295,850
Lancashire	12,320,500
Cheshire	895,500
Shropshire.	1,220,700
Gloucestershire and Somersetshire....	1,800,700
Monmouthshire	4,445,000
South Wales....	9,376,443
North Wales	2,082,000
Scotland....	12,625,000
Ireland	123,750
Total produce of the United Kingdom.	101,630,540

To give our readers some idea of the immensity of the coal trade of Great Britain, we will state that the whole product of the Schuylkill and Lehigh coal regions, from the commencement

the trade in 1820 to 1867, inclusive, a period of forty-seven years, only exceeds the annual product of England, Ireland and Scotland in 1867, 1,391,417 tons, as the following figures will show:

	Tons.
Whole product from Schuylkill since 1822	69,380,626
Whole product from Lehigh since 1820	33,621,335
Total	103,021,961
Prod't of the United Kingdom in 1867	101,630,544
Excess only	1,391,417

We append also the following statistics of the coal fields of Europe and the United States with their productions, taken from the valuable book entitled "Coal, Iron and Oil," which contains the latest and most authentic information on the subject:

	Area in Sq. miles.	Production. Tons. 1866.
British Islands	6,195	100,000,000
United States	200,000	26,000,000
Prussia and Saxony	1,000	12,000,000
France	1,000	11,000,000
Belgium	510	10,000,000
Austria and Bohemia	1,000	5,000,000
Spain	200	500,000
Acadia (British Provinces)	2,000	500,000
Estimated coal product'n of the world		163,000,000

AREAS OF THE COAL FIELDS OF THE UNITED STATES.

	Thickness Feet.	Square Miles.
Anthracite:		
Massachusetts and Rhode Island	7	300
Pennsylvania	90	470
Oregon	7	100
Bituminous:		
Pennsylvania	54	12,650
Maryland	30	550
West Virginia	45	15,000
East Virginia	20	225
North Carolina	10	45
Tennessee	15	3,700
Georgia	10	170
Alabama	15	4,300
Kentucky	35	13,700
Ohio	25	7,100
Indiana	20	6,700
Illinois	20	30,000
Michigan	10	13,000
Iowa	15	24,000
Missouri	15	21,000
Nebraska	..	4,000
Kansas	..	12,000
Arkansas	..	12,000
Indian Territory	..	10,000
Texas	..	3,000
Oregon	..	500
Washington Territory	..	750
Other coal fields west of the Rocky Mountains	..	5,000
Total square miles		200,960

The average thickness of the bituminous coal fields is about thirty feet, and the working thickness about twenty feet.

The Grain Trade.

The following statement shows the receipts of grain at the ports of Chicago, Milwaukee, Detroit, Cleveland, and Toledo, from January 1 to February 29, compared with the two last years:

	1868.	1867.	1866.
Flour, bbls	488,014	585,974	347,727
Wheat, bush	1,847,057	1,630,883	1,961,562
Corn, bush	5,444,470	1,672,361	1,222,477
Oats, bush	1,151,785	838,919	1,064,751
Barley, bush	274,221	253,226	110,221
Rye, bush	110,356	147,562	134,577
Total grain, bush.	8,827,889	4,542,951	4,492,588

[Intercolonial Railway.]

Mr. Sandford Fleming left Ottawa, Ca., on the 16th inst., for the purpose of organizing two exploring companies to endeavor to locate the Central, or Keswick Valley route for the Intercolonial, one company to commence at River du Loup, and the other at Monkton, N. B. The Montreal *Gazette*, noticing their departure from that place, says:

Mr. Fleming, and his staff, about fifty in number, took their departure last evening for River du Loup. There the party will be broken up into eight squads, four of which will be spread out on the line of the survey between River du Loup and Fredericton; two between Matapedia and Rimouski, the other two squads to some other section. From Mr. Fleming's ability as a surveyor and knowledge of the country through which the survey is to be made, we may reasonably anticipate that this will be the final work, and that on his report being placed in the hands of the Government, a decision will be easily arrived at. The staff is numerous and efficient, all young men of ability and well suited for the arduous task they have entered upon. A sleeping car was placed at their disposal to run through, and we were informed that the accompanying camp equipage, etc., weighs about eight tons.

The settlement of the question of routes has been postponed till the 12th of April, when it will be finally decided at Ottawa. The object of the delay is to verify some statements with respect to the Keswick Valley route, by an actual survey by Mr. Fleming's party. If this survey, which we suppose is now actually being made, does not establish certain claims made for the Keswick Valley, the issue will really come between the frontier and the Robinson, or Northern routes.

Pork Packing in the West.

The Cincinnati *Price Current* publishes its annual statement of pork packing in the Western States, of which the following is a recapitulation:

	1866-'67.	1867-'68.
Ohio	637,382	557,809
Illinois	851,945	1,072,553
Indiana	329,291	323,978
Iowa	115,441	177,044
Wisconsin	135,060	163,495
Missouri	238,230	328,611
Kentucky	188,442	157,880
Grand totals	2,490,791	2,781,370
		2,490,791
Increase in number		289,579

The average weight of hogs, and the yield of leaf lard per hog, for each State, compare with last season as follows:

	Average weight per hog.		Yield of lard per hog.	
	1867. lbs.	1868. lbs.	1867. lbs.	1868. lbs.
Ohio	234½	204½	31⅛	24 1-3
Indiana	232⅔	205⅝	31 3-7	22 1-6
Illinois	231⅜	202⅜	28	22⅝
Kentucky	228	206 1-6	27	22
Missouri	226½	208 7-9	31½	21½
Iowa	231 1-6	199¼	29 1-7	21¼
Wisconsin	218 3-5	197	31⅛	31

The general averages for all are—of hogs 201 pounds, and of leaf lard 20¾ pounds, which compare with the last two seasons as follows:

	Hogs, lbs.	Lard, lbs.
1866	231 3-10	31 1-7
1867	232 1-7	29 3-4
1868	201	20 3-4

In order to arrive at the actual result, all that is necessary is to multiply the number packed each season by the general averages of hogs and lard, which results as follows:

Pork, lbs. last year	577,863,512
Pork, lbs. this year	558,955,470
Decrease in lbs. this year	18,908,042

This is equal to a net decrease in the crop of 3⅜ per cent., and makes the crop, as regards the packing in the West, equal to 2,408,741 hogs of last season's averages, not including the falling off in the shipments to the East during the packing season, which would further materially reduce the crop.

The number of hogs packed in the West since the season of 1849-'50, compare as follows:

Year.	No. of Hogs.	Year.	No. of Hogs.
1849-'50	1,652,220	1858-'9	2,465,552
1850-'1	1,332,867	1859-'60	2,350,822
1851-'2	1,182,846	1860-'1	2,165,702
1852-'3	2,201,110	1861-'2	2,893,666
1853-'4	2,534,770	1862-'3	4,069,520
1854-'5	2,124,404	1863-'4	3,261,105
1855-'6	2,489,502	1864-'5	2,422,779
1856-'7	1,818,468	1865-'6	1,705,955
1857-'8	2,210,778	1866-'7	2,490,791
		1867-'8	2,781,370

Previous to 1852-'3 the reports were obtained only in part.

The shipments made from the west to the east, the three last packing seasons, compare as follows:

	1865-6.	1866-7.	1867-8.
Baltimore and Ohio Railroad from Wheeling	22,951	29,487	27,641
Do. do. from Parkersburg	7,250	10,556	19,993
Pennsylvania R. R	10,361	472,141	287,290
Dunkirk	12,120	4,533	4,247
Buffalo, *via* Hornellsville R. R	48,401	79,344	58,658
Totals	101,083	596,061	397,829
			596,061
Decrease			198,132

From the above it will be seen that there is a decrease this season, as compared with last, of 198,132 hogs, and if we add to this the decrease in weight, in the hogs shipped, say 16 per cent., it would make the decrease 261,654 hogs; and if we deduct this from the result as already given above, it would make the crop equal to 2,147,087 hogs of average weight of 1866-'7.

☞ The Boston and Albany Railroad Company give notice that the stockholders of record at the close of business on the 1st of April next will be entitled to receive one new share of stock of the capital of said corporation for every eleven shares held by them respectively, on the payment of one hundred dollars per share, fifty per cent. of which must be paid on or before May 1, 1868, and the balance on or before August 1, 1868, when certificates of stock will be issued.

☞ A considerable amount of Northern capital is going into the bonds of the Southern States, in the belief that they offer at the present prices a large margin for profit in the advance that will almost immediately follow reconstruction. In the integrity of those States to honestly pay interest on their bonds, those professing to be well informed exprest no doubt.

☞ The work of laying the rails of the Paterson and Newark Railway will commence about the 1st of May. The erection of bridges is now being rapidly pushed through.

☞ The St. Louis Merchants Exchange has passed resolutions strongly endorsing the St. Louis, Vandalia and Terre Haute Railroad enterprise, and recommending the citizens of St. Louis to give it all the assistance possible.

☞ The rails upon the St. Louis, Vandalia and Terre Haute Railroad have been laid as far eastward as Edwardsville.

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PROPOSALS

For the Construction of a portion of the Summit Division of the Illinois and Michigan Canal.

OFFICE OF THE BOARD OF PUBLIC WORKS, CHICAGO, March 11, 1868.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of Public Works, at their office, until 11 A. M. Wednesday, April 15, for the construction of sections Nos. seventeen (17) to forty-four (44,) inclusive, of the Summit Division of the Illinois and Michigan Canal—a distance of about eleven (11) miles.

Maps, profiles, and specifications will be exhibited at the office of said Board in Chicago.

There will be some 1,500,000 to 2,500,000 cubic yards (according to the line which shall be adopted) of earth excavation, some of it quite hard and embracing considerable detached rock, and about 90,000 cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the canal during the season of navigation.

It is believed, however, that most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

Proposals are invited on the present line of canal, and also on a new line, as follows, viz:

For the work on Sections 17 to 23, inclusive, according to the old line.

For the work on Sections 24 to 41, inclusive, bids will be received both for the improved old line and a new line.

For the work on Sections 42 to 44, inclusive, bids will be received both for the old line and a new line.

If a new line be adopted for any portion of the distance operations thereon may be continued the whole year. It is expected that the navigation of the canal will be suspended for at least five months in each year, unless otherwise mutually agreed by the Board and contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows, and cranes for the earth work, and drilling machines, pumping machinery, and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next, or as soon thereafter as navigation shall be suspended.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, indorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar ($200) bond, with sureties, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security as, according to their judgment, will secure the doing of the work according to the contract.

A. H. BURLEY,
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W. H. CARTER,
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4t12

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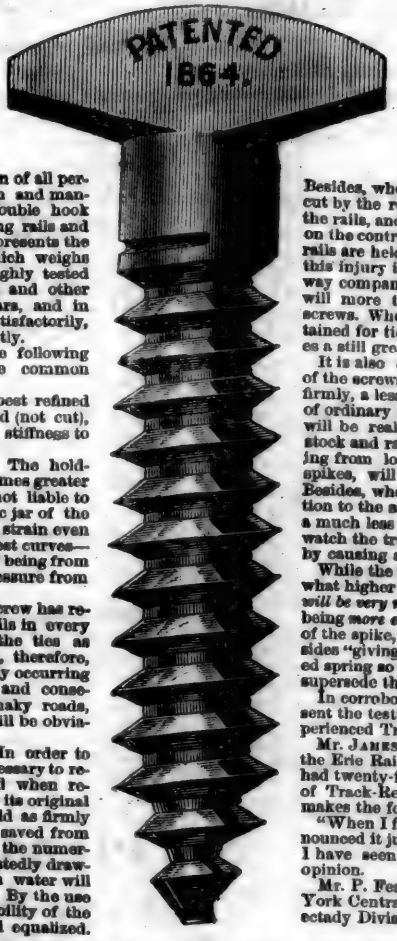
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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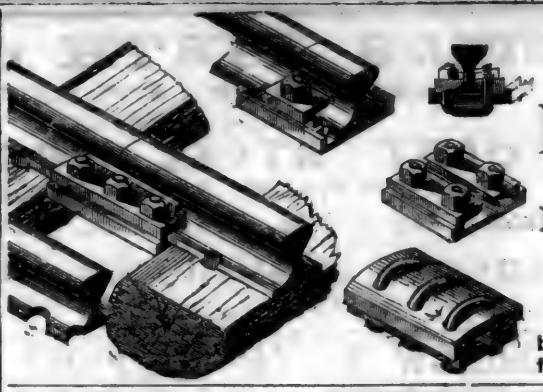
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New York, Saturday, April 4, 1868.

Railroads of Pennsylvania.

We give in another portion of this week's issue a tabular statement of the capital, length, cost, earnings, expenses, dividends, etc., of the Railroads of Pennsylvania, for the fiscal year ending October 31, 1867, compiled from the Annual Reports made to Hon. J. F. Hartranft, Auditor General. The total number of steam railroads is stated at ninety-three, of horse railways twenty-eight, and of canals at thirteen. Of the first, the Allegheny Valley, McCauley Mountain and Black Creek, and Pennsylvania and New York Canal and Railroad Company; and of the second, the Hestonville, Mantua and Fairmount, and the Plymouth and Wilkesbarre, failed to make any report in accordance with the requirements of law.

The total capital stock of railroads authorized is $134,926,429; total subscribed, $115,090,947 22; total paid in, $200,554,676 85; total funded debt, $125,174,025 84; total floating debt, $8,886,422 01; total cost of road and equipment, $300,388,516 29; total length of main line in State, 3,097¾; total branch roads, 89; total number of engines, 1,958; total number of first class passenger cars, 940; total number of baggage, mail and express cars, 498; number of freight cars on trucks, 17,304; number of coal cars, 32,526; number of iron bridges, 281; number of wooden bridges, 1,305; number of stone bridges, 328; total value of real estate held by the companies, $5,864,061 32.

The number of through passengers during the year was 4,392,964; number of passengers of all kinds, 19,232,103, number of tons of through freight, 7,550,687; gross tonnage for the year, 35,562,319.

The aggregate receipts of the roads for the year were $70,205,868 64, and the aggregate expenses, $32,432,257 65.

During the year 303 persons were killed on the roads, and 415 injured; 126 of the former and 215 of the latter being employees.

The total cost of horse railroads and equipment has been $5,925,366 68; aggregate capital stock authorized, $10,560,250; stock subscribed, $8,801,525; stock paid in, $3,969,289 02; total floating and funded debt, $1,975,205 39; real estate owned, $823,854 65; horses owned 3,885; cars, 714; total expenses, $2,510,759 78; total receipts, $3,258,054 54. Twelve persons were killed and twenty injured during the year.

The authorized capital of the Canal companies is $16,617,850; capital paid in, $35,257,155 75; total funded and floating debt, $25,912,584 50; total cost of canals and fixtures, $38,660,397 80; total value of real estate, $53,950; total expenses for the year, $1,601,856 32; total receipts, 3,327,920 31. The tabular statement of the Canals will be given in our next.

Sioux City and Pacific Railroad.

The Secretary of the Interior has received the report of the Government commissioners on the second section of twenty miles of the Sioux City and Pacific Railroad, extending from the initial point in Sioux City to the twentieth mile post south from it. Eighteen miles and three quarters of this section is in a straight line. There is one Howe truss bridge of one hundred and sixty feet span over the Floyd River, and twenty bridges supported by trestles on filling sixteen feet from centre to centre, having an aggregate length of 2,414 feet. The sidings on the first mile measure in the aggregate is 6,501 feet, and on the second mile there is a permanent water station. A large and very commodious depot, warehouse and temporary engine house have been built in Sioux City, and preparations are being made for erecting a permanent brick engine house. Materials are also being collected for large machine and repair shops at some convenient point along the road. The commissioners finding the section in every respect equal to a first class railroad, recommended that it be accepted, and on the 27th ult., the section was accepted by the President and the bonds and patents due the company ordered to be issued.

Evansville, Henderson and Nashville R.R.

A meeting of the stockholders of this road was held at Hopkinsville, Ky., on the 19th ult. The report of the President, which was presented, showed that twenty-seven miles of railroad had been built since the 1st of June last, and twenty miles of road graded ready to receive the iron, with a large number of tons ready on the track. With the means realized from the subscription of Henderson, and the aid Evansville promises, the road will be built from Henderson to Madisonville or its vicinity by 1st of December next.

The company have twenty-seven miles of track completed, with two locomotives, one passenger car, one box car, and fifteen platform cars.

The following is the list of directors and officers, and place of residence:

Gen. J. T. Boyle, President, Louisville.
J. H. Barret, Henderson.
W. J. Marshall, Henderson.
John W. Bradly, Madisonville.
R. Durrett, Hopkinsville.
T. Green, Hopkinsville.
E. G. Sebree, Trenton, Todd County.
Thomas Hassard, Chief Engineer, Hopkinsville.
A. O. Durland, Sec'y and Treas'r Hopkinsville.

The road is in regular operation from Nashville to Pembroke, in Christian county, and in a few days will run to Caskey, within five miles of Hopkinsville. The track is laid down within three miles of Hopkinsville, and in a few weeks the trains will run into the city of Hopkinsville.

☞ A contract for an iron railroad bridge over the Illinois River, at La Salle, has been awarded to Charles Kellogg, late of Detroit. It is to be built at Phœnixville, Penna.

Toledo, Ashland and Atlantic Railroad.

This company has been incorporated with a capital of $1,500,000 in $50 shares. The incorporators are John R. Osborn, D. S. Wilder, A. D. Pelton, T. C. Bushnell, John Devlin and D. R. Austin. The road will run in a southeasterly direction from Toledo to Ashland, touching Sandusky, Oberlin and Medina. It will place Sandusky within seventy miles of the best coal-beds of northeastern Ohio, and render it both an important coal mart and manufacturing point. It will also become a station on the through route from New York to San Francisco.

Atlantic and Pacific Railroad.

The following named gentlemen have been elected Directors of the Atlantic and Pacific Railroad Company for the ensuing year: Messrs. Azariah Boody, Isaac Knox, A. C. Divin, Wm. A. Stephens, W. Courtright, W. Mason, H. H. Ward, Frederick Billings, W. Colburn, H. H. Baxter, Levi Parsons, G. T. M. Davis and J. P. Robinson. The following gentlemen were elected officers for the ensuing year: For President, Azariah Boody; for Vice President, Levi Parsons; for Treasurer, Wm. A. Stephens; for Secretary, Charles F. Manson; for Engineer, Jas. P. Robinson.

Western (Mass.) Railroad.

The receipts and expenditures of this road for the years ending November 30, 1866 and 1867, were as follows:

Receipts:	1866.	1867.
From passengers	$1,379,684 03	$1,303,990 20
" freight	2,394,313 85	2,522,125 92
" mails, etc	158,019 41	260,591 50
	$3,932,017 29	$4,086,707 68
Expenses, viz:		
Repairs of roadway	$314,833 17	$346,494 62
" engines	245,485 08	301,181 19
" cars	428,277 94	489,909 69
" buildings, ferry, etc.	65,432 64	134,615 46
Transportation exp	1,447,019 55	1,525,153 25
General expenses	24,228 20	40,057 56
	$2,525,226 58	$2,837,411 77
Net income	$1,406,790 71	$1,249,295 86
From this deduct—		
Interest on State loans and exchanges	$2,666,397 44	
One per cent. to sinking funds	40,000 00	
Ten per cent. divid'ds.	771,885 00	
Excise tax on divid'ds	40,622 88	
		1,118,855 32
Surplus earnings		$130,440 54
Less Government tax on same		6,522 02
		$123,918 52
Surplus last year		1,267,858 43
Total contingent fund Nov. 30, '67		$1,391,776 95

Compared with the previous year the gross receipts show an increase of $154,690 34; with an increase in expenses of $312,185 19—making a decrease in net receipts of $157,494 85.

The receipts of the Pittsfield and North Adams Railroad were $108,893 72; and the expenses, $81,111 51—leaving the net earnings, $27,782 21. Two dividends of three per cent. each, amounting to $27,000, were paid, and the balance, $782 21, carried to Western Railroad account.

The value of the Massachusetts sinking fund November 30, 1867, was $2,956,074 02; and of the Albany sinking fund, $655,090 90—making the total value of both funds, $3,611,164 92, against $3,417,203 85 in 1866—an increase of $193,961 07. The report says:

The securities in the Massachusetts and Albany sinking funds with the accrued interest to November 30, amount to $3,611,164 92. There has been paid from the Albany fund $48,000 during the year, and the bonds thus purchased have been returned to the Mayor and the Chamberlain of the city of Albany and destroyed by burning. There now remains outstanding $641,000 of the Albany debt, none of which will be due till October 1, 1869. It will be perceived that this fund now exceeds the debt by $14,090 90. Of the Massachusetts sterling bonds £135,000 will be due on the 1st of April next, and £337,500 on the 1st of October following, the means for the payment of which are already provided. Thus at the close of the year 1868, there will have been paid £472,500 of the sterling debt, and £427,400 will remain outstanding, £90,000 of which will be due on the 1st of October, 1869; £180,000 April 1, 1870, and £157,400 April 1st 1871. These sums, it should be recollected, are payable in gold. There are, however, already in the sinking fund about £125,000 of the bonds, besides other considerable amounts of gold securities maturing in time to meet these bonds. There have also been paid during the year $132,500 of the dollar bonds of the corporation.

The heavy rock cutting in the mountain section has delayed the completion of the second track, beyond the time contemplated in our last annual report. A full quota of men has been kept constantly employed upon the work, but the difficulties attending the blasting and removing the rock, under the injunction to keep the track always clear, has made this delay unavoidable. All the material for its completion is on hand, paid for, and charged in the proper accounts of the year; and after paying the dividend and all outstanding obligations, and providing for the completion of the double track, the Treasurer will be able to carry to the account of the Boston and Albany road a very considerable amount in cash. The small amount of unfinished rock cutting is in progress this winter, and all that will remain to be done in the spring will be to prepare the road bed and lay the track for about six miles. There has been added to the rolling stock, exclusive of passenger, baggage and express cars, eighteen first class engines, three hundred and twenty-three freight cars, and further additions of cars and engines are now being made.

At the annual meeting of the stockholders in 1866, it will be recollected that a vote was passed in pursuance of a recommendation of the Board, instructing the Directors to petition the Legislature for authority to increase the capital stock, to such amount as they should deem expedient. In pursuance of this vote a petition was presented to the Legislature then in session, and an act was passed, authorizing an increase of $3,850,000, but of this amount $1,850,000 was by the provisions of the act required to be expended in construction and equipment. The amount required for these purposes has been realized from the distribution of stock at par to the stockholders, and by appropriating temporarily a portion of the contingent fund. It was the intention of the directors from the first, to issue to the stockholders, at an early day, the unrestricted 20,000 shares, as in part representing the sum which had been expended in the construction of the road, and which had been more than doubly provided for in the accumulated earnings of the corporation.

The act of 1867 authorizing consolidation, required definite action within four months of its passage. The amount of capital then represented by our stock was but little more than one-half the amount actually expended in construction; and the directors were unanimously of the opinion, that the right to issue the 20,000 shares should be exercised at once, and before any action should be had by either corporation, upon the question of consolidation.

The Boston and Worcester corporation had voted to increase its capital by an issue of 5,000 shares, being the full extent authorized by law, and while the stock was so much more desirable than cash, the stockholders of this corporation could hardly be expected to accept the act while so great a disparity existed between their stock capital, and the actual capital expended, or the cost of the road. Accordingly the 20,000 shares was issued to the stockholders and charged to the accumulated profits of the sinking fund.

By your votes, at a meeting held in Boston on the 4th day of September last, and under the provisions of the act of the Legislature, approved May 24th, 1867, a copy of which act is annexed to this report, the consolidation of the Western and Boston and Worcester corporations was made effectual and complete. At the same meeting, full power was given to the Board of Directors to agree upon and fix the terms, upon which the two properties should be united. It was first agreed that each corporation should as then organized, continue the operation of its road to the end of the fiscal year, to wit, the 30th of November, 1867, and it is in pursuance of this agreement, that we now present to you, in the name of the Western road, the full doings for the last fiscal year.

Under a call signed by the Presidents of the respective corporations, by virtue of authority given to them for that purpose in the above mentioned act, the private stockholders of the original corporations met at the Director's Rooms of the Boston and Worcester Railroad corporation on the 23d day of October, and made choice of a Board of Directors of the Boston and Albany Railroad Company, and on the 1st of December following, the new corporation came into full possession and management of the property of the consolidated road. Meanwhile, the terms upon which the properties should be united were under consideration by the committees appointed by the Boards of the respective corporations. Early in December these terms were agreed upon by the Committees, and by the respective Boards; the Directors of the Boston and Worcester corporation, however, not having full authority to bind the corporation upon the question of terms, the action of the committees was referred to the stockholders of that corporation, at a meeting held in Boston on the 16th of December, and was by them duly ratified and confirmed. The basis of the settlement is as follows: Every share of stock in each corporation is entitled to a share in the Boston and Albany corporation; and in addition thereto, each share in the Boston and Worcester corporation is entited to *Ten* dollars from the funds of the new company. In view of the magnitude of the interests involved in the union of these two roads, and the advantages to be gained by harmonious action, we may congratulate the stockholders of both corporations, and the public, that all litigation has been avoided, and that the new corporation will soon be in a condition to meet all the just demands of its patrons.

The gross receipts for the past year have exceeded $4,000,000. The close of the year finds the double track substantially completed through its entire length, the rolling stock very largely increased, and the road in excellent condition, with its line extended by consolidation, to Boston and the sea-board. The most active and eventful year in the corporate existence of the Western Road is the last. This report finishes the series of brief histories which the directors have annually prepared. It is not too much to say in closing, that the expectations of its early projectors have been more than realized. At one period in its history the result seemed doubtful, and many sagacious men were of opinion that the private capital invested must be sacrificed, and indemnity to the Commonwealth only obtained by resort to the mortgages; but the early stockholders increased their payments and nobly pledged the whole for additional capital to complete the work. The stock fell in the market to forty-two dollars a share, and indeed for a large portion of the time since operations commenced, its stock has been below par in the market. But these apprehen-

sions have passed, and the wisdom of the financial plan of its early managers stands fully vindicated. The payment of every obligation, public and private, has never been delayed. The stockholders have no reason to complain that their property has not shared in the increased values which have accrued to all properties of a similar description. To a great extent it has been a pioneer road, the experience necessary for its successful management having only been acquired in its actual operation. Notwithstanding the difficulties peculiar to its remarkable geographical location, the rates of transportation have been lower than those of other lines operated under like circumstances, and the rapid increase in the population and wealth of the Commonwealth, so far as that increase has been stimulated by the facilities afforded by the Western Railroad, attest the value to the public of a great and successful enterprise.

We may confidently predict, that, having joined hands with its natural ally, the Boston and Worcester Road, its profit and usefulness will in no degree be impaired, in the career which it now enters upon under a new corporate name.

The equipment of the road consists of 103 locomotives, 47 first-class and 8 second-class passenger cars, 19 baggage, 1,276 box, 427 platform, 112 gravel, and 80 hand cars; also 54-234ths of 24 passenger, 3 post-office, 9 baggage and 13 express cars of the New York and Boston Express line.

The number of miles run by locomotives with passenger trains was 483,150; with freight trains 1,292,115; with gravel trains, etc., 65,026—total, 1,840,291—an increase over the previous year of 180,229.

The number of through passengers carried was 66,712½; do., way passengers, 961,508½—total, 1,028,221, a decrease, as compared with the previous year, of 18,615½.

The number of tons of merchandise moved was 934,605, of which 653,950 were carried east, and 280,655 west. The through tonnage eastward amounted to 162,638; do., westward, 61,630. All other tonnage eastward, 491,312; do., westward, 219,025. Equivalent number of tons carried one mile, 84,534,424. Equivalent number of tons carried over the whole road, 541,887. This shows an increase over the previous year in the number of tons moved of 50,041; in the number of tons carried one mile, 8,883,600; and in the equivalent number of tons carried over the whole road 56,946.

An aggregate of 127,571,098 passengers or tons of freight carried one mile in 1867, against 120,604,667 passengers or tons of freight carried one mile in 1866.

The cost of transportation for each passenger and each ton of freight one mile in 1867 has been 2.224 cents against 2.094 cents in 1866, or assuming the cost of transporting each ton of freight to equal the cost of two passengers the same distance, we find the cost in 1867 to be 1.337 cents per passenger, and 2.674 cents per ton for freight, against 1.287 cents per passenger, and 2.574 cents per ton for freight per mile in 1866.

The cost of the Western, Albany and West Stockbridge, and Hudson and Boston Railroads to November 30, 1867, has been as follows:

Western Railroad	$8,481,429 93
Equipment	1,583,839 77
Albany and West Stockbridge	2,411,055 75
Hudson and Boston	203,036 01
West Stockbridge Railroad Stock	13,000 00
	$12,692,361 46

BALANCE SHEET FOR 1867.

To cost of road and equipment		$12,692,361 46
Hudson River Bridge		251,300 00
Notes receivable		248,487 86
United States debt certificates		186,695 00
Materials		461,450 78
Cash		501,846 16
Commissioners of Massachusetts sinking fund	$2,956,074 02	
Trustees Albany sinking fund	655,090 90	
		3,611,164 92
		$17,953,306 18
By capital stock, 87,251 shares		$8,725,100 00
£899,900 St'g bonds	$4,319,520 00	
Albany City bonds	641,000 00	
Dollar bonds	804,000 00	
		5,764,520 00
Unclaimed dividends, and interest		5,119 10
Dividend No. 47		459,215 78
Interest accrued, not due		40,044 23
Due individuals and corporations		56,943 71
Accumulated sinking fund profits	$1,510,586 30	
Contingent fund	1,391,776 95	
		2,902,363 52
		$17,953,306 18

President.—C. W. CHAPIN.

Directors.—C. W. Chapin, Ignatius Sargent, Josiah Stickney, James D. Colt, George A. Shaw, Sylvanus Johson, Avery Plumer.

Auditor.—WILLIAM RITCHIE.

Pacific Mail Steamship Co.

It is the intention of this company to make four trips a month between New York and San Francisco, instead of three as heretofore, the sailing days from this port to be on the first, ninth, sixteenth, and twenty-fourth, except when these days fall on Sunday, when one day will be anticipated. This company affords a record of success, probably without parallel, in the history of steamships. Starting, originally, with a capital of four hundred thousand dollars, it has made rapid and successful progress, its capital now reaching the munificent sum of twenty millions of dollars, though its entire property, including a fleet of twenty-five steamships, aggregating sixty-one thousand four hundred and seventy-four tons register, is reputed to be worth thirty millions of dollars! Last year, the company inaugurated a branch line from San Francisco to Japan and China, upon a Government subsidy of $500,000 per annum, for ten years. This branch of the service has been an unqualified success from its inception. The company expected the initial trip would net a loss of $100,000, but they were agreeably surprised to find a balance in their favor of $61,000; and the net profits during the year on five trips reached $147,772 57. The time, hence, by this route, to Yokonama has been reduced to forty-two days, and to Shanghae to forty-seven days, and these passages are to be reduced fourteen days, on the completion of the Pacific Railroad, in 1870.

☞ The Elkhorn, Wis., *Independent* says there is a good prospect of a railroad from that region being built during the coming year. The choice of two rontes is proposed, but the one running through Elkhorn and thence through Richmond, in the northeast corner of McHenry county, in its course to Chicago, will be the line chosen. Such a route would probably strike Lake county near Antioch, and run diagonally within its bounds, to Chicago.

Chicago, Rock Island & Pacific Railroad.

A meeting of the directors of this company was held at Des Moines, on the 28th ult. Several resignations were accepted, and the vacancies filled. A majority of the Board now are Illinois and Iowa men. The act of the Iowa Legislature in regard to the road was accepted, and a certificate of acceptance was filed in the office of the Secretary of State, in that city, the same day The new members of the Board are not parties to any pending suits, and a majority being competent to transact the business of the company without reference to the suits in New York or elsewhere, it is believed that its affairs can go on smoothly again.

Ohio and Mississippi Railroad.

It is understood that the Ohio and Mississippi Railroad is to be extended this season to New Albany. The route will be from North Vernon, on nearly an air line, to New Albany. It is also understood that the Ohio and Mississippi Railroad have made a proposition to lay a third rail over the Jeffersonville road, between New Albany and Seymour, to make a direct communication between Ohio Falls and St. Louis, at Russellville, Ky.

New York Central Railroad.

The Seneca Falls *Courier* says that the managers of the Central railroad intend making a material change in the route between Seneca Falls and Auburn. It is proposed to lay a new track by the way of Mud Lock, and connecting with the old track again at the "Shunpike," between Cayuga and Auburn. The new route will save the expense of keeping the bridge across the lake in repair, and three miles in distance. It has been surveyed, and the work will probably commence as soon as the weather will permit.

Lake Superior Mines.

The total product of the Lake Superior Copper Mines as given in the Portage Lake *Mining Gazette*, from 1845 to 1867, inclusive, has been as follows:

	Tons.	Pounds
1845 to 1854	7,642	....
1855 to 1857	11,812	....
1858	3,500	....
1859	4,200	....
1860	6,000	....
1861	7,400	....
1862	9,062	....
1863	8,548	....
1864	8,472	....
1865	10,790	1,156
1866	10,375	1,688
1867	11,735	552
Total	99,037	1,396

☞ The Supreme Court of Pennsylvania has decided that all manufactories and shops of railroad companies are liable to local taxation. Only so much of their property as is indispensably necessary to running the road is exempt from such tax.

☞ The scpplement to the Lancaster, Lebanon and Pinegrove Railroad bill, granting a five years' extension, has passed both branches of the Legislature and been signed by the Governor.

☞ The Waterloo *Advertiser* says that the Stanstead, Shefford and Chambly Railroad will be extended from Waterloo to Magog next summer. Hugh Allan, Esq., has taken the matter in hand and is determined to push the road through.

Railroads of the State of Pennsylvania.

A tabular Statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year ending October 31, 1867.

Compiled from the Annual Reports made to the Hon J. F. HARTRANFT, State Auditor.

Railroads.	Capital Account. Stock. $	Bonds. $	Debt. $	Total. $	Length of Track. Main. M.	Branch. M.	Other. M.	Cost of road & equipm't. $	Road (1) operated. M.	Gross Earnings. Passenger. $	Freight. $	Mail, &c. $	Total. $	Expenses (2) and Rents. $	Net Earnings. $	Dividend. Amount. $	Rate. p. c.
Allegheny Valley (a)	.....	.....	.....	.....	130.00	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..
Atlantic and Great Western (b)	27,798,923	29,999,900	1,049,166	58,847,989	387.32	38.18	85.66	58,812,854	565.68	968,242	3,965,861	261,162	5,195,265	4,869,795	825,470	.....	..
Bald Eagle Valley	550,000	488,000	.....	1,038,000	51.20	2.00	4.10	1,050,000	.....	.....	.....	.....	.....	.....	.....	35,000	6
Barclay Coal	984,800	135,000	25,000	1,144,800	16.00	....	3.00	1,144,800	16.00	2,799	84,294	.....	87,093	40,406	(Loss)	.....	..
Bellefonte and Snow Shoe	600,000	99,000	2,120	701,120	21.00	1.50	1.75	440,798	26.50	10,057	52,096	31,080	93,233	64,850	28,383	18,000	3
Buffalo, Corry & Pittsburg (c)	68,897	100,000	8,561	177,458	6.50	....	0.39	180,691	6.50	3,637	7,163	485	11,285	6,789	4,496	.....	..
Buffalo, Bradford & Pittsb. (d)	1,100,000	1,766,000	.....	2,866,000	26.00	....	2.00	2,866,000	.....	.....	.....	.....	.....	.....	.....	.....	..
Buffalo and Erie	5,000,000	1,000,000	.....	6,000,000	88.00	....	35.00	5,109,933	88.00	965,303	1,367,125	19,802	2,352,230	1,775,888	576,842	500,000	10
Catasauqua and Foglesville	380,225	.....	.....	380,225	20.00	2.70	4.50	678,538	22.70	2,323	95,676	2,606	100,605	50,145	50,460	.....	..
Catawissa (e)	3,359,500	262,500	.....	3,622,000	65.00	2.50	5.00	3,684,000	.....	.....	.....	.....	.....	[Div. on pref. stock,		77,000	3½
Chester Valley (c)	871,900	500,000	385,000	1,756,900	21.50	....	1.50	1,371,900	.....	.....	.....	.....	.....	.....	.....	.....	..
Chestnut Hill	120,650	.....	.....	120,650	4.13	....	1.00	120,650	4.13	16,001	3,400	.....	19,401	7,353	12,048	12,065	10
Cleveland, Painesville and Ash.	8,750,000	2,500,000	.....	11,250,000	95.52	....	54.00	4,868,427	95.52	853,838	1,549,420	256,089	2,659,347	1,675,829	973,518	500,000	10
Cleveland and Pittsburg	3,872,860	3,964,000	.....	7,836,860	167.00	32.00	35.44	9,415,618	225.00	640,794	1,430,582	68,824	2,140,150	1,772,794	367,356	285,146	5
Columbia and Port Deposit		(In progress.)		.....	2.00	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..
Connecting (f) (Phila.)	100,000	1,000,000	900,035	2,000,035	6.78	....	9.53	2,000,035	.....	.....	.....	.....	.....	.....	.....	.....	..
Cumberland Valley	1,316,900	356,100	.....	1,673,000	74.00	....	8.63	1,691,037	74.00	190,359	320,732	23,204	534,295	474,203	60,092	88,800	8
Delaware and Hudson Canal	10,000,000	531,000	.....	10,531,000	32.00	....	52.00	2,154,474	32.00	16,074	15,516	.....	31,590	527,256	.....	1,600,000	16
Delaware, Lack. & Western	13,386,020	3,308,000	708,205	17,402,225	113.00	....	94.00	12,884,406	204.50	212,482	2,476,010	25,487	2,613,979	2,916,865	(Loss)	1,128,850	10½
E. Brandywine & Waynesbg. (b)	89,800	168,000	2,000	259,800	17.50	....	0.36	259,800	.....	.....	.....	.....	.....	.....	.....	.....	..
East Mahanoy (c)	392,550	.....	.....	392,550	7.54	....	3.50	391,604	.....	.....	.....	.....	.....	.....	.....	23,553	6
East Pennsylvania	654,600	574,900	.....	1,229,500	36.00	....	7.75	1,861,664	36.00	190,892	324,983	22,656	538,531	278,539	259,992	.....	..
Elmira and Williamsport (g)	1,000,000	1,620,000	.....	2,620,000	78.00	....	12.00	2,620,000	78.00	132,370	236,633	26,146	395,149	555,811	(Loss)	35,000 25,000	7 5
Erie and Pittsburg	664,300	1,270,200	578,251	2,512,751	81.60	2.00	8.41	2,717,998	100.60	151,846	463,318	25,604	640,768	437,903	202,865	.....	..
Enterprise (c)	158,750	.....	.....	158,750	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..
Farmers' (W. & F. R. R.)	300,000	200,000	50,479	500,479	7.75	....	3.75	612,318	11.25	38,534	226,859	2,383	267,776	171,235	96,541	.....	..
Fayette County	107,400	.....	.....	107,400	12.66	....	0.45	130,000		(Leased to Pittsburg and Connellsville.)				408	8,162	8,162	7½
Gettysburg	118,000	86,000	109,000	313,000	17.00	....	1.00	262,000	17.00	13,488	19 971	977	84,336	22,529	11,807	.....	..
Hanover Branch	116,850	.....	.....	116,850	12.20	....	.....	233,710	12.20	15,646	20,122	12,794	48,562	35,840	12,722	11,685	10
Harrisburg and Lancaster (b)	1,182,550	700,000	.....	1,782,550	36.00	18.00	37.50	1,782,550	.....	.....	.....	.....	133,284	8,495	124,789	82,788	7
Hazleton	1,615,000	150,000	.....	1,765,000	14.67	7.70	16.82	1,765,000	22.37	.....	.....	.....	.....	67,000	.....	145,350	9
Hempfield	1,809,565	500,000	100,000	2,409,565	32.00	....	1.34	1,657,799	32.00	21,126	26,498	4,574	52,198	53,357	(Loss)	.....	..
Huntingdon and Broad Top Mt.	685,130	1,656,245	.....	2,341,375	44.00	14.75	13.00	2,192,814	58.75	25,775	150,518	10,163	186 491	134,108	52,383	.....	..
Ironton	400,000	150,000	.....	550,000	10.00	1.00	2.00	268,000	11.00	.....	87,144	.....	87,144	19,979	17,165	.....	..
Jamestown and Franklin	611,305	500,000	567,966	1,679,271	43.25	1.50	2.00	1,629,846		(Leased to Clev., Painesville and Ashtabula.)				2,122	32,950	.....	..
Junction (Phila.)	155,250	800,000	.....	955,250	4.62	....	4.85	891,251	4.62	17,512	56,067	1,684	75,263	43,078	32,185	.....	..
Lackawanna and Bloomsburg	1,335,000	2,273,295	68,880	3,677,175	80.00	....	25.00	3,753,130	80.00	150,606	628,428	11,774	790,808	567,472	223,336	.....	..
Lehigh & Delaware Water Gap.					Merged July 10, 1867, into Lehigh Coal and Navigation Company.)												
Lehigh Luzerne	515,250	.....	.....	515,250	9.50	16.50	2.00	479,089	26.00	.....	69,446	3,580	73,026	25,202	47,824	20,679	6
Lehigh and Lackawanna	375,100	200,000	.....	575,100	15.00	....	0.25			(In progress: 36 miles open and operated by Lehigh Coal Co.)							
Lehigh and Susquehanna	8,739,800	7,990,285	.....	16,730,085	91.00	46.75	16.00	11,206,766	156.75	87,137	433,235	63,782	534,154	340 378	193,776	494,193	8
Lehigh Valley	10,731,400	1,437,000	866,111	13,034,511	101.00	60.18	148.57	14,867,142	161.18	369,441	694,059	2,517,254	3,580,764	2,308,701	1,272,063	1,073,140	10
Little Saw Mill Run	83,562	48,167	1,287	133,016	3.00	....	1.00	91,011	3.00	.....	52,041	6,248	58,229	43,123	10,106	5,768	7
Littlestown	46,225	.....	.....	46,225	7.25	....	0.29	76,000	7.25	1,542	3,635	566	5,733	5,131	602	.....	..
Little Schuylkill (c)	2,646,100	868,000	.....	3,514,100	28.25	3.00	24.65	1,466,662	.....	.....	.....	.....	.....	.....	.....	.....	..
Lorberry Creek (c)	52,050	30,000	.....	82,050	5 50	1.00	1.00	82,050	.....	.....	.....	.....	.....	.....	.....	.....	..
Lykens Valley	600,000	.....	.....	600,000	21.00	....	2.25	600,000		(Leased to Summit Branch Co., rent $62,500.)						56,842	9
McCauley Mountain	75,000	75,000	10,500	160,500	5.25	....	.....	160,500		(No report: stock and debt from report for 1866.)							
Mahanoy and Broad Mt. (c)	1,676,915	250,000	.....	1,926,915	12.25	19.00	35.85	1,897,202	31.25	11,012	91,091	4,274	106,377	210,926	(Loss)	.....	..
Middle Creek	25,000	.....	.....	25,000	.....	....	.....			(In progress: Lewistown to Sunbury 47.67 miles—to be completed in 1869.)							
Mifflin and Centre County (b)	59,479	145,500	10,000	214,979	12.50	....	1.00	195,655	.....	.....	.....	.....	.....	.....	.....	.....	..
Mill Creek and Mine Hill (c)	323,375	.....	.....	323,375	4.09	12.43	9.53	323 375	.....	.....	.....	.....	.....	.....	.....	32,337	10
Mine Hill & Schuyl. Haven (c)	3,775,600	.....	.....	3,775,600	24.50	68.85	51.98	3,775,600	.....	.....	.....	.....	.....	.....	.....	302,048	8
Mount Carbon (c)	200,000	.....	.....	200,000	8.65	....	4.78	200,000	.....	.....	.....	.....	14,049	1,231	12,818	12,000	6
Mount Carbon & P. Carbon (c)	282,350	.....	.....	282,350	2.50	2.68	9.26	282,350	.....	.....	.....	.....	.....	.....	.....	33,882	12
Nanticoke					(Merged July 10, 1867, into Lehigh Coal &c. Company.)												
Nesquehoning Valley	63,940	.....	.....	63,940	.....	....	.....	36,117		(Mauch Chunk to Hometown 12 miles; not open.)							

New Castle and Beaver Valley.	233,300	178,700	4,000	416,000	14.92	....	1.88	408,533		(Operated by P., Ft. W. and Chicago Company.)					25,990	12
Northern Central	4,648,900	5,182,000	647,507	10,478,407	138.00	....	96.50	11,315,510	326.00	651,298	1,795,312	254,513	2,701,123	1,736,220	964,903	366,475	8
North Lebanon	300,000			300,000	8 00	0.20	1.25	319,632	8.20		80,678	5,658	86,336	53,731	32,605	30,000	10
North Pennsylvania	3,150,000	3,292,154		6,442,154	55.00	11.90	16.00	6,517,345	66.90	344.573	533,837	20,164	898,574	636,169	262,405	(scrip)	5
Oil Creek	753,150	556,000		1,309,150	37.00	....	25.50	2,519,147	37.00	97,264	723,019	34,006	854 289	663,665	190,624	188,287	25
Pennsylvania	21,045,750	13,311,840	591,555	34,949,145	354.90	36.00	480.40	29,115,019	525.10	3,618,402	11,832,299	889,455	16,340,156	12,780,908	3,559,248	1,169,196	6
Pennsylvania Coal	3,200,000	597,500	385,750	4,183,250	47.00	15.87	53.00	2,000,000	62.87							800,000	20
Perkiomen	25,100	126,900	38,000	190,000	(In progress: Paulings Bridge to Emaus 36½ miles.)												
Phila. and Balt. Central	218,000	800,000	62,500	1,080,500	39.00	....	2.00	1,170,279	39.00	71,184	74,941	3,223	149,348	125,925	23,423		
Philadelphia and Erie (b)	5,996,700	13,000,000	22,473	19,019,173	287.51	....	70.44	19,014,865	287.51	637,942	1,631,902	64,887	2,334,731	3,527,416	(loss)		
Phila. and Reading	23,856,101	6,560,825		30,416,926	147.00	19 87	265.64	27,317,907	417.40	1,005,647	7,930,429	170,420	9,106,496	6,602,954	2,503,542	2,385,610	10
Ph., Germantown & Norristown.	1,585,550	116,100		1,651,650	17.06	3.14	21.56	1,445,198	20.38	402,221	201,031	31,465	634,717	394,390	240,427	153,555	10
Philadelphia and Trenton	1,099,120	200,000		1,299.120	26.50	....	32.16	1,378,697	33.20	793,184	21,729	48,842	863,705	720,730	142,975	109,885	10
Phila., Wilm. and Baltimore	9,058,800	1,826,000		10,884,300	95.95	3.26	105.95	10,884,300	105.21	1,503,298	818,512	110,721	2,432,531	1,541,801	890,730	856,339	9
Pittsburg and Connellsville	1,776,129	1,500,000	74,863	3,350,992	58.40	....	17.40	2,518,067	70.90	174,632	310,257	123,707	608,596	573,620	34,976		
Pittsburg, F. W. & Chicago	11,497,402	12,564,500	83,778	24,145,680	468.30	....	130.00	25,118,927	484.22	2,421,646	4,475,853	381,998	7,278,897	4,930,519	2,348,378	1,088,816	10
Reading and Columbia	506,748	1,000,000	740,935	2,246,683	40.00	8.00	2.00	2,036,779	48.00	59,407	109,830	3,406	172,643	153,218	19,425		
Reno, Oil Creek and Pit Hole	(Sold under foreclosure Oct. 15, 1867.)										No Report.						
Schuylkill and Susquehanna	1,269,150	97,000	149,218	1,515,368	54.00	....	7.00	1,308,696	54.00	27,376	110,049	9,416	146,841	128,294	18,547		
Schuylkill Valley (c)	576,050			576,050	9.23	20.65	3.18	576,050					28,802		28,802	28,802	5
Shamokin Val. & Pottsville (g).	869,450	700,000		1,569,450	28.03	1.12	8.00	1,569,450					96,820	4,841	91,979	45,429	5½
Southwark	58,468			58,468	2.12	....	2.12	58,468		(Leased to Phila., Wilm. and Balt. Co.)				175	3,508	3,508	6
Sullivan and Erie Coal	(In progress: Monroe (Barclay R. R.) to Coal Mines in Sullivan Co., 22 miles.)																
Summit Branch	2,500,000	559,000	8,275	3,067,275	21.00	0.50	7.00	975,868	42.50	2,926	161.291	236	164,453	145,361	19,092		
Tioga	597,400	250,500	35,000	861,900	30.60	....	4.90	1,085,175	34.60	16,973	188,949	56,647	262,569	221.594	40,975	45,392	8
Warren and Franklin	1,400,000	1,937,000	289,287	3,626,287	51.00	....	5.50	3,465,188	51.00	74,699	299,182	13,299	387,180	180,708	206,472		
West Chester	165,000			165,000	9.00	....	0.50	165,000		(Leased to Westchester and Phila. R. R.)							
West Chester and Philadelphia.	684,036	962,600	133,966	1,780,602	26.38	....	4.50	1,571,581	35.38	212,243	105,156	58,281	375,680	210,428	165,252		
Western Central (Atl. & Gt. W.)			(Lessees of Catawissa Railroad.)						67.50	75,035	306,437	121,446	502,918	438,273	64,645		
Western Pennsylvania (b)	1,022,450	1,283,600	630,919	2,936,969	42.40	21.30	12.30	2,876,330	63.70								
Wrightsv., York & Gettysb'g (g)	347,050	52,000	24,333	393,383	13.00	....	1.00	393,230					4,853		4,853		
Wyoming Gravity	18,760																

RAILROADS OPERATED BY HORSE-POWER.

Citizens' (Phila.)	192,750			192,750	7.00	....		176,048	7.00	203,625		5,359	208,984	138,762	70,222	60,000	31½
Citizens' (Pittsburg)	166,000	56,300	7,700	230,000	5.56	....	3.50	230,480	5.56	142,705		2,243	144,008	83,980	160,077	40,000	24
Easton and South Easton	24,500	500		25,000	1.25	....	0.13	22,422	1.25	4,683		288	4,971	4,247	724	487	2
Frankford and Philadelphia	99,635	50,000	11,664	161,299	7.00	....	3.50	138,268	7.00	15,786			15,786	28,330	(loss)		
Frankf'd & Southwark (Phila.)	491,650	200,000		691,650	12.33	....	4.04	766,491	12.33	285,019		10,123	295,142	254,585	40,537	29,496	6
Germantown (Phila.)	112,245	350,000	20,000	482,204	25.50	....	8.75	562,260	25.50	280,053		4,521	284,574	232,133	52,441	30 000	26½
Girard College (Phila.)	170,000			170,000	5.40	....		170,864	5.40	112,204			112,204	96,226	15,978	20,000	12½
Green & Contes street (Phila.)	150,000	100,000		250,000	4.84	....		234,464	4.84	162,150		8,289	170,439	136,063	34,376	15,000	10
Harrisburg City	41,995	9,750	2,248	53,993	2.00	....	0.13	57 948	2.00	9,777			9,777	11,669	(loss)		
Lombard and South st. (Phila.)	90,000	60,200	7,900	158,100	4.51	....	0.69	162,957	4.51	57,914		1,215	59,129	60,839	(loss)		
Oakland (Pittsburg)	59,500	57,718	881	118,099	5.00	....	2.25	118,099	5.00	49,830		150	49,980	55,946	(loss)		
Phila. City (Chestnut & Walnut)	225,000	150,000	61,911	436,911	7.07	....		436,911	7.07	220,201		5,842	226,043	181,584	44,459	22 129	10
Philadelphia and Darby	160,000	89,000		249,000	5.05	....	0.61	250,419	5.05	87,185		1,186	88,371	80,053	8,218	15,300	12½
Philadelphia and Gray's Ferry.	285,307			285,307	7.00	....	1.50	286,583	10.09	85,645		2,260	87,905	73,605	74,300	8,504	3
Pbg., Alleghany & Manchester.	110,000	35,000	24,917	169,917	5.25	....	3.50	146,895	5.25	138,066		435	138,501	122,734	15,767	10,000	10
Pittsburg and Birmingham	76,000	10,000	10,000	96,000	2.60	....	1.30	82,846	2.60	74,695		157	74,852	62,423	12,429	8,000	11½
People's street (Luzerne Co.)	34,800			34,800	3.00	....		34,800	3.00	4,600			4,600	3,135	1,465		
Ridge Av. Manayunk (Phila.)	120,500	63,300		183,800	4.50	....	3.50	179,635	4.50	40,799			40,799	35,551	5,248	2,410	2
Schuylkill River (Phila.)	50,000			50,000	3.09	....		47,643		(Operated by Phila. and Gray's Ferry R. R. Co.)							
Second and Third st. (Phila.)	389,007	114,200	68,088	521,295	19.00	....	0.50	487,987	19.00	373,880		34,275	408,155	332,550	75,605	62,132	18
Sevent'nth & Ninet'nth st. (Ph.)	130,000			130,000	5.62	....		114,367	5.62	65,522		4,105	69,627	63,088	6,539	5,807	4½
Thirt'nth & Fifteenth st. (Ph.)	(3)				6.25	....			6.25	131,728			131,728	119,351	12,377	29,878	
Union (Phila.)	400,000	300,000		700,000	25.00	....		764.927	25.00	358,680		7,668	366,348	305.757	60,591	30,000	7½
West Philadelphia	375,000	100,000		475,000	6.00	....	3.28	479,706	6.00	272,382		8,676	281,058	245,930	35,128	24,910	10
Wilkesbarre and Kingston	49,800	8,500		58,300	4.13	....	0.24	70 285	4.13	11,900		219	12,119	5,033	7,085		
Williamsport	15,600	5,000	1,127	21,727	1.00	....	0.05	20 367	1.00	9,566			9,566	7,117	2,449		

(1) Including leased railroads; but not including second and side tracks. (2) Including U. S. and State taxes, and tonnage tax. (3) Dividend is paid on 19,019 shares of $50 subscribed. Uncertain what has been paid in. A fourth this amount would build and and stock road. (a) No report made to Auditor. (b) Leased to and operated by Pennsylvania Railroad Company. (c) Leased to and operated by Philadelphia and Reading Railroad Company. (c) Leased to (and now operated with) Buffalo and Oil Creek Cross Cut Railroad; commenced operations June 17, 1867. (d) Leased to Erie Railway Company. (e) Leased to Western Central, Atlantic and Great Western Companies. (f) Leased to Phila. and Trenton R. R. Company; opened June, 1867. (g) Leased to Northern Central Railway Company. (h) Also a dividend on 56,000 scrip shares $1.50 per share.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St. Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,880,000	A. & O.	Oct. '67 5
Baltimore City Passenger....	670,000	----------	----------
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J.A.J&O	Apl.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea 100	110,000	A. & O.	Apl.'68 4
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,300	J. & D.	Dec. '67 4
Boston and Maine 100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,600,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 100	325,000	----------	----------
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A. '67 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buff., New York & Erie*..100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	A. '68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch 50	721,926	J. & J.	Jan. 68 3½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jan '68 4½
Central of Georgia.....100	4,666,300	J & J	Jul. '67 5
Central of New Jersey....100	13,000,000	J.A.J&O	Jan.'68 2½
Central Ohio..... 100	400,000	J. & D.	Dec.'67 3
Do. pref.....		J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S Carolina...100	1,201,080	----------	----------
Chemung*.....100	380,000	----------	Mar.'68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy . 50	10,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	13,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Oct. '67 5
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	182,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov. '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg.... 50	5,424,091	----------	Sep. '67 5
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n.'68 1½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan.'68 3½
Coney Island & Brooklyn.100	600,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*....100	2,284,941	----------	----------
Delaware..... 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050	----------	----------
Detroit & Milwaukee.....100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City.100	1,678,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	604,400	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	800,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	----------	----------
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 5
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	J & J.	Jan.'68 4
Great Western (Ca.).....	16,802,745	----------	----------
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Apl. '68 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch..... 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River..... 100	13,937,100	A. & O.	Oct. '67 4
Hazleton..... 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top ... 50	494,389	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central..... 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1,325,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	J'n. 68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,046,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	43,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	6,500,000	F. & A.	Feb. '68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000	----------	Jan. '68 4
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central..... 100	1,600,880	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,138	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston)..... 100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,600	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	----------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,100	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N	Nov. '67 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck..... 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,000	J. & J.	Jan. '68 3
New Jersey..... 100	5,000,000	F. & A.	Feb.'68 5
New London Northern....100	895,080	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem..... 50	5,285,950	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.160	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 2
Ninth Avenue..... 100	797,400	----------	----------
North Carolina..... 100	4,000,000	----------	----------
Northern Central 50	4,643,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh..160	3,000,000	J. & D.	Dec.'67 4
Northern of N. Jersey ...100	158,800	----------	----------
North Missouri 100	2,369,307	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri..... 100	3,581,000	----------	----------
Panama..... 100	7,000,000	J. A.J&O.	Apl. '68 6
Paterson and Ramapo..... 100	248,000	J. & J.	Jan. '68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,500	----------	----------
Philadelphia and Erie*.... 50	5,068,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,700	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor'th 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*..... 100	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,791,623	----------	----------
Pittsb., Ft. W. & Chicago.100	11,700,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	605,019	----------	----------
Rensselaer and Saratoga ..100	500,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb'g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred..... 100	----------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute.100	2,880,000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1,020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	293,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
South Carolina 100	2,819,275	----------	----------
South Shore 100	259,685	----------	----------
South Western, Georgia....100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	----------	----------
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,483,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref..100	908,176	----------	----------
Tol., Wabash and West... 50	5,400 000	----------	----------
" " " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston..... 100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific..... 100	----------	----------	----------
Union Pacific (E. D.)..... 100	----------	----------	----------
Union Pacific (Cent. Br.).100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central..... 100	8,000,000	----------	----------
Vermont and Massach'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley..... 100	516,164	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee....100	3,457,815	----------	----------
Western (Mass.)..... 100	6,710 860	J. & J.	Jan. '68 5
Western Union 100	2,687,237	----------	----------
West Jersey 100	731,050	----------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,130,470	----------	----------
Wilm. and Weldon..... 100	1,340,273	----------	----------
Worcester and Nashua ... 75	1,141,900	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,137,600	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,865	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,997,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,109,008	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	J. & D.	Dec'67 2
Central Coal 100	2,000,000	J. & J.	Jan.'67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	----------	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJs&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed equiv'lt in single t'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	P c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,860	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,356	187,427	29,460	9.5	—	55
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,008	55,830	—	1,666	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	45,984	154,987	loss.	—	—	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,643	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	182,198	726,709	129,635	10	—	65½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	—	44
30 Nov.'67	3.25	—	28	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	38,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75 000	—	—	4,500	4,500	6	—	30½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Ins.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	868,970	200,000	24,000	117,842	368,851	13 015	6	—	85½
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,578	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,350	40,000	.....	46,365	1,841	—	—	—
30 Sep. '66	25.00	—	—	49	—	Blecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	—
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,263	23,408	8	100	—
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	—
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	—
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	—
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	—	1,051424	356,656	12	10	—
30 Sep. '66	11.75	4.00	—	87	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	—
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187 200	164,000	20,000	3,200	—	—	—	100	—
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	—	—
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127,593	2½	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	—	—	—	—	—
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500 000	148,000	36,545	123.014	loss.	—	100	—
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,601	89,549	—	—	100	—
30 Sep. '65	—	6.00	—	—	—	East & North River (W. Co.)	650	650	.....	.....	—	—	—	—	—
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,360,972	1,000,000	160,000	.....	125,724	61,207	9	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	—
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	228,230	90,000	124,000	2,500	70,522	16,172	—	100	—
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	.....	(Com	pleted	Sept.,	1867.)	—	—	—
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	—
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	—	—
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133.400	100,000	7,000	53,296	9,042	—	100	—
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	—	—	—	—	—
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408,500	1,170,000	1,280000	70,000	1,098083	260,333	12	100	—
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	—
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	—	—
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	—	—
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—
30 Sep. '66	1.76	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	8	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	8	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	—
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	—
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	38
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121,721	20	—	27
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	26½
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,963	150,000	100,000	—	166,792	51,986	18½	50	29
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9,500	4,824	11,463	507	—	25	—
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	10½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	—	59,500	52,157	6,174	43,264	loss.	—	—	—
31 Oct. '66	5.92	—	45	10	8	Philadelphia and Darby	118,383	100,000	17,000	.....	39,291	13,479	—	20	12
31 Oct. '66	7.00	—	241	45	—	Philadelphia City (C. & W.)	396,255	255,000	140,000	31,255	191,825	61,822	—	50	45½
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,800	14,507	116,238	23,058	16	50	—
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,800	—	80,135	29,938	20½	50	—
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	—	—
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,585	50	50	65½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,833	—	50	13½
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr's F.)	250,253	250,157	—	—	101,996	38,491	8	50	24½
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	29,612	31½	50	64½
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	17
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,886	67,574	7½	50	37½
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,547	10	50	65½
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	—	—
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec 62	3.66	—	—	—	—	Pendleton & S st. Mar'l (Cin.)	70,000	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway: 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	198,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg): 1st Mortgage	66,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw, & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	100,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage (road)	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. (Winter St. Br.)	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	85,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1872	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Mar. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	9,378,192	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	138
" " " " coupon		6	" "	1868	140
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	110
" " " " coupon		5	" "	1874	112½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	119½
" " " " coupon		5	" "	1871	122½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111½
" " " " coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,245,600	6	Jan & July.	1881	111½
" " " " coupon		6	" "	1881	111
Loan of Feb. 25, 1862 (5-20s) ..... registered		6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) ..... registered		6	May & Nov.	1884	106½
" " " (5-20s) ..... coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) ..... registered		6	May & Nov.	1885	106½
" " " (5-20s) ..... coupon		6	" "	1885	107½
" " 2d series (5-20s) ..... registered		6	Jan. & July.	1886	106½
" " " (5-20s) ..... coupon		6	" "	1886	106½
" " 3d series (5-20s) ..... registered		6	" "	1887	106½
" " " (5-20s) ..... coupon	1,407,321,800	6	" "	1887	106½
Loan of March 3, 1864, (10-40s) ..... registered	185,762,400	5	Mar. & Sept.	1904	100½
" " " (10-40s) ..... coupon		5	" "	1904	100½
Pacific R. R. Bonds ..... (currency)	22,470,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	202,951,100	7.3	June & Dec.	1868	105½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	105½
Matured Debt not presented	10,374,135	---	presentation.	----	----
Gold Certificates of Deposit	25,699,360	---	presentation.	----	----
Compound Interest Notes 1864 '65	46,244,780	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	353,157,747	---	----	----	----
Three per cent. certificates	25,585,000	---	----	----	----
Fractional currency	32,307,947	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	133½
" " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861 ...	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863 ...	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	278,000	7	various.	72-'74	86½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	78½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	509,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	6	April & Oct.	'67-'73	----
" —Military Bonds ..... "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Rrilroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99
" " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	109½
" —Bounty Loan of 1863 ..... "	415,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	99½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5		1889	----
" — " " (R.R. various) "	120,000	5		1889	----
" — " " (") currcy.	159,974	5		'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,339	5		1890	----
" — " " (C. and O. Can.) "	3,259,616	5		1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870.	102
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6		abt.'74	100½
" — " " (Ches. & Ohio Can.).	30,000	6		1885	----
" — " " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	898,000	5	" "	1883	106½
" —Bounty Fund Loan	200,000	5	" "	1883	102½
" — " " "	4,379,500	5	May & Nov.	1894	106½
" — " " " sterling .	3,998,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,118,000	6	Mar. & Sept.	'71-'86	104
" —Western R.R. Loan (sterling)	4,319,620	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88.'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	88
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	88½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1864 .	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ... coupon	2,559,000	7	Jan. & July.	1877	108½
" — " " " ..registered	2,726,500	7	" "	1877	108½
" —General Fund Bonds	1,146,780	6	" "	pleas.	----
" — " "	500,000	6	" "	1868	----
" — " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " "	6,000,000	6	" "	1873	101
" — " "	2,250,000	6	" "	1874	101
" — " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	6	Jan. & July.	1875	101
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	pleas.	----
" — " "	800,000	5	" "	1875	91
" —Canal Fund Bonds	1,163,000	5	" "	1878	----
" — " "	167,000	5	J. A. J. & O.	1868	----
" — " "	4,500 000	5	" "	1871	----
North Carolina—State Bonds	366,000	6	" "	1874	98
" — " "	8,334,000	6	Various.	'69-'78	65
" — " "	650,000	6	Jan. & July.	'81-'90	----
" — " " (new)	3,500,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1900	60½
" — " "	2,133,532	6	Jan. & July.	1868	100
" — " "	1,600,000	6	" "	1870	99
" — " "	4,095,309	6	" "	1878	101½
" — " "	2,400,000	6	" "	1881	102
Oregon—State Bonds (Relief and Bounty)	218,674	6	" "	1886	102
Pennsylvania—State Bonds ..... coupon	4,993,000	7	Jan. & July.	1875	----
" — " " ..... registered	5,083,052	5	Various.	'77-'82	97½
" —Inclined Plane Bonds	400,000	5	" "	'68-'70	99½
" —State Bonds, 1st series	92,850	6	April & Oct	1879	----
" " " 2d series	99,450	6	Jan. & July.	1877	----
" " " 3d series	720,983	6	" "	1882	----
" " " 1st series	4,907,150	5	" "	1892	----
" " " 2d series	7,909,520	6	" "	1877	105
" " " 3d series	9,270,017	6	" "	1882	106½
" —Military Loan Bonds	2,000,000	6	" "	1892	109½
Rhode Island—State War Bonds of 1861	408,500	6	Feb. & Aug.	1871	102½
" — " " " 1862	1,196,000	6	April & Oct.	1871	100½
" — " " " 1863	269,000	6	Mar. & Sept.	1882	100½
" — " " " 1863	776,000	6	April & Oct.	1883	101
" — " " " 1864	917,000	6	Jan. & July.	1893	101½
South Carolina—Free Loan Bonds	798,898	6	Feb. & Aug.	1894	----
" —State Bonds (various)	3,275,000	5	J. A. J. & O.	'68-'70	----
" — " " (new)	1,210,803	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,949,430	6	" "	1887	----
" — " "	239,187	5	April & Oct.	1868	60½
" — " "	1,706,000	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	14,008,000	6	" "	1868	----
" " endorsement	2,207,000	6	Jan. & July	30 yrs.	67
" —New Bonds	6,000,000	6	" "	Var.	----
Vermont—State War Bonds	1,567,500	6	" "	1882	67½
Virginia—State Bonds (sterling)	1,865,000	6	June & Dec.	'71-'78	100½
" — " " (sterling new)	466,250	5	Jan. & July.	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,689,398	6	" "	long.	----
" — " " ..... coupon	10,900,000	6	" "	long.	51½
" — " (new) ..... registered	1,379,600	6	" "	1876	47
" — " (") ..... coupon	489,300	6	" "	1886	47
" — " (")	89,600	6	" "	1890	36½
Wisconsin—State Bond	405 100	6	Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,498	410,800	493,882	598,684	641,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	468,898	568,589	533,150	599,670	474,056	388,573	5,696 119
1867	377,852	380,190	439,556	407,018	465,102	383,396	400,550	461,879	483 177	483,917	474,134	360,641	5,167,371
1868	394,771	395,286	------	------	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,856	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	355,270	335,985	409,251	401,280	357 906	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387, 269	322,638	360,223	323,030	271,247	3 695,158
1867	343,787	157 832	235,961	232,165	335,510	342,858	354,244	415,952	408 999	426,752	359,102	330 169	3,992,831
1868	259,589	296,496	------	------	------	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144.995	170.937	139,142	160,306	210.729	216,030	196,455	201 134	1,959.267
1864	158,705	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,410
1865	305,[illegible]	246,331	289,403	196,580	234,612	321,818	244,121	306 281	389,489	307,523	270,073	201,779	3,313,514
1866	241 895	183,385	257,290	209.099	277,506	306,693	238,926	317,977	400 941	428,474	345,028	260,238	3,466,922
1867	292,047	224,621	272,464	250,283	251,916	261,483	274,500	404,600	566,403	558,200	415,400	351,600	4,153,912
1868	383,600	281,900	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.834	296,169	473,186	551,122	436.945	407 688	2,841,544
1864	273,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716 378	568,400	6,114,596
1865	641,005	482,164	499,296	468,358	586,628	747,942	702,681	767,508	946.707	932,482	754,671	547,942	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,476	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,367	800,325	1,058,824	1,451,284	1,508,883	1,210,387	918 088	11,582,340
1868	741,926	800,787.	------	------	------	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37.501	39.600	40,468	39.630	41.212	43,580	65.035	80.588	73.140	50.296	580.971
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	72,113	81,676	80,887	61,955	735.626
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,036,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,384,217	13,429 643
1865	1,001,007	947,116	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,436.689	1,522,472	1,429,765	15,434,774
1866	including Buffalo Division 1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416.101	1,476.244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,681	1,041,646	14,129,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.023
1864	327,900	416,588	459,762	426,797	408,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,578	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,293
1866	603,058	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661 971	558,219	504,066	6,646,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	526,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113.504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,626	96,535	106,594	114,716	121,217	142,828	132,387	123,383	1,286,971
1868	92,433	81,529	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557.227	268,613	264.935	241,236	189,145	238,012	308.106	375,567	332,260	348.048	3,369,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	275,891	356,362	402.210	427,107	448,934	411,803	4,129,452
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486.808	524,760	495,972	351,799	4,926 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,558	384,401	424,177	496 455	429,946	352,216	4,850,348
1867	305,857	311,083	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,445	423,241	370,757	4,618,744
1868	371,041	339,736	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308.168	375.488	333,794	306,188	3,168.049
1864	252,435	278,848	348,892	338,276	271,563	265,780	263,244	346,781	408,435	410.802	435,510	376,140	3,970,246
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	323,470	4,620 550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,966	359,646	429,161	493,640	414,694	308,649	4,260,115
1867	304,095	283,661	376,210	362,783	333,952	284,977	316,021	398,993	464,778	506,294	414,954	380,373	4,671,075
1868	343,816	304,315	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	340,511	------	------	------	------	------	------	------	------	------	------	------	------
1868	368,487	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,228	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,303,244
1863	920,272	790,167	887,590	911,397	839,126	841,165	816,512	840,450	1,079,551	1,041,522	1,045,101	1,157,818	11,089,853
1864	921,831	936,587	959,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450 076	1,227,113	1,137,595	1,118,829	13,357,709
1865	967 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,316	1,117,557	14,575,128
1866	1,086,380	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,241,168	935,857	14,113,215
1867	901,671	846,863	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,006	316,243	275,959	3,311.670
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793.095
1866	267,541	246,109	326,256	277,424	283,130	263,924	247.262	305,464	278,700	310,762	302,426	281,613	3,390,581
1867	242,793	219,065	279,647	284,729	262,939	240,135	234,688	313,165	356,901	379,367	336,065	272,053	3,440.542
1868	211,973	251,351	------	------	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	263,996	254,285	388,725	414.707	448,994	463,573	466,557	454,826	4,065,837
1863	335,655	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626.009	6,324.083
1864	436,742	532,756	617,021	669,384	757,178	936,186	711,457	1,170,241	1,125,835	754,551	1,032,149	512,178	9,655.510
1865	663,053	603,305	116,215	923,283	416,341	866,979	967,194	1,121,205	1,361,679	1,419,232	1,166,955	702,085	10,033.023
1866	788,061	725,967	779,193	801,604	1,109,267	1,140,301	966,841	1,252,356	833,742	847,793	874,974	436,890	10 637,174
1867	500,488	534,561	703,618	536,003	965,358	903,974	864,637	693,104	875,153	556,953	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282.695	277,009	261,210	249,419	277,580	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462.987	427,094	395,545	360,753	407,077	485,509	505,514	486,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,360	701,352	691,556	614,082	7,124,466
1865	690,144	678,504	857,583	733,866	637,186	646 905	554,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,606	682,510	633,667	552,378	648,201	654 926	767,441	679,936	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	116,077	130,378	158,470	144,736	143.743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,191	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207 301	162,894	2,240,744
1866	178,120	155,893	192,138	170,465	168,699	162,532	166,015	222,953	196,884	244,834	217 127	177,304	2,250 142
1867	149,858	149,342	174,152	158,162	171,736	156,066	172,933	220,788	219,160	230,840	204,965	171,499	2,207,951
1868	------	------	------	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,848	132,896	128,987	127,010	166,338	159,026	244,114	241,840	221,570	220,209	266,164	2,060,322
1865	144,084	139,171	155,753	144,901	188,738	196,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,894,976
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	307,943	3,783,816
1868	278,712	266,793	------	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 365	32,378	33,972	63,862	52,147	68,189	59,862	75,677	92,715	61,770	37,580	689,182
1866	45,102	35,006	39,801	42,332	56,913	62,9 8	85,276	66,698	84,462	100,313	76,249	54,465	814,486
1867	39,078	27,667	34,392	40,710	57 852	60,558	58,262	72,526	126,495	120 265	79,424	64,710	774,437
1868	46,415	40,703	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is , default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	100
" " " 1850.	602,000	6	Jan. & July.	"	1880	97½
" " " 1855.	894,250	6	Jan. & July.	"	1875	93
" " " 1834.	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	80½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94½
2d Mortgage coupon	880,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct.	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	87
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,205,800	7	" "	" "	1876	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	98½
Convertible bonds	1,500,000	7	" "	"	1883	108½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113½
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650.000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1898	108
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	95½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1893	87½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	86½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1886	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	88
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1890	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	79
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,022,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	93
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	189.480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,999,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	4,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	95½
Five per cent bonds	670,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	6			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug	New York.	1882	109½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov	" "	1875	97½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb & Aug	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	83
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'79	88½
Land Security	3,344.60	7	April & Oct	" "	1881	98½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	----
Construction	5,090,500	7	April & Oct	London.	1875	----
Construction	2 499,000	6	" "	New York.	1875	115
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	363,000	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	364,000	10	Jan. & July	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	86½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,021,578	7	Jan. & July	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	'68-'73	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7	----	----	'80-'85	----
Memphis Branch 1st Mortgage	267,000	7	----	----	'70-'75	----
Bardstown and Louisville	30,000	7	----	----	1870	----
City of Louisville Bonds	1,074,000	---	----	----	'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80-'81	----
Loan $400,000	314,100	6	----	----	'70-'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	91
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage	----	---	May & Nov.	"	----	73½
Scioto & Hocking Val. R. mort.	800,000	7	" "	"	1888	----
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	$910,000	6	----	----	----	----
Memphis and Ohio						
State [Tenn.] Loan	340,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July	New York.	1892	----
1st Mortgage	1,294,000	7	May & Nov.	"	1900	----
2d Mortgage	237,000	7	Jan. & July	"	1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y & Boston	1882	103
1st Mortgage (convert.) Dollar	293,000	8	April & Oct	" "	1882	112
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug	New York.	861	----
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	107
2d General Mortgage	2,693,000	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug	New York.	1893	91
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	136,500	--	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1821	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----	1862	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	----	----
2d Mortgage	1,617,000	7	Feb. & Aug.	" "	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
1st Land Grant	3,612,000	7	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1888	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,009,160	6	Jan. & July.	New York	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		8	" "	Mobile	----	----
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob	1881	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	----
" ten years	76,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	8	----	----	'63-'65	----
Mortgage	61,500	6	----	----	1866	----
Bonds	160,000	---	Jan. & July.	----	1870	----
Bonds	299,200	---	" "	----	1876	----
Bonds	634,500	---	" "	----	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	90
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	87
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Naugatuck:						
1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond and Stou'gton:						
2d Mortgage	200,000	6	Jan. & July	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	----
1st Mortgage (H. & Hamp)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	855,000	6	Semi ann'ally	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	----
2d Mortgage Bonds	241,000	---	----	----	----	----
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort. Construction	1,730,600	8	----	----	1890	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	94½
Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Exchanged Stks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	----
" " ["]B & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,316	7	var.	" "	var.	----
" " " "	45,560	6	" "	" "	1883	----
Bonds of Aug. 1859, Convertible	4,8,000	7	Feb. & Aug	" "	1876	127½
Bonds of Oct 1863, (S. F.)	2,900,000	6	June & Dec	" "	1887	93½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage	925,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,820	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,700	6	April & Oct.	New York	1875	98
N. York, Providence and Boston.						
1st Mortgage	800,000		Feb. Aug	New York		

AMERICAN RAILROAD BOND LIST.

(‖) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1878	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct.	"	1900	86
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88
Chattel Mortgage	360,000	10	" "		1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	95,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	90
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'76	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'85)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1866-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	6	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1886	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (general)	5,000,000	6	" "	"	1891	95
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,000	6	April & Oct.	"	1870	100
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93½
" 1844, "	804,000	6	" "	"	1880	93½
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	98
Bridge Bonds	155,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1863	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1900	

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	65
Mortgage (Registered)	504,000	7	"	"	1873	65
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	630,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	141½
2d Mortgage	937,500	7	" "	"	1863	55
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	961,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1878	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	6	Jan. & July	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,060,000	7	April & Oct.	Philadelphia.	1877	102½
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	81½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	30
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	92½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	66-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1876	99½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	90
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1905	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	161,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	355,010	109,500	21,632	518,965	30.0	.....	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,606	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	238,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,950	22.5	.....	220,251	104,994	...	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	.....	.....	23.8	53,955	103,333	22,249	8	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	165,186	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	692,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	70
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,466,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	...	----
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	660,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	----
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,594	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	259,046	8,272,133	117.4	787,826	2,068,260	704,016	10	141
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,600	9,172	3,380,357	66.4	364,521	680,438	204,086	10	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	...	...	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,288	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,435	195,000	75,894	619,112	32.0	.....	7,817	2,535	—	----
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	----
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	...	----
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,600	56,575	1,346,632	86.7	.....	391,477	68,880	8	----
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	...	----
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	----
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,837	.....	.....	.....	31.0	.....	.....	.....	—	----
30 Nov. '66	191.0	—	—	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,686,958	229.0	.....	1,734,749	359,214	—	----
31 Mar. '67	171.0	71.0	—	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	286,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	10	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	56,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	----
30 Sep. '59	188.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	882,243	454,541	—	----
								ILLINOIS.													
31 Dec. '67	280.0	—	----	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,978	11,583,307	280.0	1,672,966	3,892,561	1,743,733	10	120
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	18,243 711	2,956,327	2,758,986	19,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	150
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	16,161,735	2,226,967	—	63
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,318,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,674,034	1,413,999	10	91½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	----
31 Dec. '67	454.8	252.5	.....	—	150	94	3,776	*Illinois Central*	31,328,473	*	10,233,617	23,415,780	10,544,500	.....	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	137
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,649	3,335,939	1,600 000	121,658	5,269,583	111.0	288,524	561,663	171,667	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	.....	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,458	—	45
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,089	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	813	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,884	9	59
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	207,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	90
30 Nov. '66	73.0	—	—	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	150
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,956	5,429,203	156.5	319,880	805,271	237,861	—	50
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820,200	2,892,000	795,004	5,507,204	162.0	.....	735,587	309,655	—	----
30 Jun. '65	125.0	96.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,875,993	111.8	.....	426,408	227,534	—	----
30 Jun. '67	29.0	—	5.4	—	14	13	225	Lexington and Frankfort	601,966	52,300	36,711	514,646	63,000	1,790	600,976	29.0	248,321	510,319	153,217	7	----
30 Jun. '67	56.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	56.1				6	----
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,705	5,492,628	2,965,000	444,172	12,841,096	334 0	929,486	2,158,874	810,448	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,264,217	551,218	1,315,464	4,093,425	1,730,600	1,504,768	8,628,793	80.0	106,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	206.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,886,374	—	4,697,457	3,551,000	281,157	12,039,633	206.0	.....	1,583,042	386,268	—	----
31 Aug '60	58.7	—	----	126.3	...	...	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	348,999	108,494	1,710,519	58.7	.....	.....	.....	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	...	----
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,269	188.0	.....	340,396	.....	...	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,548	329.3	1,902,098	4,325,490	1,498,718	10	118½
31 Mar. '67	246.0	277.8	.....	—	101	74	1,484	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,280	9,135,840	736,951	20,473,991	528.8	2,286,192	4,678,198	1,609,357	—	87½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	...	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	675,000	.....	.....	.....	.....	.....	.....	...	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	...	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	...	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756.292	—	2,000,961	2,564,732	895,992	6,331,899	236.0	.....	684,342	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,618	—	798,285	456,949	275,080	1,974,444	59.7	.....	175,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,650	—	----
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,336	7,177,600	.....	.....	206.8	579,324	1,047,567	420,626	—	77
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,236	8,026,361	182.0	.....	1,020,089	267,804	—	----
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,635	2,049,674	432,089	8,609,115	9,200,000	1,356,135	16,593,443	309.0	1,199,660	2,675,876	719 230	—	----
28 Feb. '67	90.0	—	3.9	260.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,309,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	----
28 Feb. '64	36.5	3.6	5 2	.....	16	18	218	*St. Louis and Iron Mountain*	5,427,068	360,029	—	1,271,322	2,521,500	40 558	4,352,10[illegible]	99.1	230,189	329,291	329	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "not Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '66	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,664,089	*	—	2,494,900	3,471,560	1,986,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '67	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,380,184	*	498,435	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,845	6	102
								MARYLAND.													
30 Sep. '66	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,021	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	129
30 Sep. '66	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,848	916,486	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,637,415	1,648,096	1,747,641	4,643,900	5,734,500	1,812,648	13,063,151	326.0	.....	3,69.,863	1,212 159	8	45½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.5	18	12	178	Boston, Hartford & Erie	19,242,091	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	997,637	369,577	50,770	—	14½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,800	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	128½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,167	481,471	10	138
30 Nov. '67	47.0	7.0	45.0	—	31	47	417	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	138½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,649	665,360	1,214,615	5,000,000	—	36,362	5,144,615	68.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	915,761	80,884	66,992	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	—	67
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	125
30 Nov. '67	44.1	50.4	38.4	—	41	70	699	Eastern	4,516,276	622,334	415,000	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	117½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	468,637	3,540,000	—	—	4,050,280	93.5	805,332	1,101,444	354,744	9	130
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,228	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,246	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O. by B. & L.		21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,422	720,000	—	15,000	855,725	79.°	881,529	440,241	74,679	10	134
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	462,982	47,018	5,475	500,000	171,000	—	674,000	21.6	75,756	1n2 954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	887	Old Colony and Newport	6,214,824	496,805	907,677	4,848,329	2,870,900	128,000	7,618,306	141.0	826,061	1,381,065	336,810	6	91
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	79½
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,865	702,946	130,429	8	124½
30 Nov. '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b y B & L.		17,500	16,688	1½	110½
30 Nov. '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	259,0 0	*	43,730	250,000	—	4,292	293,780	11.7	53,992	217,997	26,845	8	112½
30 Nov. '66	6.1	—	.....	36.6	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(O b y	Troy and	Boston.)	—	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	550 346	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	57
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11.108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,849,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	280,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,12"	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689 507	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433.650	688, 0)	125,162	8	—
31 Mar. '67	34.5	—	.....	—	28	2	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	660,024	941,321	146,888	9	75
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,009	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	128
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	99.2	13.0	12.5	—	24	23.	455	Northern New Hampshire	3,068,400	*	606,862	3,068,400	145,400	14,217	3,674,262	82.2	352,610	681,301	242,998	8	117
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77 5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	126½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,944,609	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,816	3,581,244	1,617,268	10	117½
31 Dec. '66	58.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	33.8	—	.....	—	35	98	180	New Jersey	3,899,328	827,666	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	132
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	.....	335,651	ons.	—	65
31 Dec. '66	18.2	—	.....	17.	—	—	—	Warren	2,000,000	*	59,050	1,547,650	511 400	—	2,059,050	18.2	.....	451,297	164 045	7	91
31 Dec. '66	38.5	—	.....	—	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	54.0	.....	263,420	99,712	29	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,583	343,098	—	1,675,138	2,114,000	19 643	4,628,691	98.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	960,000	2,350,000	Leased	to Erie	Ra	ilway	Co.	233,100	18½	140
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	500,676	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	333.0	—	271	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,929	5,085,864	54,287,874	784.0	7,109,139	13,979,514	3,109,801	4	73½
30 Sep. '66	144.0	—	126.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,628	1,795,099	9	138½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,904,474	120.0	366,439	590,225	352,650	6	45
30 Sep. '67	297.8	296.0	452.5	—	289	296	5,620	New York Central	29,759,528	6,854,877	9,429,130	28,537,000	12,009,820	688,879	46,023,535	693.2	6,401,420	13,979,514	3,109,801	6	121½
30 Sep. '66	136.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,783,700	534,804	8	127
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	3,818,331	122.0	451,196	851,783	284,606	—	61½
30 Sept. '66	18.0	—	0.5	10.8	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,000	19,875	1,067,737	36.3	90,230	252,175	89,372	8	—
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	93
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	—
30 Sep. '66	141.1	48.5	20.7	—	33	27	423	Rome, Watert'n & Ogdensb'g.	3,439,989	563,316	—	2,385,500	1,575,794	56,968	4,008,304	189.6	555,402	1,066,366	364,668	10	117
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	—
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	—
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	800,000	400,000	—	930,207	—	"	"	"	7	—
30 Sep. '66	13.0	—	1.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	—
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,967,620	—	—	1,200,000	1,635,470	53,132	2,967,620	81.0	299,025	510,917	174,456	—	—
30 Sep. '66	34.2	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	—
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,284	—	811 000	—	—	936,581	34.9	83,548	141'888	78,892	7½	—
30 Sept. '66	10.3	—	.....	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,767	8	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— — '66	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.6	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	498 366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501 333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	256,351	—	.....
15 Mar. '66	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	200,212	—	70,860	334,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '66	118 2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '66	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	36½
31 Mar. '66	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,306	1,759,000	778,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4 070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 704	621,906	8	105
31 Oct '66	96.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	588,062	2,568,834	962,041	10	100
30 Nov. '67	101 0	102.5	.....	—	63	37	1,29(	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	276,869	9,961,700	203.5	.....	2,298,322	809,514	—	90½
31 May '67	109.	79.4	.....	—	40	38	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	108½
30 Nov. '66	64.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	—
31 Mar. '67	142.0	—	7.2	—	1	6	413	Dayton and Michigan	5,551,304	494 543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,368	209,512	—	.....
30 Nov. '66	93.5	—	43.6	—	45	40	684	Little Miami	3,710,305	*	1,515,128	3,572,400	1,400,000	35,790	5,225,433	168.2	1,160,900	1,935,035	469,205	9	105
31 Dec. '65	173.8	77.5	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,550,779	*	1,578,999	12,667,666	3,688,385	315,434	17,429,777	250.8	739,960	1,234,059	445,802	—	—
31 Dec '67	240.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	27,388,000	*	—	23,500,000	3,888,000	.....	27,388,000	340.0	.....	3,447,542	.....	—	3½
30 Jun. '66	153.5	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,364	595 400	391,992	3,382,163	1,218,972	109,818	4,972,748	206.9	346,671	694,220	134,081	—	33½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & Newark	2,883,475	*	106,627	900,226	2 041,600	38,225	2,970,059	125.0	240,785	420,453	126,800	—	—
31 ... '66	112.0	46.2	—	—	102	47	1,0??	Toledo, Wabash & Western	19,780,000	?	2,363,900	6,760,000	4,215,000	705,801	24,113,900	250.6	—	3,717,286	906,900	—	50½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total. Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,722	232,046	293,573	1,948,400	614,000	813,542	2,878 342	44.0	134.201	356,277	128,882	—	18
31 Oct. '66	387.0	0.0	31.0	14.0	150	106	3,246	Atlantic and Great Western	56,357.560	*	83,348	29,564,405	29,959,900	1,156,819	60,721,124	507.0	2,041,771	4,833,490	1,475,039	—	.....
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,260,000	266,000	—	3,634,000	65.5	227,045	447,052	140,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	180	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,405	382,281	6	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,775	2,738,496	734,825	20	114
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	247,034	—	.....
31 Oct. '66	78.0	—	16.0	—	18	—	629	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	—	31
31 Oct. '66	18.5	—	6.0	—	...	—	—	Erie and Northeast	700,000	—	30.000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	.....
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,822,548	98.6	313,902	618,586	235,153	—	.....
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	55½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	100,000	2,409,565	32.0	47,227	55,692	2,972	—	.....
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	686,130	1,462,140	—	2,188,498	59.7	194,282	250,906	83,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,815	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484.750	818,878	236.010	—	.....
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,476	Lehigh Valley	9,911,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,200,027	20	52½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	29½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,000	—	—	3,775,600	—	—	3,775,600	(—	"	"	"	8	56½
31 Oct. '66	55.6	11.0	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,235	67.5	345,568	902,218	382,500	—	32½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	365.8	7,080,026	16,583,883	5,907,526	9	55½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,439	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	67
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,369,733	—	—	5,083 760	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	458,077	—	25½
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,899,568	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10,902,819	6,915 531	10	44½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369.284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	315,754	15	124
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469.300	*	—	9,019,300	1,450,000	—	10,469,300	197.0	880,336	2,470,958	1,052,687	10	83½
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1 776,129	1,500,000	73,108	3.349,237	70.9	324,068	639,109	245 966	—	.....
31 Dec. '67	468.5	—	138.1	—	199	119	2,748	Pittsb'g, Ft. Wayne & Chicago	25,271,236	*	2,994,981	11,500,000	12,563,600	723,140	23.2 86,267	468.5	4,725,603	7,242,126	2,378,564	10	96½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,459	—	—	869,450	700,000	—	1,569,450	28.0	149,054	348,138	130,392	4	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345.387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,540	145,650	—	16
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,501	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	129,812	25	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5 1	—	16	17	183	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,431	496,140	111,835	—	99
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	.....
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429.005	1,145,000	345.546	.....	164.5	.....	341,190	125.871	—	.....
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	217,775	66,687	—	.....
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,1 75	242.0	.....	1,312,738	387,332	—	.....
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	...	11	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	.....
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,979	.....	.....	140.0	10 mos.	441,029	164,081	—	.....
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,178,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	.....
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126,530	921,957	9,431,517	291.0	786,531	1,661,612	71,490	—	.....
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962 059	3,015,107	99.2	.....	367,252	173,729	—	.....
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	.....	47.4	54,175	83,129	44,666	—	.....
1859.	34.2	—	7.0	—	12	2	31	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,066,544	1,781,000	—	.....	159.0	.....	734.118	337,384	6	.....
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
1860.	45.8	—	4.2	11.7	5	5	52	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204.544	.....	45.8	57,950	127,953	87,243	—	.....
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,245	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	...	...	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
— — '58	56 0	—	.....	184.0	...	...	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	32.670	.....	—	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	.....
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071.687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	.....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556.275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	—	.....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,682	—	1,097,000	.....	.....	1,206,683	62.5	138,761	185,474	67,788	—	.....
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,336	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	ope	r. by Vt.	Central	180,000	6	99½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	31,358	—	.....
30 Jun. '68	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,862	—	.....
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	.....
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	.....
30 Sep. '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	694,000	.....	.....	103.5	436,729	768,883	42,878	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,656	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,851	—	18½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,265,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	.....
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	90.5	.....	326,564	213,852	7½	.....
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	196.5	310,204	639,662	289,211	—	.....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,38	7	.....
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,310,624	43.5	67,004	167,881	60,784	—	.....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	—	—	—	—
28 Feb '67	80.0	—	—	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,426	—	.....
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	377,297	6,879,046	221.8	300,405	554,611	135,648	—	.....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,522	7,362,250	214.9	276,839	856,022	93,432	—	.....
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,005,392	10,988,950	9,229,000	—	18,508,274	275.0	996,727	2,588,800	934,163	—	59
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	.....
								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188.000	—	11,938,000	16.10	.....	226,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	68
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..,.10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	.....
31 July '63	229.0	115.5	62.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	.....
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,182	—	.....
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	—	—	4,658,708	—	—	4,658,708	108.0	—	148,339	55,777	—	.....
July, '61	60.9	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,[illegible]	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 [illegible]	36,670	—	.....
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,501	*	—	4,278,241	—	—	4 278,231	92.0	158,416	139,107	37,191	—	.....
	&							NEW GRANADA.													
					11	22	120	Panama	3,636,000	*	—	(1,11[illegible]	—	—	10,76[illegible]	[illegible]	.....	[illegible]	[illegible]	—	100

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26½
Catawissa (preferred)	1,150,000	7	---	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	63
Chicago & Alton (preferred)	2,425,400	7	7	132
Chicago & Northwestern (pref.)	14,789,125	7	7	74½
Cochecho (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers, (pref.)	1, 73,300	10	10	85
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	74½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	81½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,5-6,135	7	3	29
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	757,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,201,296	8	8	97
" " (2d pref.)	841,400	7	7	92
Milwaukee & St. Paul (preferred)	7,370,900	7	---	74
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908 425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	86½
Monongahela Navigation					
1st Mortgage	125.000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	496,500	6	A. & O.	1876	96
2d Mortgage	302,750	6	----	----	93
Boat Loan	232,807	6	----	----	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	70½
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	15½
West Branch & Susq'a:					
1st Mortgage, s'k'g fund	480,000	6	J. & J.	1878	60
Wyoming Valley:					
1st Mortgage	200,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	38
Chesapeake and Ohio	100	8,226,595	——	----
Delaware Division	100	1,633,350	——	49
Delaware and Hudson	100	10,000,000	10	152½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	——	----
Illinois and Michigan	----	----	——	----
Lehigh Navigation	50	6,968,146	10	25½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	90
North Branch	100	----	——	----
Sault Ste Marie	----	----	——	----
Schuylkill Navigation (consolid.)	50	1,908,207	——	12
" " (preferred)	50	2,888,938	——	22½
Susquehanna and Tide Water	50	2,048,260	——	15
Union	----	----	——	1½
Union (preferred)	50	2,787,000	——	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	40 — @ 43 —
Pig, American, No. 1	39 — @ 40 —
Pig, American, No. 2	37 — @ 38 —
Bar, Refined, English and American	85 50 @ 87 50
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
—Store Prices.—	
Bar, Swedes, ordinary sizes	— —. @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	85 — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ¾ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod per lb.	— 9 @ — 10
Sheet, Russia, Med. No's	— 16 @ — 17
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	50 — @ 52 50
Rails, American (at works)	78 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring.(2d and 1st q'ty.)	— 10 @ — 12½
English Blister.(2d and 1st q'ty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German. (2d and 1st q'ty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½@ — 17
American, Cast, Tool, do.	— 21 @ — 22
American, Spring, do.	— 12 @ — 14
American Machinery, do.	— — @ — 14
American German do.	— 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 22½@ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 30 @ 6 50
German Refined (gold)	6 30 @ 6 62½
English (gold)	6 30 @ 6 87½
Bar (net)	10 50 @ — —
Pipe and Sheet (net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 26½@ — 26½
Straits (gold).	— 23½@ — 23½
English (gold).	— 23½@ — 23½

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	8 25 @ 8 50	11 75 @ 12 50
Plates, I. C. Coke	7 25 @ 7 75	10 50 @ 11 50
Plates, Coke Terne	6 25 @ 6 50	9 — @ 9 50
Plates, Charcoal Terne	7 87½@ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)-per gall.	— — @ — 12
Crude, 40 @ 47 gravity (in shipping order)	— 16½@ — 17
Refined, free, S. W.	— 39 @ — 40
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 23
Refined, in bond, Standard White	— 25½@ — 26
Refined, in bond, prime White	— — @ — 26
Naptha, Refined, (60 @ 63 gravity)	— 34 @ — 35
Benzoline per bbl.	— — @ — 8 00

New York Stock Exchange.

Actual Sale Prices for the week ending April 1.

	Th. 26	F. 27	Sat. 28.	M. 30	To 31.	W. 1
Atlantic M. S. S. Co	88½	87	86	87½	87½	87½
Boston, Hartford & Erie	----	----	----	----	14½	----
California 7s	----	----	----	----	----	----
Canton Co.	----	46½	47	47½	----	----
Central of N. Jersey	117½	----	----	----	117½	117½
Chicago & Alton	----	----	----	----	----	120
" " pref.	----	----	----	----	----	----
" " I M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	98½	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	86	----	----	----	----	----
Ohio. & North west'n	----	----	----	----	----	----
" " pref.	----	----	66	----	----	68
" " 1st M.	74½	74½	76½	75½	75½	72½
" " 2d M.	87½	----	88	----	----	----
" " S. F.	----	95	----	----	----	----
" " Consol.	----	----	----	88	----	88
Chicago & Rock Isl.	91½	91½	92½	93½	93½	92½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896.	----	----	----	----	----	----
Clev., Col. and Cin.	105	----	----	----	----	----
Clev. and Pittsburg	91½	91½	92	91	92½	92
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	----	----	----	----	----	----
Clev. and Toledo	102½	102½	104	103	104	103½
" "S.F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	----	----	99½	101	----	----
Cumberland Coal, pref.	----	----	----	----	32½	32½
Del. & Hudson Canal	152	----	152½	----	----	----
Del., Lack. & West.	113½	----	114	----	----	----
" "1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	69½	69	70½	72½	75	73½
" pref.	----	73	----	75	74½	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Great Western 2 mort.	77	----	----	----	76	----
Hudson River	136	138	138½	----	----	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	104	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	137	----	----	----	137½	----
" bonds	----	----	----	----	115	----
Marietta & Cin. 1st pref.	29	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	6	----	----	----	----
" " pref.	----	----	----	----	----	----
Michigan Central	113	----	114	----	----	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	87½	88	89	89½	89½	89½
" " 1M. S. F	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	53½	55½	56½	58	59½	59
" " pref.	69	69½	72	73½	75	74
" " 1st mort.	----	89½	----	----	90	90
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	87	87½	87	88	88	88
" 1ss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
" "2d mort.	87	87	----	----	----	87
N. Jersey R. R. & T. Co.	----	----	----	----	----	----
New York Central	117½	118½	121	122½	123½	122
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	95½	----	94½	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7 p.c. '73	----	----	----	----	----	----
" "3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	57	57½	59½	62½	62½	60½
" new	57	58	59½	62	61	60
Ohio & Miss.	29½	29	29½	30½	31½	30½
" " pref.	----	----	----	----	----	----
" " 1st m.	91	----	----	----	----	----
Pacific Mail S.S. Co.	107½	102½	104	104½	103	103½
Panama	----	----	----	----	----	----
Phila. and Reading	92½	90½	91½	91½	89½	89½
Pitts. Ft. W. & Chicago	102	102½	102½	102½	103	100
" " 1M.	----	----	----	----	----	100½
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	93	----	----
Quicksilver Mining Co.	20½	20½	21	23	22½	22½
St. L., Alton & T. H.	42	43	----	----	----	----
" " pref.	----	69	----	----	----	----
" " 1M.	----	94	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, ex-coup.	64½	66½	----	67½	68	----
" new	64½	63½	64½	66	67½	67½
Tol. Wab. & Western	47½	49	49½	50½	----	50½
" Prof.	----	----	----	----	70	70
" 1M. ex.	----	----	91	----	----	----
" 2M.	----	----	----	----	----	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s, ex-coupon	----	49	----	49½	----	----
" new	49	----	48	48½	47	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 1.

	Th 26.	F.27	Sat.28.	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	119¼	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100¾	100¾	100¼	101¼	100¾	100¾
U. S 5s, 10-40s, reg.	----	----	----	100¾	101	101
U. S. 6s, 1881, reg.	110¾	----	----	----	----	----
U. S. 6s, 1881, cou.	110¾	110¾	110¾	111¼	111	111
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ty.	----	----	----	----	----	109
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	106¼	106¼	106¼	106¾	----	----
U. S. 6s, 5-20s, c. '62	109¼	----	109¾	109¾	109¾	109¾
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	107¾	107¾	108¼	108¼	107¾	----
U. S. 6s, 5-20s, reg. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	107¾	108	108¾	108¼	108	108
U. S. 6s, 5-20s, r. n. '65	----	----	----	106¾	----	106¾
U. S. 6s, 5-20s, c. n. '65	106¼	106¼	107	107	106¾	106¾
U. S. 6s, 5-20s, r. n. '67	----	106¼	----	107¼	----	----
U. S. 6s, 5-20s, c. n. '67	107	107	107¾	107¼	106¾	107
7.30 Notes, 2d series	105¼	105¾	106	----	105¾	105¾
" " 3d series	105¼	105¾	106	105¾	105¾	105¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 31.

	W.25	Th 26	F.27.	Sat.28.	M.30.	Tu.31
Catawissa	----	----	----	----	----	----
" preferred	27	27	27¾	27¼	----	----
Camden & Amboy	124	124	124	----	125	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	88¼	----
" " 6s, '89	----	----	----	----	----	88
" mort. 6s, '89	96¼	96¼	----	96¼	----	97
Del. Div. Canal	----	----	----	----	----	49
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	40	----
" " 7s	----	----	95¼	----	----	----
Lehigh Navigation	25¼	25¼	25¾	25¼	25¼	26
" " 6s, '84	85	86	----	----	----	----
" " Gold L.	89¼	89¼	89¼	89¼	89¼	89¼
Lehigh Valley R. R.	53	53	52¾	53	----	52¾
" " 6s	----	----	95¼	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	58¼	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	90	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	32¼	32¼	----	----
" " 6s. 88	----	----	----	----	88	----
" " 10s.	----	----	----	----	----	----
Northern Central	45¼	----	----	----	----	----
Pennsylvania R. R.	54¼	55¼	55	55	55	55
" 1st m.	----	----	----	----	101¼	101¼
" 2d m.	----	----	----	99	98¼	----
Penn. State, 6s 1st series	----	----	----	105	105	105
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	106¼	----	----	108¼	109¾	109¾
" " 6s. W. L.	102¼	102¼	102	102¼	102¼	102¼
Philadelphia City, 6s	100	100¼	----	----	----	----
" " new	103	103¼	103	103	103	102¾
Philad., Germ. & Nor.	----	66	----	66¼	----	----
Phila. & Reading	45¼	----	45¼	45¾	45¾	44⅞
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	100	100	100	----	----
Philadelphia & Erie	25¼	25¼	25¼	25¼	26	25¾
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	103	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	22¼	22¾	22¼	----
" " 6s '82	----	----	----	----	----	70¼
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	88	----	----	----
Susq. Canal	----	----	----	15	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	15¼	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10¼	----	----	10¼	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	56	55¾	55¼	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 31.

	W.25	Th.26	F.27.	Sat.28.	M.30	Tu.31
Baltimore City 6s, 1875	----	100	----	----	99¾	----
" " 1886	----	----	----	----	99¾	----
" " 1890	98	----	98	----	----	98¾
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	100
Marietta & Cin. 1st m	91¼	90¼	----	----	----	91
" " 2d m	----	----	----	73¾	----	----
Northern Central	----	----	----	45¼	----	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort	95¾	----	----	----	96	----
" " 2d mort	----	----	----	95	----	----
City Passenger R. R.	----	----	----	----	19¼	19¼

Boston Stock Exchange.

Actual Sales Prices for the week ending April 1.

	Th.26	F.27	Sat.28.	M.30.	Tu.31.	W 1
Boston and Albany	152¼	152¼	151¼	151¼	151	149
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	138	138	----	138	138	----
Boston and Providence	141	141¼	----	----	138½	----
Boston, Hartford & Erie	13¾	14	13¾	14¼	14¼	14¾
Cheshire, pref.	----	----	----	----	63	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	----	----	116¾	----	----	117½
Fitchburg	----	----	130	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	113	113	----	113½	----	----
Northern, N. H.	----	117	118½	----	117	----
Ogdens. & Lake Champ	61¼	61¼	61¼	61	61¼	----
Old Colony & Newport	90¾	----	91	----	----	91
Ph., Wil. & Baltimore	54	54	54¼	54	----	53¼
Portl'd, Saco & Ports.	----	----	102½	102¼	----	----
Vermont & Canada	99	----	----	----	99	99¼
Vermont & Mass.	----	57	----	----	57	57
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	99	99	----
Metropolitan "	----	----	67½	----	----	65¼
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	28	----	28	----	----
Copper Falls "	----	----	23¼	----	----	----
Franklin "	----	----	15	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	8	7¾	----	8	----	8¼
Pittsburg "	----	24	----	----	----	----
Quincy "	28	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Mar. 6th, and 13th:

	Closing Prices Mar. 6.	Mar. 13.
United States, 5-20s, 6 per cent 1882	71¼@ 71¾	71¾@ 72
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70¼@ 70¾	70¾@ 71
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874	70 @ 72	72 @ 74
United States 10-40s, 5 per ct. 1904	66 @ 65¼	65¾@ 66¼
Massachusetts State 5 per cent	85 @ 87	86 @ 88
Virginia State, 6 per cent	50 @ 52	50 @ 52
Do. 6 per cent	30 @ 32	27 @ 29
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	58 @ 62
Do. do., 2d mort., 1881	53 @ 58	55 @ 60
Do. Penn., 1st mort., 1877	55 @ 60	58 @ 62
Do. do., 2d mort., 1882	53 @ 58	55 @ 60
Do., consolid. mort. bonds, 1890	27 @ 27¼	28 @ 28½
Detroit and Mil. 1st mort. 7 p. c. 1864	59 @ 61	58 @ 61
Do. ½ 2d mort. 8 per cent.	59 @ 63	59 @ 61
Erie shares, $100 (all paid)	46 @ 47	49 @ 49¼
Do., Preference ditto	71 @ 73	72 @ 74
Do., 3d mort., 1883, 7 p. c.	62 @ 66	60 @ 65
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., $100 shares (all paid)	88½@ 89½	89½@ 89¾
Do., 7 p. c., 1875	78 @ 80	79 @ 81
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	66 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	-- @ --	67 @ 70
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	103 @105
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	93 @ 95
Phil. & Erie 1st mort., 1881, (guaranteed by Penn R. R.)	82 @ 84	83 @ 85
Do. with option to be paid in Phil.	82 @ 84	83 @ 85

American Railroad Journal.

Saturday, April 4, 1868.

Stock Exchange and Money Market.

Money has been very active and close all the week. The banks have been on the conservative tack, in preparation for their quarterly report, to be made up to the close of Friday of the current week, April 3, and to be forwarded to the Comptroller of the National Currency Bureau, by the following Monday. They report as the result of the past week's business, a further contraction in all the leading items of their weekly exhibit, including a loss of $4,666,393 of deposits, $620,-941 of specie, and $138,008 of legal tender as the result of the past week's business. Their loans were reduced $4,038,653, and their circulation was cut down $21,763. The U. S. Sub-Treasury added nearly two millions to its cash balances, last week, partly by sales of gold on account of the Department; but during the first half of the current week, it made some heavy disbursements, partly in redemption of maturing Seven-thirties, so that on Tuesday evening its cash reserve was nearly 3½ millions less than it stood a week previous. The influx of currency to this point has been in excess of the outflow in any direction. The available supply of capital, however, has been comparatively meagre, and to even the best street borrowers, accommodation has not been tendered anything less than the extreme legal rate of 7 per cent. on call. Less favored applicants for aid have had to pay usurious prices, for the necessary means to keep themselves afloat. Seven per cent. in gold has been a common price. There has been very little currency for mercantile paper, the best grades of which have been quoted at from 7½@10 per cent. per annum. The U. S. Sub-Treasury issued $705,000 of new three per cent. certificates in March, chiefly in the last week or ten days of the month, and for cash.

The specie reserve of the city banks is now $17,-323,367, against $8,522,609 same time last year. The city bank deposits are now $186,525,128, against $188,480,250 week ending March 30, 1867. The legal tender reserve amounts to $52,128,078, against $62,459,811 same time last year. The circulation now stands at $34,190,808, against $33,-669,195 same time last year. The loans are now $257,378,247, against $255,282,364 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $92,974,000 a day, against a daily average of $108,247,067 the preceding week, and $115,213,000 the week ending with Mar. 14, 1868. The current week's exchanges average about $91,230,132 a day. The city banks, last week, lost $138,008 of legal tender, $4,666,398 in the deposit line, and $620,941 of their specie reserve. They reduced their loans, $4,038.653; and their circulation, $21,763.

The Philadelphia Bank movement the past week shows a decrease in loans of $226,459; a decrease of $36,660 in specie; a decrease in legal tenders of $1,316,555; a decrease of $1,408,-606 in deposits; and a decrease of $7 in circulation. The Bank Clearings show a decrease of $583,070, and the balances, a decrease of $793,-807.

National Bank notes to the amount of $170,-760 were issued last week, making the total issue to 1,673 banks thus far, $307,020,091, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $7,173,615, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date, of $299,846,476. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,643,-400; and for the public deposits, $38,177,950—making a total of $379,821,850. The Treasury Department last week redeemed and destroyed $400,010 of worn and mutilated fractional currency, and issued $1,142,174 of new. The outstanding amount of fractional currency on the 1st inst. was $32,307,948, against $32,246,439 on the 1st of Feb. 1868.

The U. S. Sub-Treasury receipts, week ending with Mar. 28, were $15,941,796, including $2,854,-984 from customs duties; payments, $18,899,59[illegible],

including $125,000 of coin interest; balance at the close of the week, $101,813,627, against $99,831,335 at the close of the preceding week, showing an increase of $1,982,292. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,167,660 including $483,000 from customs; and payments, $2,894,862; on Tuesday, receipts, $6,649,941 including $499,931 from customs, and payments, $9,574,500. The balance at the close of business on Tuesday stood at $98,161,867, against $101,453,094 a week previous; and $105,820,972 on March 15, 1868. The total receipts of the office in March were $69,775,702, including $11,335,954 from customs. Total disbursements, $70,853,455, including $3,109,556 of coin interest, and $140,408 in currency interest. Balance at the close $98,161,876, against $99,239,619 at the commencement of the month.

The aggregate issue of coin certificates by the U.S. Sub-Treasury, in this city, up to date of latest published local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 1st of March, $25,699,360, against $29,619,280 on the 1st of February, 1868. The Sub Treasury issued $3,124,020 of coin certificates in March.

Government revenues have been on a very limited scale, in the form of excises, since our last, as has been the case for some weeks past. The customs have been yielding satisfactorily. The excises, last week, yielded only about two millions, against three millions the preceding week; customs at the port of New York, $2,854,984 and at the outports, about $900,000 (in coin) more, making the grand total income for the week equal to about $7,156,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $145,000,000, or equal to a monthly average of $16,111,111.

Government received from customs, through the port of San Francisco, from Jan. 1, to March 7, 1868, $1,419,090.

Gold has been without much activity or firmness since our last. The highly favorable cotton advices from Liverpool, and the close money market, here have operated against the speculation, which has lacked vigor. The extreme figures, since our last, have been 138⅛@139⅛, and the latest quotation on Wednesday 138¼. The export drain has been light. No specie was exported on Wednesday. The California steamer delivered here on that day $864,699 in treasure.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $1,787,449, against $408,139 same time last year. The customs demand for Gold last week, averaged $475,830 a day; thus far, this week, it has been equal to $496,500 a day, or equal to a weekly aggregate of $2,979,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $508,371 and from California, $864,699. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $85,065,202, against $95,482,132 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $25,606,489, against $31,298,784 same time in the preceding fiscal year, showing a decrease of $5,692,295 in 1867–'68. The exports of specie from this port, last week, were $556,675, against $445,038 same week last year. The exports of specie, hence, since July 1, 1867, have been $42,238,423, against $23,452,101 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $125,000, and since July 1, 1867, $54,876,162, against $38,425,764 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to March 7, 1868, were $7,034,562, against $7,321,281 same time last year.

Government marketed about 2¼ millions of Gold, through the local office, last week.

Foreign Exchange stiffened in price during the week, on a moderate increase of demand from buyers, and a less liberal offering of prime bills. The market closed tamely, though comparatively steady. Bankers' prime sixty day bills on London closed on Wednesday at 109¾@109⅞, and on Paris to 5.20c.@5.15; sight bills on London to 109¾@110⅛, and on Paris to 5.15c.@5.12½. The offering of produce bills have been more extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,996,447, against $4,650,390 same week last year; total, since July 1, 1867, $133,605,830, against $145,773,671 same time in 1866–'67.

The dealings in Government securities have been on a restricted scale since our last. The money pressure has presented anything like extensive operations. Its influence on values has been less decided. At the close the market was comparatively firm, though utterly inanimate. Government has bought some three millions of Seven-Thirties since our last.

U. S. sixes of 1881 closed here on Wednesday at 110⅞@111; U. S. Five-twenties of 1862, 109⅜@109½; U. S. Five-twenties of 1864 at 107⅝@107¾; U. S. Five-twenties of 1865 at 107@107⅞; U. S. Five-twenties of 1865, consolidated, 106½@106⅜; U. S. Five-twenties of 1867, 106¾@107; U. S. Ten-forties at 100⅝@100¾, and U. S. Seven-thirties at 105⅝@105⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	118¼	September, 1865	116¾
August, 1865	117¼	October, 1865	116¼
U. S. three per cent. certificates			100¼

Government paid off $80,202 of the matured loan of 1847–'67, in February.

Railway and miscellaneous share property has been quite active, and, on the whole, well matured in value, in the face of an unusual stringency in money. The latest dealings were on a less confident basis the pinch in money having been rather severely felt by some of the speculative holders, who were forced to sell for cash.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 18.	Mar. 25.	April 1.
Consols	93⅜	93⅛	93⅛
U. S. 5-20's of 1862	72¼	72⅜	72⅛
Erie	45¼	46½	48⅝
Ill. Central	89⅜	89¾	89½

General business was fairly active in the produce lines. Breadstuffs, and Provisions attracted considerable attention, but closed in favor of buyers as a rule. Cotton has been unusually brisk at advanced prices. Middling upland cotton closed buoyantly at 27¾@28 cts., per lb. The stock of cotton now here is estimated at about 115,000 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 1,927,000 bales, against 1,545,000 bales same time last year; exports, same time 1,265,000 bales, against 941,000 bales same time last year; stock on hand at latest dates, 325,000 bales, against 560,000 bales same date last year. At the Live Stock markets this week, Beeves have been in better supply and less demand at a shade easier prices, ranging from 14@19c. per lb.; week's receipts, 5,267. Veal calves, were dull and lower, selling down to 9@12½c. per lb.; receipts, 1,324. Sheep and lambs in good demand and firm at from 6½@10¼c. per lb.; receipts, 15,810. Swine quiet and heavy at from 8¾@9¾c. per lb., all live weight; receipts, 21,489. General merchandise has been moderately active at, in the main, full rates. Domestic Cotton Goods have been more active, and, as a rule, firmer though there has been much irregularity in prices. Domestic Woolens have been in fair demand at about previous figures. Foreign Goods have been in somewhat better request, and desirable fabrics have been selling advantageously. The total imports of foreign dry goods, last week, were $1,670,180, and the total amount marketed $2,018,199. The value of foreign merchandise imported last week, was $3,626,993—making the grand total specie value of last week's imports of dry goods and merchandise, equal to the unusually large sum of $5,297,173, against $4,242,200, same week last year; total since July 1, 1867, $172,633,158, against $201,063,937 same time in 1866–'67. The ocean freight market has been rather more active and firmer though irregular, since our last. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s.@2s. 3d. by steamer, per bbl.; grain at 5½d.@6d. by sail, and 7d.@7½d. by steamer, per bushel; cotton at $\frac{5}{16}$@⅜ by sail, and ⅜@$\frac{7}{16}$ by steamer, per lb.; and heavy goods at 20s.@35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday 517.

The New York exports, exclusive of specie, for the week ending Mar. 31, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,650,390	$3,996,447
Prev. reported	46,431,644	38,466,498
Since January 1	$51,082,034	$42,462,945

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$1,217,022	$1,670,180
Gen. merchandise	3,025,178	3,626,993
Total for the week	$4,242,200	$5,297,173
Previously reported	58,872,164	50,330,025
Since January 1	$63,114,364	$55,627,198

The balance in the Sub-Treasury on Wednesday was $98,766,979 23.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s W. L., 97; do., Park Loan, 95; Kings County (L. I.) 6s, 96½; New York State 7s, Bounty Loan, reg., 108¾; Georgia 7s, 86¾; Chicago and Gt. Eastern 1st mort., 86½; Toledo, Peoria and Warsaw 1st mort., 82½; Chicago and Milwaukee 1st mort., 87¾; Renssalaer and Saratoga R. R., 83; Indianapolis and Cincinnati R. R., 59; Hannibal and St. Joseph, 77; do., pref., 84½; Adams' Express Co., 76; U. S. Express, 71¼; Merchants' Union Exp., 34¼; Am. Exp., 69¼; Wells Fargo Exp., 35¼; Union Navigation, 27⅛; Western Union Telegraph, 35⅞; Bank of Commerce, 118¾; Am. Exchange Bank, 119; Marine Bank, 150; Seventh Ward Bank, 111; Fourth National Bank, 105; Tenth National Bank, 101⅛; Merchants' Bank, 119; Bank State of New York, 135; Central National Bank, 105; Park Bank, 148; Corn Exchange Bank, 124; American Flag, 0.65; Bennehoff Run oil, 1.70; Bobtail Gold, 1.15; Buchanan Farm, petroleum, 0.40; Consol. Gregory Gold, 3.30; Edgehill Mining, 2.40; Gunnell Gold, 0.90; Holman Gold, 0.05; Keystone Silver, 0.02; La Crosse Gold, 0.55; Liberty, 0.04; Montana Gold, 1.15; Midas Silver, 0.50; Nye Gold, 0.03; New York Gold, 0.65; Pit Hole Creek, petroleum, 0.85; Quartz Hill Gold, 1.10; Rutland Marble, 15.00; Rocky Mt. Gold, 0.20; Smith and Parmalee 2.60; Wallkill Lead, 0.27.

Philadelphia.—North Penna. 7s, 85; Phila. and Reading 6s, 1843-'80, 93½; do., 1844-'80, 93½; Phila. and Erie 7s, 79; Lehigh Coal and Navigation 6s, R. R. loan, 88¾; Allegheny Co. comp. 5s, 76; Phila and Trenton R. R. 124,; New Jersey State 6s, 105; Penna. State 5s, 1870, 99¾; West Branch and Susq. Canal bonds, 60; Union Passenger R. R., 37½; Fulton Coal, 5¾; Big Mt. Coal, 4½; Hazleton Coal, 47; Ocean Oil, 2⅛; Farmers' and Mechanics' Bank, 131; Corn Exchange Bank, 72½; Mechanics' Bank, 31½; Western Bank, 95; City Bank, 70⅛; Girard Bank, 60¼; Phila. Bank, 163. The latest quotations are: City 6s, 100¼@100½; do., free of tax, 103@103; State 5s, reg., 98¾@101; do., coupon, 95@96; do., 6s, W. L., 102@102⅜; Reading, 45@45⅝; do., 6s, 1870, 100@100⅛; do., bonds, 93@94; Camden and Amboy, 125⅞@126; do., mort. 6s, 1889, 96½@97; do., 1883, 88¼@88½; Penn. R. R., 55@55; do., 1st mort., 101½@102; do., 2d mort., 95½@—; Little Schuylkill R. R., 28½@29½; Morris Canal, 30@50; do., pref., 90@91; do., bonds, 88@92; Wyoming Valley Canal, 38@45; do., 6s, 75@85; Susquehanna Canal, 15@16; do., 6s, 60@61; Sch. Nav., 12@13; do., pref., 22¼@22½; do., 6s, 1882, 70½@71¼; Union Canal bonds, 15@16; Delaware Div. Canal, 48@48½; do., bonds, 83@89; Elmira and Williamsport, 30@33; do., pref., 40@40½; do., 7s, 1873, 95@97; do., 5s, 59½@60½; Lehigh Coal and Navigation, 25¾@26; do., bonds, 1884, 85½@86; North Pennsylvania, 32@32½; do., 6s, 87¾@88; Philadelphia and Erie, 25½@25¾; do., 6s, 94@95; Minehill, 56½@57; Catawissa, 5@6; do., pref., 27@27¼; Lehigh Valley, 52¾@53; do., bonds, 95½@96; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 55@55½; West Philadelphia, 65@65; Spruce and Pine, 24@24; Green and Coates, 30@30; Chestnut and Walnut, 44½@45; Thirteenth and Fifteenth, 16@17; Girard College, 26½@28; Tenth and Eleventh, 64@64½; Union, 37@38; Hestonville, 10@10⅛.

Boston.—Rutland and Burlington 1st mort., 141½; Old Colony and Newport 7s, 1877, 102¾; Union Pacific R. R., 6s, gold, 96; Vermont Central and Vermont and Canada 8s, 1877, 102; Western R. R. 6s, 1875, 99½; Vermont and Massachusetts R. R. 6s, 1883, 92½; Boston, Hartford and Erie 7s, 64; Vermont Central 1st mort., consolidated, 71½; Middlesex R.R. 6s, 85; Ogdensburg and Lake Champlain Equipment 8s, 102; Connecticut and Passumpsic Rivers R. R., 83; Rutland pref., 78; Indianapolis and Cincinnati, 29; Granite Railway, 50¼; Cape Cod R. R., 67; Boston Water Power Co., 20; Waverly Land 1¼; Cary Imp. Co., 7¾; Massachusetts 6s, 5 20s, currency, 103; do., 5s, 1894, gold, 106½; New Hampshire 6s, 1884@1873, 100½; Maine 6s, 1889, 100⅛; Rhode Island 6s, 1882, 100⅛; Lynn 5s, 1882, 85¼; do., 6s, 1885, 100½; St. Louis 6s, 1887, 83¾; Boston 5s, 1877-'83, gold, 107¼; do., 6s, 1874, currency, 103½; Cambridge 5s, 86; do., 6s, 1886, W. L., 100; Bath 6s, 1891, 91; Roxbury 6s, 1874, 102; Chicago 7s, 1892, School Bonds, 98; Augusta 6s, 1887, 91; East Boston Gas, 30; Boston Gas, 77½; Shawmut National Bank, 107; State National Bank, 104; National Bank of Commerce, 116; Merchants' National Bank, 116¼; Eliot National Bank, 108; Tremont National Bank, 116; National Bank of Redemption, 112¾; Traders' National Bank, 100; Fanuel Hall National Bank, 125½; Maverick National Bank, 105; Exchange National Bank, 148⅛; Webster National Bank, 107½; Market National Bank, 107½; Suffolk National Bank, 115; North National Bank, 119; Algomah Mining Co., 37½c.; Allouez, 3½; Bay State, 2⅝; Dana, 50c.; French Creek, 13c.; Hancock, 5¼; Hecla, 40; Native, 1; Petherick, 1⅛; Star, 50c.; Superior, 1¼.

Baltimore.—Central Ohio R. R., 37; do., 1st mort., 86⅞; Western Maryland 2d mort., guaranteed, 90½; Virginia 6s, old, reg., 41; do., 1866, reg., 41½; City 5s, 80¼; Atlantic Coal, 0.85; Union Bank, 62; Franklin Bank, 13¾; Bank of Baltimore, 112¾; Merchants' Bank, 110; People's Bank, 18; Exchange National Bank, 97½. The latest quotations are: Balt. and Ohio, 129@130; do., 6s, 1875, 96½@—; do., 1880, 96½@—; do., 1885, —@98; Northern Central, 45¼@45½; do., bonds, 1885, 85@85; do., 1900, 83@85; Parkersburg Branch, 25@28; N.W. Va., 1st mort., 95½@—; do., 2d mort., 95@95½; do., 3d mort., 1873, 91½@94½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 91@91¼; do., 2d mort., 73@73½; Central Ohio, 36@37; do., 1st mort., 87@87¾; Western Md. 6s, 1890, 77@—; do., guar., 94@95; Maryland 6s, coupon, 1870, 101@101½; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99¾@100; do., 1886, 99@99¾; do., 1890, 98@98⅛; do., coupon, 100@—; do., Park, 97½@98; do., 1893, 96@96; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19@19¼; Canton Co., 56½@—; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 65@70; Santa Clara, 1.50@2.00; Atlantic Coal, 0.84@0.90; Baltimore Coal, 290@—.

☞ The Island City *Times* says that work has "actually begun on the Railroad between Omro and Winneconne. We may therefore look on the extension of the road to Neenah, Menasha and Appleton, as a fixed fact."

Cleveland and Pittsburg Railroad.

The following is the result of the special meeting of the stockholders of the Cleveland and Pittsburg Railroad Company on the 26th ult.:

We, the undersigned, appointed and qualified as Inspectors of Election, do hereby certify that at a meeting of the stockholders of the Cleveland and Pittsburg Railroad, held this 26th day of March, 1868, the following resolution was offered for adoption:

Resolved, That by and under the provisions of an act of the Legislature of Ohio, of April 11, 1858, the Directors of the Cleveland and Pittsburg Railroad Company are hereby authorized, at their discretion, to increase the capital stock of the company to the amount of 10 per cent. of the present capital stock, and to divide the same among the shareholders *pro rata* on the amount of stock held by them respectively at this date, as shown by the books of the company, and under such provisions as to fractional shares as the directors deem proper.

That there was cast for this resolution 76,558 votes, that being the whole number of votes cast, we do therefore declare said resolution unanimously adopted.

Samuel Redfield, P. F. Geisse, and D. C. List, Inspectors of Election.

Birdsboro' and Wilmington Railroad.

The whole length of this road from Birdsboro' to Wilmington will be 63.74 miles, viz: from Birdsboro' to Springfield, 12.40 miles; to crossing of East Brandywine Railroad, 18.86; to crossing of Pennsylvania Railroad at Coatesville, 30.86; to Forks of Brandwine, 42.77; to crossing of Baltimore Central Railroad, 48.79; to connection with the P. W. & B. Railroad and the Delaware Railroad System, 62.55; to West street, Wilmington, 63.74 miles. The whole grading and bridging of the road, we learn was contracted for about $750,000 by responsible men with responsible security for performance of contract.

☞ It is officially announced that work will be commenced immediately on the new line of railroad between Indianapolis and Terre Haute; also that the new road between Terre Haute and St. Louis *via* Vandalia, Illinois, will be rapidly pushed forward. This will give two through routes from Indianapolis to St. Louis.

☞ The city of Bangor, Me., has voted to loan to its credit for $1,000,000 to the European and North American Railway, also $15,000 per mile to the Bangor and Piscataquis road. The vote stood 1,140 yeas to 45 nays on the first, and 1,123 yeas to 63 nays on the second proposition. This secures the building of both roads.

☞ The citizens of Belfast, Me., by a vote of 859 to 50, have accepted an act of the Legislature authorizing an additional subscription of $40,000 to the preferred stock of the Belfast and Moosehead Lake Railroad. This insures the immediate construction of the road.

☞ A "Red Line" freight car passed through Utica last week, on its way to Cheyenne, Colorado, from Boston, Mass., without transfer of freight. The distance is about two thousand and seventy miles.

☞ The Governor of New Jersey has signed the bill giving corporate rights to the Erie Railway Company in that State.

☞ The Toledo and Maumee street Railroad Company has been incorporated with a capital of $100,000.

Railroad Earnings.—Weekly.

The earnings of the Atlantic and Great Western Railway for the third week in Mar., 1868, were $106,449 00
Corresponding week previous year ... 116,134 00

Decrease $9,685 00

The earnings of the Western Union Railroad for the week ending Mar., 21, 1868.... $11,504 45
Corresponding week previous year 8,119 88

Increase $2,384 57

The earnings of the Marietta and Cincinnati Railroad the 3d week in Mar., 1868.... $23,233 00
Corresponding week previous year 17,798 00

Increase $5.435 00

The earnings of the Toledo, Wabash and Western Railroad for the 3d week of March, 1868, were $60,947 00
Same week in 1867..... 72,981 00

Decrease $12,034 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week in Mar., 1868, were $91,814 00
Corresponding week of 1867 ..... 87,523 00

Increase..... $4,291 00

The earnings of the Michigan Central Railroad for the 3d week in Mar., 1868, were .. $79,878 71
Corresponding week of previous year .. 77,598 28

Increase. $2,280 43

The earnings of the Chicago, Rock Island and Pacific Railroad for the third week in March, 1868 were. $70,300 00
Corresponding week of previous year. 73 165 00

Decrease $2,865 00

The earnings of the Chicago and Alton Railroad for the third week in March, 1868, were. $72,179 09
Corresponding period previous year .. 67,838 38

Increase $4,340 71

The earnings of the Chicago and Northwestern Railroad for 3d week in Mar., 1868.. $204,705 37
Corresponding week previous year .. 180,580 50

Increase $24,124 87

☞ The South Side (L. I.) Railroad, which since October last has been running from Jamaica to Babylon and connecting at the former place with the Long Island railroad, will speedily run direct from Williamsburgh. The rails are laid to Fresh Pond, but three miles from the Williamsburgh ferry. At the east end of the road grading has been completed to Patchogue, and rails will soon be laid down.

☞ The Terre Haute and Indianapolis Railroad Company contemplates laying a double track between the two cities as soon as possible, and to extend a branch of their road north and south into the coal fields of that section.

☞ The Union Pacific Railroad is complete to a point twenty-seven miles west of Cheyenne City, and within four miles of the highest summit of the entire route. The number of men now employed on that section is 3,000.

☞ At a recent meeting of the directors of Chesapeake and Ohio Canal Company in Annapolis the board reduced the tolls on coal from Cumberland to Georgetown from sixiy-nine cents to forty-six certs per ton. Mr. Benjamin Fawcett, of Montgomery county, was elected secretary and treasurer of the company.

Manufacture and Wear of Rails.

The paper read on this subject at the Institution of Civil Engineers, London, on 3d March, was by Mr. C. P. Sandberg, Assoc. Inst. C. E. The communication was divided into three parts. First, as to the best method of manufacturing rails out of common iron, and as to the time they would last. Secondly, as to the disposal of the iron rails when they were worn out. And thirdly, as to whether iron or steel, or a combination of the two materials, was the most economical to use for rails.

The mode of manufacturing iron rails for Sweden, as carried out in South Wales between the years 1856 and 1860, was described; and it was stated that, with a view of ascertaining the best method, it was decided to submit a number of sample rails, made from five different kinds of "piles," to actual practical trials. These experimental rails were laid down at the Camden-town station, by permission of the London and North Western, and the following table showed the number of tons passed over each description of rail before it was crushed, and also before the rails were taken up:

Mark of Rail.	Crushed. Tons.	Worn out. Tons.
T	3,680,000	5,060,000
Y	4,140,000	5,290,000
H	3,220,000	5,060,000
E	6,900,000	8,970,000
N	3,220,000	5,520,000

A table, calculated from the above, showed how long the rails would last, supposing them to be passed over by three thousand trains yearly, each train being composed of an engine weighing thirty tons, and of twenty wagons of ten tons each, or a gross load of 230 tons. From these tables it was ascertained that the five different descriptions of rails were on the average crushed in six years, and worn out in nine years. The conclusion was thus arrived at, that hammering after the first welding heat, for this particular kind of iron, did not improve the endurance of the rails, but that the simplest mode of manufacture had also the material advantage of being the best. These trials at the same time established the fact that it was not the wear, or the diminished sectional area caused by abrasion, which produced the unsatisfactory results in the endurance of iron rails, but the lamination caused by imperfect welding. This explained the great difference between the wear of rails made in exactly the same way, the welding in the one case being perfect, whilst in the other it had been very imperfect.

These experiments also confirmed the rule laid down in Mr. R. Price Williams's Paper, "On the Maintenance of Permanent Way"—viz., that the endurance of rails might be measured by the product of the speed and of the passing weight. Trial rails, of the same kind of manufacture as those marked E in the previous table, but of a heavier section, laid on the Great Northern might thus be said to have borne 276 million tons at a speed of 1 mile per hour. The endurance of the rails tried at Camden-town, under unusual conditions, where the wear was occasioned principally by the frequent use of the breaks and by continual shunting, was much less, and might be represented by 120 million tons at a speed of 1 mile per hour. These experiments seemed to indicate that 220 million tons might be carried over rails of the section and make referred to, at a speed of 1 mile per hour; so that any railway company, knowing the load which yearly passed over their line and the speed, might by multiplying the one into the other, and dividing this product by 220, ascertain the life of iron rails in years. The conclusions the author had arrived at were, that no rule could be laid down for the manufacture of rails that would apply to every manufacturing district; but that in the case of Welsh iron, to which he had more particularly referred, it had been proved that the best method of manufacturing the rail was that now most commonly practised—viz., rolling the iron into bars, piling these, and repeated rolling to the finished rail, without hammering. The author assumed that the prejudicial result from hammering was owing to the large amount of sulphur in the Welsh iron. Where the iron contained more phosphorous and less sulphur, as, for instance, in the Cleveland, Belgian and French iron districts, hammering had proved beneficial, and rails had been made direct from puddled bars, without the intermediate process of piling—this being, in fact, the method generally adopted in those places, and being found to answer best.

As to the disposal of the rails when worn out, and as to the possibility of re-rolling old rails with advantage by companies far removed from the seat of manufacture, such as the British colonies, the countries round the Mediterranean or the Baltic, the author thought that for railways near the seat of rail manufacture, the best way would be to continue to sell the old rails to the rail mills. For other countries, situated like Sweden, for instance, it became important to ascertain whether it would not be more advantageous to re-roll them. On this subject precise and detailed calculations were entered into, which led the author to think that the manufacture might be carried on in that country with advantage, using Swedish Bessemer steel for the head, No. 2 iron for the foot or flange, and old iron rails for the remainder of the pile.

In the third division of the paper, as to the best and most economical material to be employed for rails, the following calculations were made: Assuming that under a very heavy traffic, common iron rails would last five years, steel top rails fifteen years, and solid steel rails thirty years, and that iron rails would cost 7*l.* per ton, steel top rails 10*l.* per ton, and solid steel rails 15*l.* per ton, and that the old steel top and iron rails were valued at 4*l.* per ton, and the old solid steel at 8*l.* per ton, then, with a rail section of 84 lb. per yard, 250 tons of rails would be required for one English mile of double line, and the cost of laying the rails might be estimated at 1*l.* per ton. On these assumptions the author has calculated the following:

Annuity Table, No. 1.—*Interest calculated in each case at* 5 *per cent.*

Prices. Per Ton	When Iron rails last.	Annuity would be for Iron Rails.	Steel Top Rails.	Solid Steel Rails.
Iron rails.....£7	Years.	£	£	£
Steel top ditto ..10	2	587	395	**325**
Solid steel ditto.15	3	417	307	**271**
Credit for	4	332	247	**245**
Per Ton	5	280	**218**	230
Old iron rails.....£4	10	179	**163**	205
" steel top do.. 4	15	**134**	148	201
" solid steel do. 8	20	**130**	140	200

This table might be thus explained, as to iron rails lasting five years:

250 tons, at 7*l.* per ton	£1,750
Cost of laying down	250
	£2,000
Which sum, at the end of five years, at 5 per cent. compound interest, became...	2,552
The difference between this sum (viz., 2,552*l.*) and the value of the old rails (250 tons, at 4*l.* per ton=1,000*l.*) was.....	1,552
The annuity required to recoup this latter sum in five years was.....	£280

It might be objected that the prices quoted for solid steel rails were too high. Rails of this kind had been sold in some places as low as 12*l.* per ton, but for the best quality the present price was 15*l.* per ton, and it was only from these that the experience had been gained, as to their enduring six times as long as iron rails. However, Table No. 2 had been calculated for the different kinds and periods at the following prices—viz., iron rails at 6*l.* steel top rails at 9*l.*, and solid steel rails at 12*l.* per ton, crediting the old iron and

steel top rails at 3*l.* per ton, and the old solid steel rails at 5*l.* per ton.

Annuity Table No. 2.

Prices. Per Ton	When Iron Rails	Annuity Iron Rails.	would be for Steel Top Rails.	Solid Steel Rails.
Iron rails.....£6				
Steel top ditto.... 9	last.			
Solid Steel ditto..12				
	Years.	£	£	£
	2	574	382	**288**
	3	404	283	**233**
Credit for	4	319	234	**230**
Per ton	5	268	206	**174**
Old iron rails £3	10	166	**149**	168
" steel top ditto. 3	15	**133**	136	163
" solid steel do.. 5	20	**117**	126	150

This table showed that in all cases solid steel rails were the cheapest. The amount of traffic must, therefore, decide which material it was the most economical to use for the maintenance of the permanent way. For all railways where ordinary iron rails were worn out in five years, or in a shorter time, solid steel rails were the most economical, at the prices quoted in Table 1. Where ordinary iron rails lasted over five and up to ten years, steel-top rails would be the cheapest; iron rails in these cases being clearly proved to be the most expensive, although the cheapest where they lasted from fifteen to twenty years.

The preceding tables referred to rails of the Vignoles section. Table No. 3 had been made up for the ordinary double-headed rail, for one English mile of double line, according to the prices stated, the considerations being the same as in Table No. 2, excepting that the chairs had been taken into account. Allowance had been made for 140 tons of new chairs per mile at 5*l.* per ton, credit being given for the value of the old chairs at 2*l.* 10s. per ton. It might be observed that steel headed rails were here estimated to last four times, and solid steel rails eight times, as long as ordinary iron rails—that was, making allowance for the use of both faces.

Annuity Table No. 3.

Prices. Per ton	When Iron Rails	Annuity Iron Rails.	would be for Steel Top Rails.	Solid Steel Rails.
Iron rails.....£6				
Steel top ditto. .. 9	last.			
Solid steel ditto..12				
Ch'rs 140 t'ns p.m. 5	Years.	£	£	£
	2	780	379	**296**
Credit for	3	551	291	**249**
Per ton	4	436	244	**228**
Old iron rails .£3 0	5	366	223	**217**
" steel top do. 3 0	10	229	**177**	199
" solid st'l do. 5 0	15	183	**166**	
" chairs..... 2 10	20	163	**162**	

Table No. 3 indicated that the iron rails were in no instance the cheapest; but, on the contrary, that when iron rails had the advantage, and where iron rails had a longer duration, then that steel-headed rails were the most economical.

Another fact had still to be taken into consideration, the safety of the three different materials, in regard to high speeds, severe climates, &c. A report recently published by Professor Styffe, the director of the Government School of Mines at Stockholm, showed the extent to which the tenacity and elongation of various materials were influenced by the amount of carbon they contained. From the tables which accompanied this report it appeared that the hardest material had the greatest absolute strength, both before and after permanent set had taken place, but it had the least ductility; on the other hand, a softer material had the greatest tenacity or elongation, the Bessemer material giving the same results as that prepared from the same pig iron by puddling, refining, or the cast-steel process. In a diagram illustrating these results, the per-centage of carbon and prosphorus was stated in nearly all cases. The limit for the amount of carbon seemed to be for the Bessemer material 1-2 to 1-5 per cent. With a larger amount the absolute strength, as well as the tenacity, had been found to decrease. When the amount of carbon did not exceed 0-4 per cent., and the material was not worked at too low a heat, the elongation seemed to be 16 per cent., or the same as for puddled iron from the same pig iron; and, as such Bessemer material was not only much stronger, but also more solid or homogeneous than the puddled material, it deserved a decided preference for all railway purposes. The few cases of the failure of rails by breaking might be accounted for as the result of too hard a material, not perfectly manufactured, having been made at an early period of the introduction of the process. The experience which had now been gained should certainly prevent any recurrence of this.

It must, however, be observed that the raw material used in both cases was charcoal pig iron of a superior quality compared with that used in England for making Bessemer rails, which might be seen from analyses made by two eminent chemists of both countries, which were given. These analyses showed that the great difference between the two was the excess of silicon in the English, and of manganese in the Swedish pig iron; thus explaining why the one gave a better product than the other, although worked entirely without the addition of spiegel-eisen. If there were only 0·6 per cent. of carbon in the solid steel, and 0·3 per cent. in the steel for the steel head, the safety ought to be the same for all the three kinds, and this would not influence the former calculations as to which was the best and most economical material for rails.

Having watched the development of the Bessemer process in England, as well as on the Continent, it seemed to the author that by that process a good and pure raw material had the same advantage over an inferior one as in all other processes, and that a superior product could not be obtained from an inferior raw material by that process any more than by any other. In having mentioned Swedish material as an example, it must not be supposed that it was wished to advocate the use of Swedish iron in this country, but simply to draw attention to the better material; as equally good charcoal iron could be supplied from Canada and India—both English colonies. It might also be remarked that the author's endeavor had been to arrive at the truth irrespective of prejudice, and that he had no wish to be deemed an advocate for one kind of rail more than for any other.

☞ The directors of the Union Pacific Railroad Company have decided unanimously to locate and construct its railroad bridge across the Missouri River, opposite the present terminus of their road at Omaha. The bridge is to be sufficiently high to allow the passage of boats, and will be constructed immediately.

☞ The Cumberland *Civilian* says the Pittsburg and Connellsville Railroad will be pushed forward to an early completion. By the 15th day of May the entire road will be under contract.

☞ An offer has been made, by a reliable party, to build and equip the Intercolonial Railway on the Robinson route, between Truro and River du Loup, for $14,600,000.

IMPROVED DOUBLE-ACTION PUMPS, SUITABLE for deep mines, railroad water stations, ships, breweries, distilleries, mills, factories, etc. Send for circular. Manufactured by G. MARSHALL,
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(Corner Front,) New York.
E. F. HAVENS, Secretary.

PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., Feb. 10, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the Office of the Company, until the 15th day of April, 1868, at noon, for the GRADING, MASONRY, and BRIDGING of that portion of the NEW YORK AND OSWEGO MIDLAND RAILROAD, extending from the CITY OF OSWEGO to the VILLAGE OF SIDNEY PLAINS, a distance of ONE HUNDRED AND TWENTY MILES, and passing through the Towns of VOLNEY, HASTINGS, WEST MONROE, CONSTANTIA, VIENNA, LENOX, STOCKBRIDGE, EATON, LEBANON, SMYRNA, NORTH NORWICH, NORWICH, OXFORD AND GUILFORD, and that portion known as the Branch, from at or near EAST GUILFORD, in the town of GUILFORD, to MT. UPTON, in the same town.

The line will be divided into Sections of about One Mile each, and proposals may be made for separate Sections or for the Entire Work. The Company will entertain separate proposals for Bridging only.

The line passes through a desirable section of country of Central New York, and the work will be worthy of the attention of Contractors.

Plans, Profiles and Specifications will be ready for examination at the Office of the Chief Engineer, in Oneida, N. Y., where all necessary information may be obtained, on and after the 6th day of April.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

POSTPONEMENT.

In consequence of the unfavorable weather for field work for the past three weeks, the above Letting will be Postponed until THE FIRST DAY OF MAY, AT NOON. Plans, Profiles and Specifications will be ready for examination as above noticed, on and after the 22d day of April.

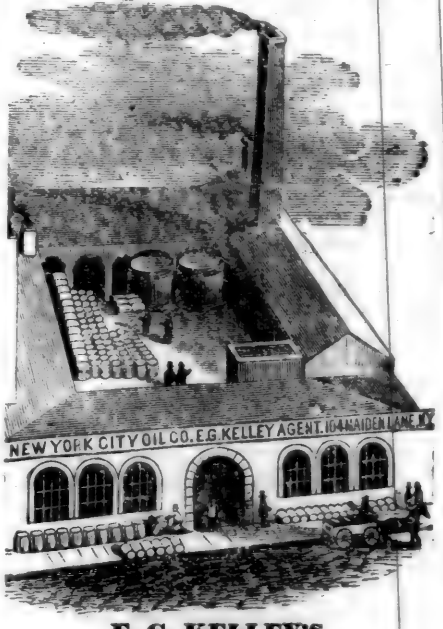
Dated Oneida, March 20th, 1868.
D. C. LITTLEJOHN, President.
4t14 W. B. GILBERT, Chief Engineer.

Notice to Contractors.

PROPOSALS FOR THE GRADUATION AND MASONRY of the Nineteen Miles of the Knoxville and Kentucky Railroad not yet under contract, extending from a point two miles south of Elk Gap to the Kentucky line near the town of Boston will be received until the 24th of April next.

The profile and specifications for this section, which includes four Tunnels, varying from two hundred and fifty to seventeen hundred and fifty feet in length, with other heavy work, can be seen at the ENGINEER'S OFFICE, in Knoxville, after the 14th of April. The Company reserve the right to reject all bids. For further particulars address— ADRIAN TERRY, Chief Engineer, &c.
Knoxville, Tenn., March 26, 1868.

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PROPOSALS

For the Construction of a portion of the Summit Division of the Illinois and Michigan Canal.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 11, 1868.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of Public Works, at their office, until 11 A. M. Wednesday, April 15, for the construction of sections Nos. seventeen (17) to forty-four (44,) inclusive, of the Summit Division of the Illinois and Michigan Canal—a distance of about eleven (11) miles.

Maps, profiles, and specifications will be exhibited at the office of said Board in Chicago.

There will be some 1,500,000 to 2,500,000 cubic yards (according to the line which shall be adopted) of earth excavation, some of it quite hard and embracing con iderable detached rock, and about 90,000 cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the canal during the season of navigation.

It is believed, however, that most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

Proposals are invited on the present line of canal, and also on a new line, as follows, viz:

For the work on Sections 17 to 23, inclusive, according to the old line.

For the work on Sections 24 to 41, inclusive, bids will be received both for the improved old line and a new line.

For the work on Sections 42 to 44, inclusive, bids will be received both for the old line and a new line.

If a new line be adopted for any portion of the distance operations thereon may be continued the whole year. It is expected that the navigation of the canal will be suspended for at least five months in each year, unless otherwise mutually agreed by the Board and contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows, and cranes for the earth work, and drilling machines, pumping machinery, and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next, or as soon thereafter as navigation shall be suspended.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, indorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar ($200) bond, with sureties, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security as, according to their judgment, will secure the doing of the work according to the contract.

A. H. BURLEY,
J. McARTHUR,
W. H. CARTER,
WILLIAM GOODING,
R. B. MASON,
Board of Public Works.

4t12

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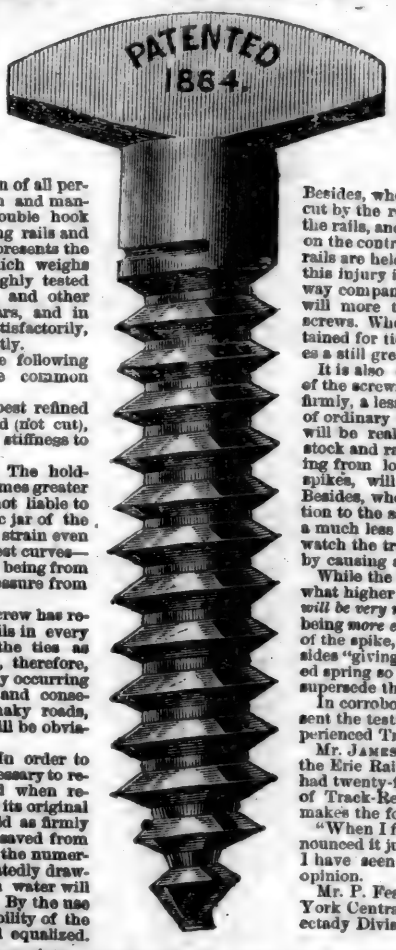
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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They are also in possession of plans of the most recent improvements in machinery used in France and Germany in the manufacture of Beet-Root Sugar.

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Leon. W. Jerome,	George Osgood,	S. D. Bradford,
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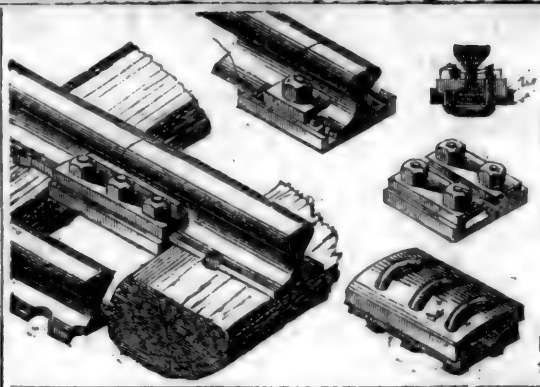
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American Railroad Journal.

New York, Saturday, April 11, 1868.

Albany and Susquehanna Railroad.

In the discussion of the question of State aid to *complete* this road it should be borne in mind that this company had expended over two millions of dollars, and completed forty-five miles of their road before they received one dollar from the State; that the line is very expensive to build, there being several heavy cuts and embankments, and a tunnel of 2,200 feet upon that portion yet to complete, and although over five millions of dollars have already been expended, it will require over a million dollars to complete the road. The company have, in good faith, complied with the conditions entitling them to the former aid, and the instalment now asked for has twice before this been voted by the Legislature and defeated by the vetoes of the Governor.

The section this road penetrates has never had canals built to accommodate it, but in lieu thereof now asks this aid in part payment of an old debt for taxes paid for canals and improvements in other parts of the State. While the sum asked is not one-tenth the cost of a canal, it will be worth more to the State in the construction of this road. The sum to be raised is only one-tenth of a mill ($150,000,) there being a surplus in the Treasury from the former tax to make up the balance.

The State of New York is doing much less in proportion, than several other States in aid of railroads. Massachusetts has within the last two years voted over five million dollars for that purpose, and to-day has more miles of railroads in proportion to her territory than any other State in the Union.

It is said the appropriation is to a *private* corporation. This is not true. The Supreme Court of the United States as well as the State Courts, have repeatedly held otherwise. There is now no conflict in the decisions upon that point. Governor Marcy, when a Judge of the Supreme Court, as long ago as the decision in the case of Conklin *vs.* Baldwin, 4 Wen., 670 says: "The execution of a *public* work may as well be committed to an individual or a company as to public agents; its character as a public work remains the same." Again, in 14 Wen., 51, the Court say:

"That the taking of private property for the use of a railroad company, is taking it for *public* use, within the meaning of the Constitution, and that such corporations are *public* and not private corporations."

In 21st Penn. R., 149, the Court say:

"Railroads are not *private* affairs. They are *public* improvements, and it is the right and duty of the State to advance the commerce, and promote the welfare of the people, by making or causing them to be made at the public expense.

"If the State declines to make a desirable public improvement, she may permit it to be done by a company, and the fact that it is done by a corporation does not take away its character as a *public work*.

"The right of the company, by which it is made, to be compensated for the expense of constructing it by taking tolls for its use, though it gives the corporation an interest in it, does not extinguish the interest of the public, nor make the work a *private one;* because, to say nothing of other advantages, the public can pay the toll, and still carry and travel on it very much cheaper than without it.

"The State may, therefore, rightfully *aid* in the execution of such public works, by delegating to the corporation the right of eminent domain, as she always does, or by an exertion of the taxing power as she has done very often."

It is not my purpose to discuss the merits of the several applications now before the Legislature. Several of them are meritorious and worthy projects, and when completed, will add largely to the aggregate wealth and taxable property of the State, and should be aided, particularly where the work has been commenced and prosecuted in good faith; but let each be considered on its own merits. The State is not so poverty-stricken as not to be able to aid, to a reasonable extent, in the construction of public works, which, in direct taxes, will return to the Treasury in a short time more than the aid rendered. Let every appropriation be cut off that can be, and particularly those that tend to promote *private* rather than public interests.

The same arguments now used against State aid, have been used against the construction of the Erie Canal and other public works. The only difference is, that in one case the State only renders aid, and in the other does the whole and pays for it out of the Treasury. It certainly is more economical for the State to aid, than construct and keep in repair, wholly out of the Treasury, notwithstanding the receipt of tolls.

There are politicians who suppose political capital can be made by opposing the construction of public works. This is a mistake. The party that stopped the Erie Canal enlargement with the cry of "forty millions debt," went under on that very issue. The party of progress always in the end succeeds. Every civilized nation taxes for such purpose, and always will. The important question is to discriminate and restrict the appropriations to such cases as will truly promote the public interest and add to the wealth and prosperity of the State. J. H. R.

Kent County Railroad.

The Middletown *Transcript* publishes the proceedings of a meeting held at Sassafras, Kent County, Maryland, on the 24th ult., for the purpose of concerting measures to build the Kent County Railroad from Massey's *via* Sassafras and Warwick, to Middletown. Forty thousand dollars had previously been subscribed for that purpose, and a committee was appointed to raise $16,000 more, making a total subscription of $56,000, with which sum, one of the contractors assured the meeting, the road would be built—the contractors themselves, Messrs. Sears, Harri-

son and Stratton, agreeing to supply the remainder, about $24,000. Major Sears further proposed to build the entire road, without a dollar of subscription money, or any guarantee of three or six per cent., provided the Directors of the Kent County Railroad will execute to him a lease for ninety-nine years. A committee was appointed to lay the first proposition before the Board of Directors, at their next meeting.

Norwich and Worcester Railroad.

The receipts of this company for the years ending November 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$255,491 05	$252,960 21
" freight	473,252 18	409,443 94
" mails, express, etc.	21,934 94	18,033 71
	$750,678 17	$680,437 86
Expenses, viz.:		
Repairs of road	$81,587 87	$78,017 71
" bridges	440 11	449 70
" locomotives	67,106 62	45,256 64
" cars	58,378 80	82,857 81
" tools	8,451 48	6,111 20
" stations	17,948 33	7,660 26
Fuel	60,364 18	57,034 66
Oil and waste	10,475 28	6,697 76
Passenger expenses	31,216 65	31,658 01
Freight expenses	75,955 95	78,431 90
Taxes and insurance	48,698 44	37,088 67
Gratuities and damages	15,308 01	3,534 56
Salaries	10,849 86	11,000 00
Removing snow and ice	57 62	3,413 21
Printing & advertising	2,922 99	3,019 09
All other expenses	10,387 55	27,139 55
	$500,149 74	$476,551 64
Net earnings	$250,528 43	$204,086 22
Interest paid	26,591 71	30,411 23
Balance	$223,936 72	$173,674 99

A dividend of four per cent. was paid in July 1867, and one of three per cent. in January 1868.

The capital stock of the company consists of 28,250 shares of $100 each ($2,825,000), of which 23,540 shares are in the hands of Stockholders upon which dividends are paid; 590 shares are in the hands of the company's Treasurer; 4,000 shares are held by the State of Massachusetts as collateral to debt; and 96 shares of common stock never surrendered, and made preferred, to which add one-fourth, or 24 shares, to be paid in on the surrender of the 96—making the total as above, 28,250 shares.

The road is 59.4 miles in length extending from Norwich to Worcester. The aggregate length of sidings, and other tracks, excepting main track and branch is 9⅓ miles. Branch line to Allyn's Point 7 miles.

Cost of road from Norwich to Worcester	$2,613,694 21
Allyn's Point Extension	177,544 29
Junction at Norwich	54,941 67
Equipment	554,524 20
Tools and machinery	29,771 78
Total cost of road, equipment, etc.	$3,430,476 15

The equipment consists of 20 locomotives, 19 passenger cars, and 491 merchandise cars.

Miles run by passenger trains, 165,840; by freight trains, 190,724; by other trains, 7,967—364,521. Number of passengers carried, 386,836; do., carried one mile, 6,925,609. Tons of merchandize carried, 189,579; do., carried one mile, 8,888,209. Estimated weight in tons of passenger cars (not including passengers) hauled one mile, 7,567,667. Do., mdze cars, (not including freight) 13,382,313.

The assets and liabilities of the company November 30, 1866 and 1867 were as follows:

Assets:	1866.	1867.
Cash, notes & balances due the company	$80,956 44	$48,291 83
Steamboat stock	270,000 00	270,000 00
Sinking fund steamboat bonds	29,850 00	.....
Inventory of wood, iron rails, etc	75,551 71	81,302 35
Surplus real estate	5,304 98	9,004 98
	$461,663 13	$403,599 16
Liabilities:		
Massachusetts loan, due July 1, 1877	$195,000 00	$185,000 00
Bonds due 1874	59,000 00	59,000 00
Steamboat bonds	96,000 00	70,500 00
Construction bonds	.....	100,000 00
Accrued interest	3,883 92	7,376 90
Dividends not called for	1,550 00	1,550 00
U. S. taxes not due	214 08	184 92
Balances due to companies & individuals	464 58	59 78
	$356,112 58	$423,671 60
Excess of assets	$105,550 55	.....
Excess of liabilites	.....	$20,072 44

President.—AUGUSTUS BREWSTER.

Directors.—Augustus Brewster, Charles Johnson, J. N. Perkins, John T. Wait, Franklin Nichols, John F. Slater, Moses Pierce, Robert Bayard, H. C. Stimson, Alex. DeWitt, H. K. Horton, W. F. Weld, F. H. Dewey, Vachel Worthington.

Treasurer.—GEORGE L. PERKINS.

Superintendent.—P. ST. M. ANDREWS.

Secretary.—EDWARD T. CLAPP.

Pittsburg, Ft. Wayne & Chicago Railway.

To the Shareholders and Bondholders of the Pittsburg, Ft. Wayne and Chicago Railway Co.:

Your Board of Directors, in again surrendering the trust confided to them, present their Sixth Annual Report.

The condition of the company at the close of the last fiscal year ending December 31, 1867, was as follows:

Capital stock		$11,500,000 00
Bonds—First mort.	$5,250,000 00	
" second "	5,160,000 00	
" third "	2,000,000 00	
" bridge, (Ohio & Penn. R.R. Co.)	153,000 00	
		12,563,000 00
Miscellaneous liabilities		149,851 06
Due for current expenditures, mainly in December		573,289 40
Balance to credit of income acc'nt		3,480,126 88
Total		$28,266,267 34

To represent, or to pay which, you have the property named below:

Main line, equipment, &c		$25,271,285 63
Akron Branch		207,575 03
Stock of supplies, or materials for current operations		561,443 99
Due from other Co.'s	$368,596 14	
Less due them	77,514 60	
		291,081 54
Cost of first and second mortgage bonds held by Trustees of the sinking fund		404,710 26
Miscellaneous assets, including investments in other companies		633,641 44
Cash		896,529 45
Total		$28,266,267 34

The strength of the company's financial position may be more readily determined by reference to the following statement:

For current expenditures, in December, &c	$573,289 40
For other miscellaneous liabilities	149,851 06
Total liabilities	$723,140 46
To pay which, you have the following:	
Cash	$896,529 45
Net amount due by other companies	291,081 54
Miscellaneous assets	633,641 44
Total assets	1,821,252 43
Excess of assets for liabilities	$1,098,111 97

Out of this sum was to be provided the interest on the mortgage debt, and installment of sinking fund, due January 1, 1868, amounting to $112,775, and the dividend declared on the third mortgage bonds, and on the capital stock, payable January 18, 1868, amounting to $336,875, in all $449,650, which would leave a balance of $648,461 97. This sum, which may to some appear large, is not, however, more than sufficient for carrying on the operations of the Treasury with that promptness and comfort which is desirable, especially when it is remembered that it includes an amount of current accounts that must remain, from the nature of the business, more or less unadjusted.

Of the balance to the credit of income account, amounting to $3,480,126 88, your board has directed the Auditor to charge off the sum of $2,382,014 91, which will reduce this balance to $1,098,111 97, being the amount of the excess of assets over liabilities as shown above, and to credit to cost of the Main Line and equipment the sum thus charged off, thus reducing the cost to $22,889,270 72.

The earnings of the Main Line were:

From local freights		$1,821,207 36
" foreign freights		2,662,409 06
		$4,483,616 42
From local passengers	$1,361,189 73	
" foreign pass	1,077,823 66	
		2,489,013 39
From express matter		100,632 65
" mail service		93,900 00
" rent of railway		85,000 00
" rent of other property		6,651 92
" miscellaneous sources		33,311 97
Total		$7,242,125 96

These earnings are at the rate of $15,764 76 per mile of road, and compared with 1866, show a decrease in the aggregate of $225,091 60.

The expenses of doing the above mentioned business were:

For conducting transportation	$1,192,485 87
For motive power	1,488,633 48
For maintenance of railway	1,382,384 72
For maintenance of cars	505,342 63
For general expenses	844,725 87
Total, (67⅛ per cent. of earnings)	$4,863,572 07
Net earnings of Main Lines	$2,378,553 89
Net earnings of Main Line, 1866	2,319,531 02
Increase	$59,022 89
The earnings of the New Castle Br., 15 miles, were	$184,207 31
Of which was paid to N. C. & B. V. R. R. Co., 40 per cent	73,682 84
P., F. W. & C. Railway Co.'s proportion	$110,524 47
From which deduct the expenses	55,180 54
Leaves as net profit to this company	$55,343 93
Profit for 1866	55,460 56
Decrease	$116 63

Since the date of the last Annual Report, the Lawrence Railroad, extending from Mahoningtown, about two miles south of New Castle, Pa.,

to Youngstown, O., has been completed and opened for business, under the management of this company. No permanent contract has yet been made for the operating of that road, your board deeming it best to defer making such contract until there has been a more full development of the business and capacity of the line.

The business done upon the road (21 miles,) to December 31, has been settled by charging against the earnings the expenses of operating and maintaining the road and equipment in use upon it, together with a reasonable sum for the use of such equipment.

The earnings of this Branch from March to December, 1866, were		$11,587 93
And during the year 1867		72,533 09
Total to December 31, 1867		$84,121 02
The expenses were:		
From March to December, 1866	$5,310 48	
And during the year 1867	27,956 14	
		33,266 62
Net		$50,854 40
Deduct amount paid to Lawrence R.R.		32,598 52
Leaves as profit to this company		$18,255 88

The business on this branch has steadily increased, and from the time of its completion through, its increase is much beyond the expectations of the officers of the road, and would appear for the last six months of the year to have been limited only by the deficiency of the particular class of equipment necessary for the trade originating upon it.

Considerable expenditure is yet necessary to effect a desirable entrance into Youngstown, O., the present terminus of the road, the entrance now being accomplished temporarily over the track of the Cleveland and Mahoning Railroad, leased by the Atlantic and Great Western Railway Company.

The Akron Branch, 61 miles in length, from Hudson, O., to Millersburg, O., has continued to be operated as a separate organization from that of this company, under the careful and judicious management of Col. Simon Perkins.

Its earnings during the past year were		$160,287 17
And the expenses were		135,404 98
Profit		$24,882 19

This amount, after paying the interest on the mortgage debt, subject to which this company purchased the property, has been used partly towards extending the road, and partly in the purchase of the bonds, secured by such mortgage. The amount of the bonds has, in this manner, been reduced from $200,000 to $160,000.

Reference was made in the last report of your board to the arrangements for the extension of this road from its terminus at Millersburg to the bituminous coal fields, a few miles south of that place, and it was confidently expected to have the track down and ready for use before last autumn, but unforseen difficulties on the part of the coal company engaged in opening mines, and which prevented it from laying down its tracks, rendered it unnecessary to hasten the putting down the track of our extension until the coal company was ready to make a connection.

The track, however, at the date of writing this report, is being laid, and a large coal traffic over the entire line to Cleveland may soon be reasonably expected.

The expenditures during the year for this exsion were $27,745 63.

A summary of the company's financial operations will show the following result:

Profit in operating Main Line		$2,378,553 89
Profit in operating New Castle Br.		55,348 93
Profit in operating Lawrence Br.		18,255 88
Received of purchasing committee of old organization		80,000 00
Total net revenue		$2,532,153 70
This sum has been appropriated to interest on mortgage debt	$864,074 74	
Sinking fund	104,100 00	
Interest on bonds taken up by Trustees of sinking fund	22,475 26	
Cleveland and Pittsburg R. R. Co. under contract for division of earnings	170,903 77	
Dividends on stock, (10 per cent.)	1,034,375 00	
U. S. tax on same	54,441 31	
		2,250,370 08
Surplus		$281,783 62
Add amount stated in last Annual Report, as balance of previous years' operations	$199,918 53	
Less cost of purchase of Akron Branch, erroneously included in this sum—See Fourth Annual report	179,829 40	
		20,089 13
Proceeds of issue of 15,000 shares of new stock authorized by the stockholders in May, 1867		1,216,060 02
Total means applicable to improvements, etc.		$1,517,932 77
Appropriated as follows:		
Extension of Akron Br.	$27,745 63	
Less contributed by earnings of that road	5,200 00	
	$22,545 63	
New construction & equipment for Main Line	963,895 60	
Indebtedness liquidated existing prior to Jan. 1, 1867	338,798 14	
		1,245,239 37
Balance unexpended		$192,693 40

By comparing the earnings of the Main Line with those of 1866 it will be found that the revenue from freights has fallen off $223,965 70, of which $170,307 11 occurred in the local, and $53,658 59 in the foreign business, or that which emanates from, or is destined to points on other roads, and that may be reached by competing lines; that the revenue from passengers has decreased but the trifling sum of $2,882 31, which occurred wholly in the competitive travel, and that the revenue from miscellaneous sources decreased $2,360 34, while on the other hand there is shown an increase of $338 83 in the amount received from express companies, and $3,782 92 from rents of property, the aggregate decrease having been $225,091 60.

Although the earnings from transportation of freights exhibit the decrease above stated, the volume of business in this department was greater than in the previous year, for the tonnage carried increased 128,578 tons. Of this increase 103,151 tons was local, and 25,422 tons were foreign or competitive tonnage. The whole tonnage of the Main Line was: local, 671,348 tons, and foreign, 483,003. Total, 1,154,351 tons.

This apparent anomaly of a reduced revenue from an increased amount of tonnage is explained by three facts:

First—In the local business on the Eastern Division, where the entire increase of tonnage occurred, the average haul per ton was twenty per cent. less than in 1866. This was mainly occasioned by the large transportation of coal and pig iron to and from the New Castle and Lawrence Branches.

Second—In both the local and foreign business on the Western Division there was a reduced amount of tonnage, coupled with a less haul per ton.

Third—Owing to the general depression of business, and the consequent competition between the lines leading to the Atlantic seaboard, lower rates were established during the greater part of the year on the foreign or competitive tonnage.

The large increase of tonnage on the Eastern Division, amounting last year to 159,803 tons, or about twenty per cent., rather more than half of which was local to the road, and which is likely to be still further augmented hereafter by the growth of manufacturing on this division, and the development of the iron and coal interests on the New Castle and Lawrence Branches, which are tributary to it, indicates the necessity for increasing at an early day, the equipment of the road for this kind of traffic.

The following table will exhibit the kind of tonnage transported, classified under general heads, and compared with 1866:

	1867.	1866.
Products of the forest	115,317	93,266
Products of the animals	211,882	214,680
Vegetable products	152,975	192,149
Manufactures	207,512	186,250
Merchandise	136,692	108,751
Iron rails	38,270	25,959
Coal	205,553	158,382
Oil, cinder, &c	86,150	46,341
Totals	1,154,351	1,025,778

While the passenger earnings were in the aggregate but $2,882 31 less than in 1866, a comparison of the local and foreign travel with the same class of business in that year will show important changes.

For, while the number of local passengers increased 77,729, or seven per per cent., with an increased revenue of $107,027 89, the foreign passengers decreased 63,926, or a trifle less than thirty-one per cent., with a corresponding reduction in revenue of $107,910 20, which would have been much further reduced had not this class of travel averaged a greater number of miles per passenger than in 1866. The average mileage per passenger in 1866 was 218 miles, and in 1867, 293 miles.

The whole increase of revenue from local travel occurred on the Eastern Division, and ninety per cent. of the reduction in the revenue from travel also occurred on the same division.

These deductions from the accounts of the company, and a comparison of them with the results of previous years, would seem to establish three important facts bearing upon the future income of the road, which are that the local travel, generally, is steadily increasing in numbers and revenue; that the foreign travel is decreasing in numbers, and to a limited extent in revenue, principally from the effects of competition to southwestern points, which business has hitherto augmented the revenue of the Eastern Division, (Pittsburg to Crestline,) and that the foreign travel still possessed by the company is yet assuming a more valuable character, in that a larger income is received from a smaller number of persons carried, by reason of their journeys being for greater continuous distances.

The continued high price of labor and materials has prevented much of a reduction in the expenses of operating and maintaining the Main Line.

They will, however, compare favorably with other leading railways. A comparison with 1866 will show a decrease of $87,986 57 in conducting transportation; $129,562 56 in motive power; $47,567 87 in maintenance of cars; 130,849 18 in general expenses, and an increase of $111,851 71 in maintenance of way, in the aggregate a decrease of $284,114 47, or 5½ per cent. The foregoing, however, does not exhibit the true relative reduction in the expenses, as a larger volume of business was done, and consequently a greater amount of train mileage made.

In 1867, the train mileage was 4,723,603 miles, exeluding the mileage of wood and gravel trains, and in 1866 the amount was 4,574,204 miles, an increase of 149,399 miles. The aggregate expense per mile of trains in 1866 was $1.12 3, while in 1867 it was 1 03, showing a reduction of

.99 cents per mile, or at the rate of eight per cent.

This, therefore, is the true measure of the reduction in expenses during the past year, and the result certainly reflects credit upon the officers in charge of the line, especially when it is considered that the whole property has been much improved.

Acting upon the principle that the more perfect the track of a railway is, the greater the economy will be in the other departments of operation, continued efforts have been made towards the attainment of a more substantial road bed by large expenditures for ballasting. The amount thus expended and charged to repairs was $165,269 85. The continued rapid deterioration of the iron rails has rendered it necessary to continue the extensive renewals, which for the past five years have been the cause of such heavy drains on the income of the company. During the past year 116 miles have been relaid with new and re-rolled iron, equal to 25 per cent. of the entire length of the road, at a cost of $480,127 10.

The average renewal of cross ties has also been continued, 246,801 having been put in the track, equal to about 128 miles.

Since and including 1864, there have been 500 miles of track renewed with new or re rolled rails, and 400 miles with cross ties.

This is equivalent to a re-laying of the whole road with new iron every four years, and with new cross ties every four and two-thirds years.

This deterioration of iron rails must be attributed mainly to the increased weight of locomotives and cars that have of late years gradually, and almost imperceptibly, come into use; partly, in the case of the passenger business, from the necessity of running heavier trains at high speed, which require more powerful, and, therefore, heavier machines, to move them at the required speed, but, mainly, by reason of a prevalent idea, although mistaken, in the judgment of your board, that long freight trains, with greatly increased weight of motive power, are more economical upon the whole, than short and more numerous trains, and lighter locomotives.

It is not the purpose of your board to enter now upon the discussion of the subject, involving, as its correct elucidation does much time and labor in the preparation of the necessary data by research and experiment, and patient and judicious reasoning as to the conclusions to be drawn from given results. The subject is merely introduced at this time, in connection with the proposition now generally favored among companies possessing a heavy traffic, of re-laying their roads with steel rails, to counteract, to a greater or less extent, the damaging effects of increased weight of motive power and cars. There can be no doubt from the nature of the metal that steel will resist the action of heavy trains longer than iron, but considering the much greater cost of steel, and viewed in an economical aspect, and in the light of the proposition previously stated, of reducing the dead weight, not only of locomotives, but of cars, also, especially those employed in freight traffic, and thereby reducing the wear of the rails, the repairs of the machinery, and the interest on the original outlay, together with the interest on the constantly increasing excess expended for repairs, the question may at least be considered unsettled.

Your board, however, as an experiment, authorized the purchase of three hundred tons of what are known as the Bessamer steel rails, and they were put in the track early in the past year between Pittsburgh and the shops of the company in Allegheny City, over which part of the road, locomotives and trains are constantly moving, although at low speed. Thus far no perceptible wear is reported by the General Superintendent, and during the time they have been laid probably two sets of the ordinary iron rails would have been so worn as to have rendered it necessary to replace them by new ones.

Your board have also authorized the purchase of one hundred tons of the Pennsylvania Steel Company, who have recently established works at Harrisburg, Pa. These rails have, at this date, just been delivered, and will be laid in the main track on one of the most difficult grades on the road, where a better opportunity will, probably, be offered for properly testing them.

The track, and especially the road bed and bridges, are in a better condition at this time than ever before, and it will be the policy of the officers in charge of the line, not only to keep them so, but still further improve their present condition.

Considerable extra expenditure has been made on the passenger equipment, to bring it up to the higher standard gradually being adopted on the through east and west lines. It will now compare favorably with competing roads. This class of expenditure must continue to increase, inasmuch as superior accommodations seem to be generally demanded by the travelling public.

The whole equipment is reported by the General Superintendent as being in good order, with less than the average amount undergoing repairs.

The expenditures for permanent additions to the railway have been as large as your Board expected, at the commencement of the year, to accomplish.

Of the whole amount expended for new work and additional equipment, $476,085 52 was done under the supervision of the Chief Engineer, and $487,860 08 under the direct authority of your Executive, and General Superintendent.

The details of these expenditures will be exhibited by the following table:

	Eastern Division.	Western Division.	Total.
Bridge masonry	$48,829 12	$26,402 94	$75,232 06
Bridge superstructure	80,110 14	23,288 53	103,398 67
Cars—freight ..	128,799 72	140,740 02	269,539 74
Cars—passenger	21,627 19	22,344 15	43,971 34
Chairs.....	.....	145 70	145 70
Cross ties.....	.....	1,204 28	1,204 28
Engine Houses.	20,199 15	294 41	20,493 56
Engineers—Salaries of	14,914 66	3,556 82	18,471 88
Fencing.....	12,785 24	1,257 20	14,042 44
Foremen & Tool Houses	71 00	.....	71 00
Grading.....	55,125 82	14,744 05	68,869 87
Incidental.....	504 89	87 92	592 81
Iron rails.....	1,156 07	6,731 92	7,887 99
Locomotives ...	75,068 55	62,173 13	137,241 68
Mach'y for shops	3,024 80	7,161 24	10,186 04
Machine shops..	3,054 94	682 59	3,737 53
Printing & stationery.....	8 25	24 25	32 50
Real estate.....	12,456 32	306 38	12,762 70
Right of way...	7,206 44	972 71	8,179 15
Railway superstructure.....	.....	443 36	443 36
Spikes.....	.....	249 79	249 79
Stations & warehouses.....	55,732 99	34,854 99	90,587 98
Track—Labor, Laying.....	.....	1,402 61	1,402 61
Wood and water stations.....	35,987 71	38,183 61	74,151 32
Totals.....$576,663 00		$387,232 60	$963,895 60

The principal expenditures by the Chief Engineer have been for the completion of the new wrought iron bridges over the Allegheny River, and the south branch of the Chicago River; the addition of ten stalls to the engine house at Crestline; grading for new coach shop and new line in Allegheny City, and the new line at and near Wallace Run, including the filling for the ravine at that place, also at Hog Creek, near Lima, O., and at Deep River, near Hobart, Ind.; completing six additional station buildings, hitherto reported in progress, and commencing the erection of four others, and completing and bring into use eleven new water houses.

The completion of the Allegheny River bridge is a great relief to the anxiety heretofore experienced by the managers of your property, on its account, in connection with a possible interruption of the company's business by reason of its liability to destruction by fire. The present structure is a double track bridge, the superstructure of which is built wholly of wrought iron, excepting the floor beams and bed plates, and the nine spans of which it is composed have an aggregate length of 1,172 feet, being little less than a quarter of a mile, and has cost, including the necessary additional masonry, $540,000, of which $139,787 84 has been charged to ordinary repairs, that amount being the estimated cost to renew the bridge on the original plan of the so-called "Howe Truss." The existing structure was designed by Mr. John B. Jervis, the late Chief Engineer, assisted by Mr. F. Slataper, one of the present Engineers of the company who has personally superintended its erection, and is known as the latticed girder plan with vertical stiffenings. It combines great strength with simplicity of construction, and will rank among the important works of the kind in the United States. Your board is not aware of another in this country, although the plan is extensively used, in modified forms, on the German, Italian and Russian Railways.

The bridge over the south branch of the Chicago River is also an important structure, and was completed in time for the opening of spring navigation. It was re-built of wrought iron after the "Pratt Truss" plan, with Linville and Piper's improvements. It is a single track bridge 227 feet long, and cost $78,500, one-half of which was borne by the Chicago and Alton Railroad Company, who use it in common with this company.

It will be noticed that considerable expenditure has been made for station buildings, although not as much as the needs of the road would warrant. The deficiency in this respect is still great, especially west of Crestline, and large outlays are still necessary to meet the growing demands of the public, and to conduct the increasing business of the company with economy.

The Chief Engineer and his Assistants have, in the work committed to them, exhibited professional skill, as well as judgment and economy, and you are referred for fuller details of expenditures in this department to the report of the Chief Engineer, which will be found both interesting and instructive.

The expenditures for new work and equipment by the General Superintendent have been mainly on the latter account. Of the locomotives added eight were purchased of Messrs. Baldwin & Son, of Philadelphia, and one built at the company's shops which will compare favorably, both as regards cost and quality, with those purchased at outside works. Two new coaches, with five compartments, each of which will accommodate six persons, have been built at the company's shops at Fort Wayne, according to plans originated by the company's master mechanic.

These coaches are intended to be run through between Jersey City and Chicago without change, and to be used both as day and night cars, and were put permanently in service in December last. They have recently been sold to the Central Transportation Company, the owner of the sleeping coaches at present running between Chicago and Philadelphia and Jersey City.

The experience thus far had with them would seem to indicate their success, as they combine increased comfort with privacy, and are admirably adapted to families, or parties making long journeys. The Central Transportation Company propose adding four more to complete the requisite number for the line.

Besides these coaches, six new baggage cars have been added to the passenger equipment, and one hundred box, and one hundred stock, and one hundred flat cars, one caboose, and one market car to the freight equipment. The total expenditure for additional equipment was $450,752 76.

This portion of your property now consists of the following:—199 locomotives; 93 first-class coaches, 26 second-class coaches, 28 baggage cars, 7 mail cars, 19 express cars, 1 pay-master's car, 1 directors car, 1,157 box freight cars, 542 stock cars, 885 flat cars, 6 market cars, 94 caboose cars, 8 tool cars.

The relations of this company with connecting roads and lines have not been materially changed during the past year excepting an arrangement

for the working of the St. Louis, Alton and Terre Haute Railroad for a period of ninety nine years, jointly with the Indianapolis and Cincinnati Railroad Company, and the several companies owning the three roads between Indianapolis and Erie, Pennsylvania. The companies agreeing to work the road are to pay thirty per cent. of the gross earnings until they reach $2,000,000 per annum, and twenty-five per cent. of the gross earnings which exceed $2,000,000, and less than $3,000,000 per annum, and twenty per cent. on all gross earnings over $3,000,000 per annum, and have guaranteed to the St. Louis, Alton and Terre Haute Railroad Company a sum of $450,000 a year under the arrangement. The condition of their property at the time the arrangement was made was such as to require some advances on the part of this and the other companies to put the track and equipment in a condition so as to realize profitable results. This is being done, and will be continued to some extent, during the current year, after which it is believed that the road will yield a profit to the companies working it.

The object of your board of directors in entering into the arrangement for operating the St. Louis, Alton and Terre Haute Railroad was to harmonize all interests east of Indianapolis in the working of the single line of road from Indianapolis to St. Louis, in such way as to give to the several roads and lines east of Indianapolis their several fair and equitable proportions of the business east from St. Louis by this route, and at the same time remove all temptation from the parties in an effort, each for itself, to get an exclusive contract of the single railway line west of Indianapolis. For nearly a year previous to the consummation of the arrangement each of the lines of road north and south of your road had been engaged in efforts to obtain exclusive control west of Indianapolis, the effect of which, if accomplished, would have been to cut this company off from all St. Louis business excepting by the way of Chicago. When, therefore, the plan was suggested to your board of directors to join with all the other interests in an arrangement for working the line between Indianapolis and St. Louis for the common benefit on an equitable basis, it seemed so eminently to the interests of this company, as well as to all, that they did not hesitate to commit this company to the plan. Unfortunately before the final signing of the papers, and the formal taking possession of the property, the Pennsylvania Railroad Company withdrew from the arrangements for reasons which the other parties were not, and have not yet been able, to appreciate, and consequently they were unwilling to adopt them, and thus break the pledge entered into by them with the St. Louis, Alton and Terre Haute Railroad Company. It is hoped, as it is very desirable, that the Pennsylvania Railroad Company will yet join in the arrangement, and thus harmonize all interests as was originally designed.

The managers of the Grand Rapids and Indiana Railroad Company, whose road is to connect with your line at Fort Wayne, have completed and brought into use during the past year twenty miles of road, and have a large force at work on the forty-eight miles lying between Kalamazoo and Grand Rapids, Michigan, which it is expected to complete and bring into use this year. The completion of this road from Fort Wayne to the Straits of Mackinaw, through the best portion of the State of Michigan, will add largely to the business of your line. Your board had hoped to be able to inform you in this report that the American Central Railway Company had completed some portion of their road during the year. But owing to the European parties with whom they had contracted failing to comply with their engagements, the whole of last year was lost in the prosecution of their work. Relying now more upon the local means and energies of the country, as well as upon new European parties who have come into the enterprise, the executive officers express confidence that the work will now go rapidly forward to completion. This line is to be built on a route practically east and west from Fort Wayne to Omaha, five hundred miles in length.

The legislative restrictions upon the Pittsburgh and Connellsville Railroad Company have recently been removed, so that the only delay in the completion of that road to Cumberland, and thus, with the Baltimore and Ohio Railroad Company, make the shortest route from Pittsburgh to Tide Water, will be in obtaining the pecuniary means to accomplish it. As the Baltimore and Ohio Railroad Company has the controlling interest in the stock of the Pittsburg and Connellsville Company, and owns the 180 miles of the eastern end of the line to Baltimore, which will be greatly benefited by the new business brought upon it by the completion of the road to Pittsburg, she will doubtless take immediate and efficient steps to effect the completion of the ninety miles of unfinished work between Connellsville and Cumberland.

The marked characteristic in railway policy the past year has been to the aggregation of capital and roads, and this policy is likely to continue through the current year. Within certain limits the policy is well enough both for the interest of shareholders to secure permanent income, and for the public to bring the leading avenues under such a unit of management that they can be worked with greater efficiency and economy, and thereby better serve the purpose of the public. The objectionable feature to this aggregation is the rapidity with which the controlling interest in these great corporations change ownership, without consulting the wishes or interest of minority holders, and sometimes without any considerations of public policy. Your board of directors have avoided all such alliances and combinations, excepting in the case of the St. Louis, Alton and Terre Haute Road, heretofore noticed, and which cannot be regarded as of the character just described.

The greatest harmony and active co-operation exists in all the various departments of the road, thereby developing to the fullest extent the capacity of the property, and causing it to yield the largest income from its business at the rates which were obtained. To the General Superintendent and his chief officers this result is primarily due; and the board also desires to commend the subordinate officers and employees generally for the faithful manner in which each in his respective sphere discharged his duties.

Respectfully submitted.

By order of the Board of Directors.

GEO. W. CASS, *President.*

Pittsburg, March 18th, 1868.

Intercolonial Railway.

The great topic in the capital at present, is the Intercolonial Railway. The rumors of differences of a grave character in the Government on the location of the route, have not been exaggerated. Two weeks ago the troubles were so great, that a rupture was imminent, and although there is a temporary truce until a further survey is made of part of one of the frontier lines, still the battle is only postponed, not ended. It is rumored—in fact it is well-known by those best informed—that two or three companies of eminent capitalists have offered to construct and keep open two of the proposed frontier lines for a comparatively moderate bonus. The Government have offers to build that portion of the frontier line from River du Loup to Woodstock—about 200 miles—for a bonus of $6,000,000; there has also been another offer made to construct a line which will run on the east side of the St. John River, and at least ten miles from the American frontier, for a bonus of $8,000,000. According to a carefully prepared printed document put in my possession, the cost of three different lines is set down as follows:

Major Robinson's route.	$21,716,540
Line from River du Loup to Woodstock	11,500,000
Direct line from River du Loup to Fredericton	13,500,000

The first estimate is that of Major Robinson, the latter two are made out in accordance with the offers of the private companies referred to above—adding on in each case the sum of $5,200,000, the estimated cost of the Nova Scotian section from Moncton to Truro, and $300,000 for land damages, fencing, &c. There is every reason to believe these figures are pretty nearly correct, and they certainly show that an immense saving can be made by the Government choosing either of the lines running near the frontier. According to the same statement, there would be a large saving in the annual expense by taking either of the lines referred to, in preference to the North Shore line. The figures given are as follows:

Annual charge of	Robinson line	$1,255,094
"	Woodstock line	464,600
"	Fredericton line.....	545,000

This statement is made up by taking the interest on the capital expended on each line as given above, with a small sum for commission, but adding in the case of the Robinson route $234,000 on the probable loss which would annually accrue to the Government in running it. As the other lines would be in the hands of the companies who offer to make the roads for the bonus mentioned, the Government could come to no loss, as these companies are perfectly reliable. I have very little hesitation in expressing a belief that the Fredericton could be made for about $7,500,000 less than the North Shore, whilst the annual charge would not be over one-half as much! It is this line which Mr. Fleming has received orders to survey, and to obtain which the Government has decided to postpone the final decision of the question.—*Ottawa Cor. Montreal Trade Review.*

Western Maryland Railroad.

At a called meeting of the stockholders of this road held in Baltimore on the 2d inst., the following board of directors was chosen: G. S. Haines, Joshua Biggs, John Welty, Isaac Motter, and P. P. Pendleton. Wendell Bollman, Esq., was subsequently elected president. From a statement made by the retiring president, it appears that the original contract for building the road was $1,597,000 including the construction of a tunnel. The tunnel was subsequently avoided, thereby reducing the cost to $1,447,000. From the sale of securities $641,000 have been realized. Three-fourths of the graduation and masonry of the road have been completed. Railroad iron, spike and cross ties for seven miles have been purchased at a cost of $56,256 72. Three miles of track have been laid from Union Bridge to Middleburg, and paid for in bonds at 90 cents; and four miles further, to Double Pipe Creek, will be finished in 30 or 40 days. To raise the means to complete the road to Hagerstown, 39 miles, it is proposed to waive the priority of a mortgage for $600,000, held by the city of Baltimore and Washington County in favor of another mortgage to be given for $500,000. Three laws had been passed by the Legislature in favor of the road—the first being for the extension of time for the completion of the road for five years from the 15th of March, 1868; the second to authorize the Washington county commissioners and the city of Baltimore to postpone the liens on the road for the purpose of letting in a mortgage for $500,000, with which the road will be finished to Hagerstown; the third law is to enable the company to issue any part of $1,000,000 of bonds in the event of the liens spoken of being postponed.

☞ The bill authorizing the construction of a bridge over the Ohio River to connect Cincinnati with Newport, passed the Legislature of Ohio on the 3d inst. The span over the main channel is to be 300 feet in length, and 100 feet above low water. The adjoining spans each 200 feet long.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	---- ----	---- ----
Allegheny Valley ---- ---- 50	1,498,400	---- ----	---- ----
Alton and St Louis ---- ---100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 3½
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	11,522,150	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 1½
Baltimore and Ohio.---- ---100	16,157,962	A. & O.	Oct. '67 4
Do. Washington Br. ---100	2,550,000	A. & O.	Oct. '67 5
Baltimore City Passenger---	670,000	---- ----	Jan.'68 3
Bellefontaine Line ---- ---100	4,420,900	F. & A.	Aug.'67 3
Belvidere Delaware---- ---100	997,112	---- ----	---- ----
Berkshire* ---- ---- ---100	600,000	J.A J&O	Apl.'68 1½
Blossburg & Corning.*---- 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea ---- ---100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do., do. pref..100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.---- ---300	1,330,300	J. & D.	Dec. '67 4
Boston and Maine---- ---100	4,676,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '68 5
Boston and Worcester ---100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) ---- ---50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City ---- ---- ---- 10	1,000,000	F. & A.	A '67 2½
Brooklyn City & Newt'n..100	399,800	---- ----	---- ----
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Best'n)100	727,800	A. & O.	A. '68 4½
Camden and Amboy.---- ---100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Cape Cod Branch ---- ---- 50	721,926	J. & J.	Jan. 68 3½
Catawissa. ---- ---- ---- 50	1,150,000	---- ----	---- ----
Catawissa, pref.---- ---- 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	---- ----	Jan '68 4½
Central of Georgia---- ---100	4,666,300	J & J	Jul. '67 5
Central of New Jersey---100	13,000,000	J.A.J&O	Jan.'68 2½
Central Ohio---- ---- ---100	400,000	J. & D.	Dec.'67 3
Do. pref.---- ---- ----	---- ----	J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Charlotte & S Carolina.---100	1,201,000	---- ----	---- ----
Chemung*.---- ---- ---- ---100	380,000	---- ----	Mar. '68 2
Cheshire, preferred ---- ---100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton.---- ---100	3,886,643	M & S.	Mar. '68 5
" " pref..100	2 425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy ..50	19,193,010	M. & S.	Sep'67 25
Chicago and Gt. Eastern...100	4,390,000	---- ----	---- ----
Chicago, Iowa & Nebras*.100	1,000,000	---- ----	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western.---100	18,160,927	---- ----	---- ----
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific.---100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton ---100	3,129,100	A. & O.	Oct. '67 5
Cincinnati City Passenger---	---- ----	J'n &J'ly	Jan.'68 2
" Street ---- ---- ----	---- ----	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,250	---- ----	---- ----
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.--- 50	2,044,600	M. & N.	Nov. '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg--- 50	5,421,091	---- ----	Sep. '67 5
Cleveland and Toledo* --- 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*.---- 50	1,786,200	J. & J.	Jan. '68 5
Concord ---- ---- ---- ---- 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. 68 3½
Coney Island & Brooklyn.100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	---- ----	---- ----	---- ----
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.---- ---100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley. ---- ---50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	---- ----	---- ----
Dayton and Michigan*.---100	2,884,941	---- ----	---- ----
Delaware.---- ---- ---- ---50	466,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.---- ---100	1,550,050	---- ----	---- ----
Detroit & Milwaukee.---100	452,359	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,673,641	---- ----	---- ----
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.)---- ---100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) ---- ---100	492,500	J. & J.	Jan. '68 4
East Pennsylvania ---- ---50	604,400	---- ----	---- ----
East Tenn. and Georgia.---100	---- ----	---- ----	---- ----
East Tenn. and Virginia...100	---- ----	---- ----	---- ----
Eighth Avenue (N. Y.) ---100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway ---- ---- ---100	16,576,100	F. & A.	Feb.'66 4
Do. pref.---- ---- ---100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.---100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	---- ----	---- ----
Fitchburg ---- ---- ---100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly ---- ---- ----	---- ----	M. & N.	M'y '67 5
Forty Sec. St. & G. 23 Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---- ---- ---- ---100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.) ---- 50	112,245	J. & J.	Jan.'68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.---- ---- ---- ---100	---- ----	J & J.	Jan.'68 4
Great Western (Ca.)---- ----	16,802,748	---- ----	---- ---- 1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Apl. '68 3
Hannibal and St. Joseph.100	1,900,000	---- ----	---- ----
Do. do pref.100	5,253,880	---- ----	---- ----
Hanover Branch---- ---- 50	116,850	M. & N.	Nov.'67 3
Housatonic---- ---- ---100	820,000	---- ----	---- ----
" pref ---- ---- ---100	1,180,000	J. & J.	Jan.'68 4
Hudson River---- ---- ---100	13,937,100	A. & O.	Apl.'68 4
Hazleton---- ---- ---- ---50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central---- ---- ---100	23,586,150	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 4
Joliet and Chicago*.---- ---100	1,500,000	J. A J&O	Oct.'67 1½
Joliet & North. Indiana*.150	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1,825,000	---- ----	---- ----
Lehigh and Mahanoy.---- 50	2,188,586	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N	M'y. '67 5
Lehigh Valley ---- ---- ---50	10,734,100	J. A J&O	Apl.68 2½
Lehigh Luzerne---- ---- ---50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami---- ---- ---50	3,572,400	J. & D.	Dec.'67 4s
Little Schuylkill*---- ---- 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island---- ---- ---50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	---- ----	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence ---100	200,000	A. & O.	Apl.'68 3
Macon and Western---- ---100	1,500,000	---- ----	Jan.'68 4
Mahanoy & B'd Mount n* 50	921,615	---- ----	---- ----
Maine Central---- ---- ---100	1,600,860	---- ----	---- ----
Manchester & Lawrence..100	1,600,000	M. & N.	Nov.'67 5
Marietta & Cincinnati---- 50	2,029,778	---- ----	---- ----
" " 1st pref. 50	6,586,185	M. & S.	Sep. '66 3
" " 2d pref. 50	4,061,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & E	Mar.'68 3
Memphis and Ohio ---- ---100	570,000	---- ----	---- ----
Metropolitan (Boston)---100	1,250,000	J. & J.	Jan. '68 5
Michigan Central ---- ---100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	767,700	F. & A.	Aug.'67 5
Middlesex (Boston)---- ---100	400,000	---- ----	---- ----
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.---	---- ----	---- ----	---- ----
" " " 1st pref 100	3,052,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 1
Milw. & St. Paul.---- ---100	3,627,000	J. & J.	---- ----
" " " pref.---- ---100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '68 4
Mobile and Ohio ---- ---100	3,588,300	---- ----	---- ----
Montgomery & W. Point..100	1,419,769	---- ----	---- ----
Morris and Essex ---- ---- 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell---- ---100	600,000	M. & N	Nov.'67 5
Nashville & Chattanooga..100	2,066,544	---- ----	---- ----
Naugatuck---- ---- ---100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	788,538	---- ----	---- ----
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey---- ---- ---100	5,000,000	F. & A.	Feb.'68 5
New London Northern---100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	---- ----	---- ----
New York Central---- ---100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem---- 50	5,225,050	J. & J.	Jan.'68 4
" " pref. 50	1,500,000	J. & J.	Jan.'68 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue---- ---- ---100	797,400	---- ----	---- ----
North Carolina---- ---- ---100	4,000,000	---- ----	---- ----
Northern Central ---- ---- 50	4,648,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	155,000	---- ----	May '67 4
Northern of N. Hampsh,..100	3,005,400	J. & D.	Dec.'67 4
Northern of N. Jersey ---100	158,800	---- ----	---- ----
North Missouri ---- ---- ---100	2,369,307	---- ----	---- ----
North Pennsylvania---- 50	3,150,150	---- ----	F'b.'68 5s
Norwich & Worcester ---100	2,363,800	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi---100	20,222,647	---- ----	---- ----
" " pref.100	3,697 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark ---100	281,550	---- ----	---- ----
Oswego and Syracuse---- 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri---- ---100	3,581,000	---- ----	---- ----
Panama---- ---- ---- ---100	7,000,000	J.A J&O.	Apl.'68 6
Paterson and Ramapo---100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'68 4
Pennsylvania ---- ---- ---50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,386,500	---- ----	---- ----
Philadelphia and Erie*.--- 50	5,089,450	---- ----	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,700	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*.---- 10	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt.---- 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City ---- ---50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 50	100 000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan.'68 4
Pittsburg & Connellsville. 50	1,790,625	---- ----	---- ----
Pittsb., Ft. W. & Chicago 100	11,000,000	J. A. J&c	Apl.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '68 1
Portland and Kennebec...100	1,000,000	---- ----	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia ... 50	665,019	---- ----	---- ----
Rensselaer and Saratoga ..100	600,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb'g..100	847,000	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport ---- ---- ---- ---100	88,400	---- ----	Nov.'67 2
Rome,Watert. and Og'nb..100	2,385,500	J. & J.	Jan.'68 5
Rutland preferred.---- ---100	---- ----	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,600 000	---- ----	---- ----
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000	---- ----	---- ----
Saratoga and Hudson R...100	1 020 000	---- ----	---- ----
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,158	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley*.---- ---- 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke---100	868,200	---- ----	---- ----
Second Avenue (N. Y.)---100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) ---100	750,000	---- ----	Nov.'67 5
South Carolina ---- ---100	2,819,275	---- ----	---- ----
South Shore---- ---- ---100	259,685	---- ----	---- ----
South Western, Georgia...100	3,263,400	F. & A.	Aug.'67 4
Southern Mississippi---100	1,000,000	---- ----	---- ----
Staten Island.---- ---- ---100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	---- ----	---- ----
Taunton Branch ---- ---100	250,000	J. @ J.	Jan.'68 4
Tennessee and Alabama .100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'68 3
Third Avenue (N. Y.)---100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.) 50	---- ----	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	---- ----	---- ----
" " " 1st pref.100	1,700,000	---- ----	---- ----
" " " 2d pref.100	908,176	---- ----	---- ----
Tol., Wabash and West... 50	5,400,000	---- ----	---- ----
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston---- ---100	607,111	---- ----	---- ----
Troy and Greenbush*.---100	274,100	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	809,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union Pacific---- ---- ---100	---- ----	---- ----	---- ----
Union Pacific (E. D.)---100	---- ----	---- ----	---- ----
Union Pacific (Cent. Br.)..100	---- ----	---- ----	---- ----
Union (Phila.) ---- ---- ---50	291,475	J. @ J.	Jan.'68 2
Utica and Black River---100	834,400	J. & J.	Jan.'68 4
Vermont and Canada*.---100	2,250,000	J. & D.	Dec.'67 4
Vermont Central---- ---100	3,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,000,000	J. & J.	J'n.'68 1½
Vermont Valley---- ---- ---100	516,164	---- ----	---- ----
Virginia Central ---- ---100	3,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,454,815	---- ----	---- ----
Western (Mass.)---- ---100	6,710,800	J. & J.	Jan.'68 5
Western Union ---- ---- ---100	2,687,237	---- ----	---- ----
West Jersey ---- ---- ---100	781,059	---- ----	Feb.'68 4
West Philadelphia---- ---50	249,100	J. & J.	Jan.'68 5
Wilm. and Manchester---100	1,130,470	---- ----	---- ----
Wilm. and Weldon---- ---100	1,240,228	---- ----	---- ----
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio ---- 25	8,228,595	---- ----	---- ----
Delaware Division---- ---50	1,623,350	F. & A.	Feb.'68 4
Delaware and Hudson.---100	10 000,000	F. & A	Feb.'68 3
Delaware and Raritan.---100	2,208,400	F. & A.	Feb.'68 5
Erie of Pennsylvania---- 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation... 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)---- 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)---- ---100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,895	F. & A.	Feb.'67 6
Susq. and Tide Water---- 50	2,052,083	---- ----	---- ----
Union---- ---- ---- ---- 50	2,907,850	---- ----	---- ----
" preferred ---- ---- 50	---- ----	---- ----	---- ----
W. Branch and Susq---- 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley---- ---- 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh'p...100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation---- ---100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal---- ---- 25	1,500,000	M. & S.	M. '68 6
Ashburton ---- ---- ---- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal,---- ---- ---- 25	500,000	J. & D.	Dec '67 2
Central Coal ---- ---- ---100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal---- ----	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal ---- ---50	8,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal---- ----	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal---- 50	1,250,000	J. & J.	Jan.'67 6
Spruce Hill Coal.---- ---- 10	1,000 000	J. & J	Jan.'67 5
Wilkesbarre Coal.---- ---100	3,460,000	A. & O.	---- ----
Wyoming Valley Coal ---100	1,250,000	F. & A.	Aug. '66
Rutland Marble---- ---- 25	1,000 000	---- ----	Dec'67 2½
Adams Express---- ---- ---100	10,000,000	FMA&N	Apr.'68 5
American Express ---- ---500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.1'0	20,000,000	---- ----	---- ----
United States Express.---100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed : equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	.....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	.....	58
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	.....	99
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	.....	.....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	.....	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,009	55,758	—	24,138	loss.	—	.....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,843	94,200	—	—	—	—	—	.....	.....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	86,600	21,000	6,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,623,225	1,250,000	—	182,198	726,709	129,635	10	.....	65
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	.....	44
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,316	14,278	1,126	—	.....	.....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,200	—	13,500	368	loss.	—	.....	.....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	68,424	57,592	28,226	loss.	—	.....	.....
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	.....	.....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	.....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	80	—	.....	.....
30 Nov.'67	6.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	.....	.....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	3t 3,870	200,000	24,000	117,842	368,351	13 015	6	.....	55½
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	288	4,300	3,887	4	.....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,578	75,300	72,000	26,000	—	—	—	.....	.....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	.....	.....
31 Dec.'62	8.5	—	11	8	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	.....	.....
						NEW YORK.									
30 Sep.'66	9.65	—	87	6	6	Albany	118,622	89,950	40,000	.....	46,365	1,841	—	.....	.....
30 Sep.'66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,696,766	900,000	694,000	10,000	281,424	103,590	—	100	.....
30 Sep.'66	10.76	—	—	—	33	Broadway (Brooklyn	236,759	200,000	27,500	5,910	98,266	23,408	8	100	.....
30 Sep.'66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	.....
30 Sep.'66	8.00	—	—	16	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,507	—	100	.....
30 Sep.'66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	482,810	32,185	196,041	25,709	—	100	.....
30 Sep.'66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,656	12	10	.....
30 Sep.'66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,666	—	100	.....
30 Sep.'65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.200	164,090	20,000	3,200	—	—	—	100	.....
30 Sep.'66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	.....	.....
30 Sep.'66	34.00	—	—	114	12	Central P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	.....
30 Sep.'65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	.....	.....
30 Sep.'65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	.....	.....
30 Sep.'66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500 000	143,000	36,545	123,014	loss.	—	100	.....
30 Sep.'66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	.....
30 Sep.'65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	.....	.....	—	.....	.....
30 Sep.'66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	.....
30 Sep.'65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	.....
30 Sep.'65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep.'66	10.60	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,600	2,100	70,522	16,172	—	100	.....
30 Sep.'66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	—	—	.....	.....
30 Sep.'66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	78,276	loss.	—	100	.....
30 Sep.'65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	.....	.....
30 Sep.'66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,300	7,000	53,296	9,042	—	100	.....
30 Sep.'66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	51,026	—	100	45
30 Sep.'66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,00	150,000	—	522,705	loss.	5	100	120
30 Sep.'66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep.'66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408.509	1,170,000	1,200000	70,000	1,098083	260,333	12	100	.....
30 Sep.'65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	.....	.....
30 Sep.'66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	.....	.....
30 Sep.'66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	.....	.....
30 Sep.'66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	.....	.....
30 Sep.'66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Br'n)	62,000	50,000	12,000	.....	15,856	390	—	.....	.....
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	.....	.....	—	.....	.....
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	.....	.....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	.....	.....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Dec.'66	17.00	—	150	22	—	Orange and Nowark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	.....
31 Dec.'62	5.80	—	—	6	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	.....
						PENNSYLVANIA.									
31 Oct.'66	9.23	—	144	36	3	Citizens' (Pittsburg)	218,024	126,000	56 300	7,756	143,111	61,093	20	50	.....
31 Oct.'66	6 74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	.....	.....
31 Oct.'66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	36
31 Oct.'66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121.721	20	.....	27
31 Oct.'66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	25½
31 Oct.'66	4.53	—	191	33	8	Green & Coates st. Phila.)	282,953	150,000	100,000	—	166,792	51,984	18½	50	30½
31 Oct.'66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	.....
31 Oct.'66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	.....	.....	188,600	8,250	242,181	30,388	—	50	10½
31 Oct.'66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67,450	20,166	—	25	14½
31 Oct.'66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	.....	59 500	52,167	6,174	43,264	loss.	—	.....	.....
31 Oct.'66	5.92	—	45	10	8	Philadelphia and Darby	118,383	100.000	17,000	.....	39,291	13,479	—	20	12
31 Oct.'66	7.00	—	241	45	—	Philadelphia City (C. & W.)	396,255	255,000	140,000	31,255	191,325	61,822	—	50	44½
31 Oct.'66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,388	23,058	16	50	.....
31 Oct.'66	2.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	.....
31 Oct.'66	3.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,360	2,108	42,025	7,879	4	50	7
31 Oct.'66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by	S. & P.)	—	.....	.....
31 Oct.'66	19.39	—	488	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407,923	131,588	50	50	65½
31 Oct.'66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,383	—	50	13½
31 Oct.'66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'n F.)	250,253	250,157	—	—	101,996	38,491	6	50	24½
31 Oct.'66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	64½
31 Oct.'66	6.25	—	160	16	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	17
31 Oct.'66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	40
31 Oct.'66	9.29	—	331	56	1	West Philadelphia	358,523	249.800	100,000	—	292,461	80,847	10	50	65½
31 Oct.'66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,494	—	.....	.....
31 Oct.'66	1.08	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	.....
						MARYLAND.									
31 Dec.'62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	19½
						OHIO.									
31 Dec.'62	6.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	.....	.....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	.....	.....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	.....	.....
31 Dec 62	3.63	—	—	—	—	Pendleton & S.st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	—	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1894	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	.....
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1876	.....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	.....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	75
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose:					
1st Mortgage gua antied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex:					
1st Mortgage	28,000	—	.....	.....	.....
Malden & Melrose bonds	46,971	—	.....	.....	.....
Real Estate	6,000	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	10,800	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	.....
Quincy.					
Plain bonds	58,400	—	M. & S.	1906	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	480,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	.....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Apl. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	8,903,642	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	138
" " " ..... coupon		6	" "	1868	140
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	110
" " " ..... coupon		5	" "	1874	112½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	119¼
" " " ..... coupon		5	" "	1871	120
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111
" " " ..... coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 ..... registered	264,246,150	6	Jan & July.	1881	111
" " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ... registered		6	May & Nov.	1882	104½
" " " (5-20s) ..... coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	106½
" " " (5-20s) ..... coupon		6	" "	1884	110
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	104½
" " " (5-20s) ..... coupon		6	" "	1885	109½
" " 2d series (5-20s) ... registered	1,424,405,600	6	Jan. & July.	1886	106½
" " " (5-20s) ..... coupon		6	" "	1886	107½
" " 3d series (5-20s) ... registered		6	" "	1887	108
" " " (5-20s) ..... coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) ... registered	197,442,450	5	Mar. & Sept.	1904	102½
" " " (10-40s) ..... coupon		5	" "	1904	102½
Pacific R. R. Bonds ..... (currency)	23,582,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '61 : 2d series	185,884,100	7.3	June & Dec.	1868	106½
" " (7-30s) Mar. 3, '65 : 3d series		7.3	Jan. & July.	1868	103½
Matured Debt not presented	8,780,384	---	presentation.	------	----
Gold Certificates of Deposit	17,742,060	---	presentation.	------	----
Compound Interest Notes 1864 '65	46,010,530	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,144,727	---	------	------	----
Three per cent. certificates	26,290,000	---	------	------	----
Fractional currency	32,588,680	---	------	------	----
Navy Pension Fund	13,000,000	---	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.)	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	133½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,543,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free) .	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	72-'74	88
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,589,000	6	" "	'68-'74	74
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'80	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" —" " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	209,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	800,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	'1875	----
" —War Loan Bonds	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.).	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	392,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861	800,000	6	"	1871	99
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	99½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,388	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1895	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1873	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	117
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	858,000	5	" "	1883	106½
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" — " " "	4,379,500	5	May & Nov.	1894	106½
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'72	----
" — " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,819,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	'41-'71	----
" —* " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87½
" —Hannibal and St. Joseph R.R	3,000,000	6	" "	'81-'85	88½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861 ..	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	798,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	109½
" — " " " ..registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,149,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	2,050,000	6	J. A. J. & O.	1871	101
" — " " "	6,000,000	6	" "	1873	101
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,900	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Bonds	1,168,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1876	98
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	60½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,800,000	6	" "	1875	101½
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,998,000	5	Various.	'77-'82	97½
" — " " ..... registered	5,093,052	5	"	'83-'70	99½
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105½
" — " " 2d series	7,909,520	6	" "	1882	106
" — " " 3d series	9,270,017	6	" "	1892	109½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	101
" — " " " 1863	776,000	6	Jan. & July.	1893	101½
" — " " " 1864	917,000	6	Feb. & Aug	1894	99½
South Carolina—Free Loan Bonds	798,898	6	J. A. J. & O	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	87
" — " endorsement	2,297,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	67½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	6	" "	long.	----
" — " " ..... coupon	21,469,398	6	" "	long.	----
" — " (new) ..... registered	10,900,000	6	" "	long.	51½
" — " (") ..... coupon	1,379,600	6	" "	1876	----
" — " (")	489,300	6	" "	1886	50
Wisconsin—State Bond	89,600	6	" "	1890	47
	406,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,498	166,493	194,992	200,807	266,626	295,512	356,408	401,103	357,228	353,344	328,828	3,236,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,366	5,825,336
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	398,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	318,219	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,801	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,624	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,260	322,638	360,223	323,080	271,247	3,696,153
1867	343,787	157,832	235,961	282,165	335,510	542,858	354,244	415,952	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,796	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,270	3,313,514
1866	241,396	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	568,403	568,200	415,400	351,300	4,158,312
1868	383,600	281,900	262,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	251,234	296,160	473,188	551,122	435,945	407,888	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,506
1865	541,005	482,164	499,296	468,358	585,623	747,941	702,681	767,508	946,707	932,682	754,671	647,842	7,976,490
1866	523,566	399,917	528,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,395	774,279	695,712	893,867	800,325	1,088,824	1,451,284	1,506,883	1,210,287	918,088	11,532,348
1868	741,926	800,787	866,611	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,000	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	985,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429 648
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,045	1,336,615	1,438,089	1,522,472	1,429,766	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,718	1,421,881	1,041,645	14,139,300
1868	1,031,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,805	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,378	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1865	571,586	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,857	518,088	7,181,206
1866	603,053	506,266	505,485	411,605	569,250	567,679	480,626	578,253	671,343	661,971	588,219	504,066	6,546,761
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	788,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,701	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,048	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,283	1,286,971
1868	92,433	81,599	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,643
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,558	384,401	429,177	496,656	429,546	352,218	4,650 828
1867	305,857	311,088	379,761	391,162	358,601	304,232	312,879	428,762	487,868	539,435	423,241	370,757	4,613,744
1868	371,041	339,756	381,497	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,458	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,681	490,694	447,670	328,870	4,520,550
1866	282,439	266,796	337,158	343,787	365,196	335,088	324,986	359,646	429,151	493,640	414,604	308,669	4 260,115
1867	304,095	283,661	375,219	362,788	333,952	284,977	313,021	393,998	464,778	506,296	412,934	320,373	4,371,073
1868	343,816	304,315	326,880	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	368,487	350,884	338,281	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,563
1864	921,831	936,587	959,023	1,105,664	1,004,435	1,029,786	1,056,793	1,273,117	1,450,076	1,227,113	1,187,505	1,113,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,496,757	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,538	1,125,461	1,295,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,778	1,227,286	1,093,781	934,536	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,486	309,261	269,443	224,957	222,242	268,176	302,596	332,400	278,006	246,243	275,950	3,311,079
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,255	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	262,989	240,135	284,683	313,105	356,901	379,367	336,065	272,063	3,440,542
1868	211,973	231,351	265,905	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,083,837
1863	385,685	361,834	396,771	429,929	505,517	464,800	451,884	574,486	714,302	815,902	746,955	526,009	6,324,033
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,467	1,170,241	1,125,635	754,651	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,361,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,798	874,974	436,990	10,637,124
1867	500,455	534,561	703,615	836,603	965,358	903,974	864,657	693,104	878,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	307,525	401,299	364,334	370,988	3,745,316
1863	337,350	366,598	461,966	462,987	427,094	396,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,126,466
1865	660,144	678,504	857,683	738,866	687,186	646,985	584,525	712,495	795,938	868,501	712,363	580,964	8,489,062
1866	659,982	480,986	662,163	599,806	682,510	633,667	562,378	648,201	654 926	757,441	679,785	555,222	7,467,217
1867	542,416	525,497	627,980	590,557	586,494	507,451	537,381	606,218	669,087	784,800	690,598	573,727	7,242,123
1868	492,694	602,753	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,608	120,310	123,115	113,798	125,949	118,077	130,378	158,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162,694	2,440,744
1866	178,120	155,893	192,136	170,485	168,699	162,532	166,015	222,953	198,884	244,834	219 227	177,364	2,250,142
1867	149,858	149,242	174,143	188,162	171,736	156,066	172,933	220,783	219,160	230,340	204,395	171,499	2,207,931
1868	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,071	103,056	132,111	134,272	152,585	105,554	116,870	150,595	151,062	134,563	111,339	1,439,793
1864	79,735	96,843	132,896	123,987	127,010	156,338	139,926	244,114	243,840	221,870	220,209	266,154	2,055,923
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	376,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,694,976
1867	237,674	200,793	270,630	317,052	329,078	304,810	308,591	364,724	382,996	408,766	351,759	307,943	3,763,816
1868	278,712	265,793	263,259	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,333
1866	45,102	35,095	39,301	43,332	86,913	92,918	85,276	80,698	84,462	100,313	75,248	54,468	81,086
1867	39,078	27,667	36,302	40,710	57 852	60,558	58,262	73,525	126,496	120 283	79,481	64,719	770,057
1868	46,415	[40,703	39,198	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	633,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,283,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1876	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850.	602,000	6	Jan. & July.	"	1880	97½
" " " 1855.	594,250	6	Jan. & July.	"	1875	98
" " " 1834.	321,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	81,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1896	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94½
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1868	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'90	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,362	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct.	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	85½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	87
1st Mortgage E. Div.	300,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	300,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67-'90	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	98½
Convertible bonds	1,500,000	7	" "	"	1883	108
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	90
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	850,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1866	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1896	102
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	95½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	87½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	82
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95½
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1880	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1876	96
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	79
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,022,000	7	Jan. & July.	" "	1886	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1899	
Connecticut River:						
Mortgage	750,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,300	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	239,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,223,500	7	April & Oct.	" "	1875	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	66,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,309,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96½
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						83½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	97½
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'73	83½
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	112½
Redemption bonds	2,568,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1860 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	93
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'76	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	38
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	91
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		75
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1883	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	$910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,580	6	Jan. & July.	New York.	1893	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Sug (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,221,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	102½
2d General Mortgage	2,693,000	7	" "	" "	1877	93
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	78
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	300,500	7	Jan. & July.	New York.	1891	99½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,800	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	629,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1886	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,100	6	Jan. & July.	New York.	1892	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1891	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		87
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	260,000	6	Jan. & July.	New Haven.	1866	91
Extension	116,000	6	May & Nov.	"	1876	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1880	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.						
Louisiana State Loan	656,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,139,954	6	May & Nov.	New York.	1883	96
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " "]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,316	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	98½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage	926,500	7	June & Dec.	" "	1888	93
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,876,620			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	990,300	7	Jan. & July.	" "	1867	99½
New York and New Haven:						
Mortgage Bonds Coupon	1,683,100	6	April & Oct.	New York	1876	96
N. York, Providence and Boston						
1st Mortgage	500,000		Feb. Aug	New York		

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1874	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	85½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	88½
Chattel Mortgage	300,000	10	" "		1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	146,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	89,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'62-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1889	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	90
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1893	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mortgage	2,621,000	6	April & Oct.	"	1875	96½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (general)	5,000,000	6	" "	"	1881	92
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	97½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93½
" 1844, "	804,000	6	" "	"	1880	93½
" 1843, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	283,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,800	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	428,000	7	Feb. & Aug.	"	1875	65
Mortgage (Registered)	504,000	7	"	"	1873	65
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	141½
2d Mortgage	937,500	7	" "	"	1863	55
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'ky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Stg f'd b'ds after Jan.1,'70	2,012,994	6	Jan. & July.	London.	1886	
Do. do. do.	273,167	6	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	81½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	75
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	72
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	80
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	92½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond.		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1s. Mortgage	85,000	7	April & Oct.	New York.	1880	94
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	836,500	6	" "	Boston.	1875	98½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	90
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	197,777	7			1896	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,856	—	.....
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,028	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	442,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	215,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,504	—	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	58,585	108,333	26,249	8	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,483	644.725	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,288	12	176
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,489,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,988	478,095	155,463	—	70
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,466,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	.....
28 Feb '66	50 0	—	2 6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	.....	loss.	—	.....
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	.....
30 Nov. '67	100.0	—	.....	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	60.0	326,136	382,944	93,594	8	85
31 Mar. '67	61.8	1.0	63.6	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,926	2,068,260	704,016	10	120
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	950,438	294,086	8	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,884	84.3	126,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,263	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	195,000	75,894	619,112	32.0	.....	7,817	3,535	—	.....
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	8.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '67	96.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,576	1,346,632	88.7	.....	391,477	68,850	84	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,636,950	229.0	.....	1,734,749	359,214	—	.....
31 Mar. '67	171.0	71.0	.....	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	248,356	6	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	10	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	6	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,991	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,385	1,006,953	332,561	8	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	682,243	454,541	—	.....
								ILLINOIS.													
31 Dec. '67	280.0	—	.....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,965	3,892,861	1,742 733	10	120
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,966,827	2,758,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,468	20	150
31 May, '67	491.0	661 4	30.0	—	248	238	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,222	1,152	.....	10,161,735	2,226,867	—	64
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,300	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,674,034	1,413,999	10	94
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '67	454.8	252.5	.....	—	150	94	3,776	*Illinois Central*	21,328,478	*	10,231,307	23,415,780	10,544,500	.....	41,562,280	708.3	3,765,216	7,160,992	3,614,366	10	145
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,663	111.0	288,524	561,663	171,967	—	.....
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	43
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,146	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	59
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,868	258,156	—	.....
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	36
30 Nov. '66	73.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	169
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	126,325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	980,000	653,956	5,429,203	156.5	319,890	805,271	237,861	—	88
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,892,000	795,004	5,507,204	162.0	.....	735,587	309,685	—	.....
30 Jun. '65	135.0	96.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	220.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	237,532	4,275,993	111.8	.....	426,408	227,894	—	.....
30 Jun. '67	29.0	—	3.4	—	}			{ Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	.....	.....	.....	—	.....
30 Jun. '67	65.1	—	5.4	—	14	13	225	{ Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1	248,321	510,319	153,217	7	.....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,096	334.0	929,486	2,153,874	810,468	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	128	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,604,768	8,628,793	80.0	105,960	414,741	200,220	—	.....
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,206	—	.....
31 Aug '60	53.7	—	.....	135.8	—	—	—	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,696	—	2,950,000	4,250,000	.....	9,006,369	188.6	.....	340,898	.....	—	.....
31 May '67	284.8	28.4	.....	97	83	1,726		Michigan Central	14,930,814	*	1,096,729	8,070,665	7,268,989	284,438	16,017,643	329.3	1,902,098	4,325,490	1,498,713	10	113
31 Mar. '67	246.0	277.8	.....	101	74	1,434		Mich. S'th'n & N'th'n Indiana	16,625,531	3,669,517	1,745,795	10,601,200	9,135,849	736,951	20,473,991	523.8	2,386,193	4,673,148	1,609,287	—	91
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	896,902	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,650	—	.....
								MISSOURI.													
31 Aug. '63	66.6	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,000	.....	.....	206.8	579,324	1,047,567	439,020	—	77
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,588	815,063	266,715	2,489,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,086	267,804	—	.....
21 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	600,000	700,000	.....	.....	52.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,636	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,693,448	309.0	1,199,660	2,675,875	719,230	—	.....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,302,000	1,280,000	2,600,000	—	5,000,000	127.0	.....	.....	.....	—	.....
28 Feb. '64	90.4	5.6	6 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,457,063	360,029	—	1,971,222	3,501,000	49 558	6,252,109	90.1	240,190	599,291	329	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '66	55.0	—	.....	—	6	4	74	Androscoggin	1,060,000	*	—	151,833	444,688	205,884	737,381	63.5	76,344	79,761	48,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	849	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,962,330	149.0	878,873	1,116,118	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	18	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,289,184	*	498,486	1,000,000	—	—	1,858,669	51.3	227,394	529,325	230,526	6	103
								MARYLAND.													
30 Sep. '66	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	31,450,921	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,286,766	4,437,988	10	129
30 Sep. '66	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,858,013	30.0	584,848	916,286	360,992	10	127
31 Dec. '67	133.0	4.0	25.0	—	99	58	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	13,068,151	326.0	.....	3,690,868	1,212 159	8	45½
								MASSACHUSETTS.													
30 Nov. '67	111.0	18.8	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,031	*	—	14,884,000	8,698,360	1,683,087	25,210,407	130.5	297,637	369,577	50,770	—	15½
30 Nov. '67	28.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	128½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,608,167	481,471	10	138½
30 Nov. '67	47.0	7.0	48.0	—	31	47	413	Boston and Providence	5,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	141
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,618	5,000,000	—	86,252	5,144,618	68.6	788,666	1,942,500	781,421	10	.....
30 Nov. '67	48.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	80,864	66,962	721,926	—	6,134	1,098,547	47.1	83,388	197,981	61,251	6½	67
30 Nov. '67	80.0	3.4	12.3	—	14	27	236	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	124½
30 Nov. '67	44.1	30.4	35.4	—	41	70	699	Eastern	4,616,278	622,334	415,090	3,888,300	1,770,400	668,290	6,316,900	94.5	863,222	1,447,046	445,820	8	118
30 Nov. '67	51.0	42.5	76.8	—	31	33	507	Fitchburg	3,189,861	350,149	463,687	3,540,000	—	—	4,060,280	93.5	505,332	1,101,444	354,744	9	130
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	86,195	90,295	18,346	6	.....
30 Nov. '67	12.8	—	2.8	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,845	200,000	75,000	2,160	368,503	(O. b	y B. & L.	21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,725	74.9	381,529	440,341	74,679	10	184
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,982	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	152,954	43,961	8	101½
30 Nov. '67	120.5	10.5	32.3	—	34	69	387	Old Colony and Newport	6,214,824	496,905	905,077	4,848,320	2,870,000	128,000	7,618,366	141.0	826,061	1,881,065	836,510	6	92
30 Nov. '67	13.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	13.6	50,080	108,894	27,782	6	79½
30 Nov. '67	43.4	1.0	10.0	—	19	17	652	Providence and Worcester	1,461,948	240,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,879	243,305	226,900	486	470,692	(O b	y B & L.	17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,222	293,730	11.7	53,992	217,997	28,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	451,424	62,594	14	86½
30 Nov. '67	166.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,099,622	8,725,100	5,764,520	—	17 891,963	173.6	1,840,291	4,086,707	1,249,296	10	.....
30 Nov. '67	45.7	—	19.6	—	11	15	226	Worcester & Nashua	1,352,687	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,288	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689.307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433,650	688,503	128,462	8	—
31 Mar. '67	34.5	—	.....	—	23	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	73½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	128
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,817	—	—
31 Mar. '67	99.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,640	681,301	242,998	8	117
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	125,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,078,137	—	18,060,549	124.2	.....	5,007,652	1,444,705	15	126
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,084,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	66	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	117½
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,981	2,181 111	208,699	3,500,000	5,516,950	124,822	9,025,429	53.0	.....	1,020,978	304,869	7	70
31 Dec. '67	33.8	—	.....	—	35	98	180	New Jersey	4,077,493	358,314	3,024,434	6,000,000	850,000	1,374,000	7,560,241	33.8	677,201	1,865,893	846,149	10	182
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	oss.	—	65
31 Dec '66	18 2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,647,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	33.5	—	—	47.	—	—	—	West Jersey	1,219,804	*	454,219	781,050	1,010,500	—	1,741,550	51.0	—	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	93.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,598	343,098	—	1,675,138	2,114,000	19,643	4,628,691	93.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.6	—	28	32	411	Buffalo, New York and Erie	3,360,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	140
30 Sep. '66	88.3	—	29 0	—	38	23	736	Buffalo and State Line	2,277,888	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,398,666	2,483,751	812,186	10	195
31 Dec. '66	460.0	97.0	338.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,922	5,085,864	54,287,874	784.0	7,109,189	13,979,514	3,109,801	4	71½
30 Sep. '66	144.0	—	128.2	—	83	161	827	Hudson River	13,374,864	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,845,528	1,795,099	9	141½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	982,000	—	2,994,474	120.0	366,430	590,225	352,660	6	45
30 Sep. '67	297.8	298.0	462.5	—	289	296	5,620	New York Central	29,759,528	6,854,877	9,429,180	28,537,000	12,069,820	698,679	46,028,585	693.2	6,401,420	13,979,514	3,109,801	6	121½
30 Sep. '66	139.8	2.1	45.5	—	42	132	648	New York and Harlem	9,946,084	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,828,129	2,783,700	834,804	8	127
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	3,818,334	122.0	451,196	851,783	284,006	—	63
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sept. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,600	19,875	1,057,737	36.3	90,260	252,175	89,372	8	—
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	84
30 Sept. '66	18.5	—	1.28	—	—	—	—	Rochester & Genesee Valley	556,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g.	3,439,989	563,815	—	2,385,500	1,575,794	55,988	4,008,304	189.6	555,492	1,066,306	364,668	10	117
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	—
30 Sept. '66	21.9	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	—
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	—	"	"	"	7	—
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,408	10	—
30 Sep. '66	31.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	31.0	299,025	510,917	174,456	—	—
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	376,886	2,479,997	112.0	408,405	641,486	211,173	—	—
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,284	—	811,000	—	—	936,581	34.9	83,548	141 888	78,882	7½	—
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	—	93,650	85,000	—	183,650	10.3	19,820	49,301	21,757	8	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,187,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	108,958	38,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— — '66	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	—	.....	97.0	.....	206,917	108,641	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	137	Wilmington and Manchester	3,280,178	*	498,366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,488	3,560,528	171.0	.....	611,599	256,351	—	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	280,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '66	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,678,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	36
31 Mar. '67	90.8	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,830,423	991,196	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,587	343,700	10	75
31 Dec. '64	131.8	—	.....	81.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	259,888	6,771,246	191.2	1,055,592	1,938 709	521,906	5	106½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,382,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,563,834	952,041	10	101
30 Nov. '67	101 0	102.5	—	—	63	37	1,29	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	92
31 May '67	109.5	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,901	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	104½
30 Nov. '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,128,814	ope	r. with	Little	Miami.	9	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,800	344,905	6,417,669	142.0	—	853,363	209,512	—	.....
30 Nov. '66	33.5	—	43.6	—	45	40	684	Little Miami	3,710,305	*	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '66	173.8	77.6	18.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
31 Dec '67	140.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	27,388,000	*	*	23,500,000	3,888,000	.....	27,388,000	340.0	.....	6,449,542	.....	—	34½
30 Jun. '66	53.5	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,364	505 400	391,902	3,382,168	1,218,972	109,918	4,972,748	205.9	346,671	694,220	134,081	—	83½
31 Dec. '66	16.1	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,868,435	*	106,628	900,286	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 [illegible] '66	412.0	45.2	—	—	102	47	1,092	Toledo, Wabash & Western	19,860,000	*	2,268,900	6,700,000	14,345,000	795,301	22,118,900	260.6	—	3,717,386	906,200	—	50½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nothing. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Par of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,850,722	232,046	293,573	1,948,400	614,000	813,842	2,870 342	44.0	134,201	356,277	128,892	—	16
31 Oct. '66	337.0	6.0	31.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,919,900	1,156,519	60,721,124	607.0	2,041,771	4,888,490	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	15
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	16,376,322	204.5	1,909,778	2,738,496	714,825	20	114
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,631	loss.	5	21
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	80,000	600,000	400,000	—	1,000,000	18.5	168,823	620,436	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,022,548	98.6	313,902	618,560	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R. Co.	7	55½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	109,000	2,409,565	32.0	47,227	56,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	69.7	194,282	250,906	83,596	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,336,000	2,401,645	68,880	3,812,146	82.0	484,750	818,878	255,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,280,027	20	52
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,288	*	1,598,965	2,606,100	885,000	78,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	30½
31 Oct. '66	135.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	)	6	56½
31 Oct. '66	55.0	11.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	2,150,150	3,124,737	—	6,887,285	67.5	345,858	902,218	282,600	—	32
31 Dec. '66	354.8	33.3	166.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,668	20,000,000	18,038 256	—	44,251,544	566.6	7,080,020	16 583,883	5,967,529	9	55½
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,489	409,986	1,491,550	159,800	—	1,817,554	24.2	274 819	605,346	247,446	9	57
31 Dec. '66	287.5	—	68.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,063 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28½
30 Nov. '66	147.0	—	256 4	—	267	71	3,043	Philadelphia and Reading	19,898,408	3,765,774	2,399,366	22,742,867	6,719,502	—	32 577,548	474 6	4,361,336	10,902,819	6,016,531	10	45
31 Oct. '66	26.5	—	80.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,784	15	125
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197.9	880,936	2,470,958	1,087,687	10	54½
31 Oct. '66	58.4	—	.....	90.6	14	12	82	Pittsburg and Connellsville	2,482,068	229,766	229,792	1,776,129	1,500,000	78,108	3,349,237	70.9	324,068	589,109	245 966	—	—
31 Dec. '67	488.5	—	188.1	—	199	119	2,748	Pittsb'g, Ft. Wayne & Chicago	25,271,286	*	2,994,981	11,500,000	12,563,600	723,140	25,236,267	468.5	4,725,603	7,342,126	3,378,554	10	101½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,054	348,138	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,540	145,650	—	18
31 Oct. '66	36.6	—	4.7	—	8	2	253	Tioga	826,867	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	122,812	25	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,431	456,140	111,885	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	84,372	260,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	149.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,776	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,575	242.0	.....	1,212,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,430	58,133	—	606,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,157	—	—
30 June '66	90.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,061	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,268	657,700	2,175,500	541,853	4,224,247	130.2	139,332	331,871	151,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126,580	921,937	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.....	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,018,107	—	—	325,390	1,000,000	962,059	3,018,107	99.2	—	387,252	173,729	—	—
1859.....	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.....	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	583,907	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,682,382	*	—	2,066,544	1,731,000	—	.....	149.0	.....	734.118	337,284	6	—
1859.....	—	—	—	—	—	—	—	Nashville and Northwestern	.....	—	—	.....	.....	—	.....	—	—	—	—	—	—
1860.....	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,560	127,958	67,243	—	—
1859.....	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).														
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,222,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,499	493,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	696,219	6,386,166	119.6	449,361	423,027	112,168	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,663	—	1,097,000	.....	.....	1,206,663	62.5	136,761	185,474	67,755	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	534,326	—	18
31 May, '65	47.0	13.5	5.3	—	.....	.....	.....	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	6	80
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,278	34,368	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	52,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	36,188	88,181	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	708,084	186,902	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,382	—	—
30 Sep. '66	103.5	—	.....	—	.....	.....	.....	Northwestern Virginia	5,322,150	*	—	5,680 685	694,000	.....	.....	103.5	436,729	758,883	42,876	—	17½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,555	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	16
30 Sep. '66	123.3	10.1	.....	—	12	7	107	Petersburg and Lynchburg	3,338,272	*	—	1,365,600	1,631,900	124,931	3,566,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	113,852	7½	—
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	196.5	310,204	639,562	269,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	3.1	—	3	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	—	—	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,868	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	291,577	230,526	—	—
30 Sep. '67	205.0	—	21.3	7.0	32	16	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	377,297	6,279,046	221.8	300,406	554,611	155,648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,830	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,960	5,229,000	—	18,508,374	278.0	986,727	2,582,800	994,103	—	60½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	—	.....	—	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,988,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,468,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,796	117,842	—	66
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,856	—	—
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,540,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,999,980	768,959	5,678,939	96.1	402,670	467,266	191,122	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	—
July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	02,338	—	1,380,000	13,100	136,000	1,729,232	60 0	.....	132 456	38,670	—	18
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4 273,281	92.0	158,416	128,107	37,151	—	—
	b.			—	11	22	120	**NEW GRANADA.** Panama	3,000,000	*	—	4,000,000	0	— —	16,765,765	45.0	.....	317,428	1,393,928	—	206

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	8	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	27½
Catawissa (preferred)	1,150,000	7	---	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	65
Chicago & Alton (preferred)	2,425,400	7	7	132
Chicago & Northwestern (pref.)	14,789,125	7	7	76½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	83
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	---	85
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	29
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	97
" " " (2d pref.)	841,400	7	7	92
Milwaukee & St. Paul (preferred)	7,370,900	7	7	74½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,561,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69
Toledo, Wabash & Western (pref.)	1,000,000	7	7	72
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	85½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	96
2d Mortgage	302,750	6	----	----	93
Boat Loan	232,807	6	----	----	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	71
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61½
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.	600,000	6	J. & J.	1872	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	38
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,638,350	—	48½
Delaware and Hudson	100	10,000,000	10	156½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	26½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	96
North Branch	100	----	----	----
Sault Ste Marie	----	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	12
" " (preferred)	50	2,888,988	—	27
Susquehanna and Tide Water	50	2,043,260	—	15
Union	----	----	---	1½
Union (preferred)	50	2,787,000	—	4½
West Branch and Susquehanna	100	1,100,000	6	80
Wyoming Valley	50	750,000	16	86

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40	@ 43 —
Pig, American, No. 1		38	@ 40 —
Pig, American, No. 2		36	@ 38 —
Bar, Refined, English and American		85	@ 87 50
Bar, Swedes, assorted sizes	(gold)	87 50	@ 90 —
	(Store Prices.)		
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		95	@100 —
Bar, English and American, Common		85	@ 90 —
Scroll		125	@170 —
Ovals and Half-round		120	@150 —
Sand		125	@ — —
Horse Shoe		125	@ — —
Rods, ⅜ @ 3-16 inch		100	@160 —
Hoop		133	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No.'s		— 16	@ — 17
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	52	@ — —
Rails, American (at works)		78	@ 80 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring.(2d and 1st qlty.)		— 10	@ — 12½
English Blister.(2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German. (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 11½	@ — 17
American, Cast, Tool, do.		— 21	@ — 22
American, Spring, do.		— 10	@ — 13
American Machinery, do.		— —	@ — 14
American German do.		— —	@ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 33
Bolts		— 33	@ — —
Braziers'		— 33	@ — —
Sheathing, &c., Old		— 18	@ — 20
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 26
American Ingot		— 22½	@ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 35	@ 6 50
German Refined	(gold)	6 35	@ 6 62½
English	(gold)	6 35	@ 6 87½
Bar	(net)	10 50	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½	@ — 27
Straits	(gold).	— 23½	@ — —
English	(gold).	— 23½	@ — 23½

	(Gold.)		(Currency.)	
Plates, I.C.Charcoal.p.box	8 25	@ 8 50	11 75	@ 12 50
Plates, I. C. Coke	7 25	@ 7 62½	10 50	@ 11 50
Plates, Coke Terne	6 25	@ 6 50	9 —	@ 9 50
Plates, Charcoal Terne	7 87½	@ 8 —	11 —	@ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 11	@ — 11½
Crude, 40 @ 47 gravity (in shipping order)		— 16	@ — —
Refined, free, S. W.		— 39	@ — 40
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 23
Refined, in bond, Standard White		— —	@ — 26
Refined, in bond, prime White		— —	@ — 26
Naptha, Refined, (60 @ 63 gravity)		— 18	@ — 19
Residuum	per bbl.	— —	@ 3 25

New York Stock Exchange.

Actual Sale Prices for the week ending April 8.

	Th. 2	F. 3.	Sat. 4.	M 6.	Tu. 7.	W. 8
Atlantic M. S. S. Co	87½	87	87	87	87½	87½
Boston, Hartford & Erie	----	----	14½	15	----	----
California 7s	----	----	----	----	----	----
Canton Co.	46¾	47¾	----	48¾	47¾	48½
Central of N. Jersey	117½	118	118	----	118	118
Chicago & Alton	----	----	120	120	120	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	102	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	150	----	----
" " " 8 p.c.	----	----	113	----	----	----
Chi. & Gt. Eastern 1st m	----	----	----	----	----	----
Chic. & Northwest'n	63½	----	----	----	----	64
" " pref.	74	74½	75	75½	75	76¾
" " 1st M.	----	----	87½	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	95½	----	----	----	----
" " Consol.	----	----	----	----	----	89
Chicago & Rock Isl.	90¾	92½	94½	96	96	96½
" 1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	94½	----	----	----	----
Clev., Col. and Cin.	----	----	105	105½	106	----
Clev. and Pittsburg	90¾	92	91	91½	91½	92
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	103½	104½	----	105	104½	105½
" S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	100	100	----	----	----	101
Cumberland Coal, pref.	----	----	----	----	32½	33
Del. & Hudson Canal	----	----	157	157	155½	156½
Del., Lack. & West.	----	----	----	114	114	----
" 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	73¾	74¼	74½	73¾	73¾	73½
" pref.	----	78	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	100
" 3 M. 7 p.c. '83	----	----	----	----	96	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	----	----	----	----	----	76½
Hudson River	140	----	140½	141	141	141½
" 1M. 7p.c. '69	100½	----	----	101	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	137	137	138½	----	141	145
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	6	----	----	----
" pref.	9	----	----	----	----	9
Michigan Central	----	113	----	----	----	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	87¾	88½	89½	90	91	90½
" " 1M. S. F.	----	----	102	101	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	58½	59¾	----	60	58¾	60½
" " pref.	74	73¾	73½	73	72½	74¾
" " 1st mort.	91	----	----	----	90	90
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	88	----	87	87	87	87½
" iss. to H. & St. J. R.	88½	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	----	----	99	----	----
" " 2d mort.	88	87½	----	----	----	87
N. Jersey R. R. & T. Co.	----	----	----	----	----	----
New York Central	121½	122½	123½	123	122½	122½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	96	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	----
" 3M. 7p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	139	----	----
N. Carolina 6s ex-coup.	62	62½	62½	62	61½	----
" new	60½	----	62	61½	61½	----
Ohio & Miss.	30½	31	31	31½	31½	32½
" " pref.	----	----	----	----	----	----
" " 1st m.	92	92	----	----	----	----
Pacific Mail S.S. Co.	102½	100½	97½	93½	93½	93½
Panama	----	----	----	316	316	310
Phila. and Reading	89½	90½	90½	90½	91½	91½
Pitts. Ft. W. & Chicago	99½	100	100½	101	101½	102
" " 1M. 105	----	105½	----	----	----	----
" " 2d	----	----	99½	----	----	99
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	23	25½	25	25	24½	25
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	82½	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, ex-coup.	68	----	69½	68½	67½	----
" new	67½	67½	68½	68½	67½	----
Tol. Wab. & Western	50	49½	50	49½	51	----
" Pref.	----	----	72	72	----	----
" 1M. ex.	----	----	91½	----	----	----
" 2M.	82	----	----	----	----	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s, ex-coupon	48½	----	50	----	----	----
new	----	----	49	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 8.

	Th 2.	F.3	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	120
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	100⅛	100⅛	101	101	102	102⅛
U. S 5s, 10-40s, reg.	100⅛	----	101	101⅛	101⅛	102⅛
U. S. 6s, 1881, reg.	111⅛	----	111	----	----	----
U. S. 6s, 1881, cou.	111	111⅛	111⅛	111⅛	112	112⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅛y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	----	----	----	103⅛	103⅛	104⅛
U. S. 6s, 5-20s, c. '62	109⅛	109⅛	109⅛	110⅛	110⅛	112
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	107⅛	107⅛	108⅛	108⅝	109⅛	110
U. S. 6s, 5-20s, reg. '65	----	----	----	----	107⅛	----
U. S. 6s, 5-20s, c. '65	107⅛	108⅛	108⅛	108⅛	109⅛	110⅛
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	106⅛	106⅛	107⅛	107⅛	108	108⅛
U. S. 6s, 5-20s, gr. n. '67	----	----	----	----	108	----
U. S. 6s, 5-20s, c. n. '67	106⅛	107	107⅛	107⅛	108⅛	108⅛
7.30 Notes, 2d series	105⅛	105⅛	105⅞	106	106⅛	107⅛
" " 3d series	105⅛	----	105⅛	106	106⅛	107⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 7.

	W.1	Th 2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa	----	----	----	----	----	----
" preferred	27⅛	----	----	----	27⅛	----
Camden & Amboy	125⅛	126	126⅛	126⅛	126⅛	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	85⅛	----	----	----	----	----
" " 6s, '89	----	----	----	----	87⅛	----
" mort. 6s, '88	----	----	----	----	----	97
Del. Div. Canal	----	----	----	----	48⅛	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	90⅛
Lehigh Navigation	25⅛	25⅛	26	26⅛	26⅛	26⅛
" " 6s, '84	85⅛	----	85⅛	----	----	----
" " Gold L.	89⅛	----	90⅛	91	90⅛	----
Lehigh Valley R. R.	52⅛	52⅛	52⅛	52⅛	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	56⅛	----	56⅛
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	95
" " 6s '70	----	----	----	----	----	----
North Pennsylvania	32	32	----	----	----	----
" " 6s	88	88⅛	----	88⅛	----	----
" " 10s.	111	----	----	----	----	----
Northern Central	45⅛	45⅛	45⅛	45⅛	----	----
Pennsylvania R. R.	55⅛	55⅛	55⅛	55⅛	55⅛	55⅛
" 1st m.	102	----	102	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 6s 1st series	----	----	----	105	105⅛	105⅛
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	109⅛	----	----	----	109⅛	106⅛
" " 6s, W. L.	102	----	----	102⅛	103	----
Philadelphia City, 6s	100⅛	100⅛	----	----	100	100
" " new	102⅛	102⅛	103	103	103⅛	103⅛
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	44⅛	45	----	45⅛	45⅛	45⅛
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	97⅛	----
Philadelphia & Erie	25⅛	----	26	----	26	----
" " 6s	----	----	----	92	92	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	22⅛	----	----	----	----	----
" " 6s '82	----	----	71	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	61	61	61⅛
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	14⅛	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	44⅛	----	----	----	----
Green & Contes, "	----	----	----	----	----	30⅛
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 7.

	W.1	Th.2	F.3.	Sat.4.	M 6.	Tu.7
Baltimore City 6s, 1875	----	----	----	99⅛	99⅛	99⅛
" " 1886	99	----	----	----	----	----
" " 1890. 98	98⅛	98⅛	98⅛	98⅛	98⅛	----
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Marietta & Cin. 1st m.	99⅛	----	90⅛	----	91	----
" " 2d m.	73⅛	----	----	----	----	----
Northern Central	45⅛	----	----	----	----	45⅛
" " b'ds, 1885	----	----	----	----	84⅛	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort.	----	----	----	----	----	96⅛
" " 2d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	19⅛	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W 8
Boston and Albany	----	----	145	146	146	146⅛
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	138⅛	----	----	----
Boston and Providence	----	----	140⅛	141	----	141
Boston Hartford & Erie	14⅛	14⅛	15	15⅛	15⅛	15⅛
Cheshire, pref.	----	----	64	----	----	65
Concord	75	75⅞	----	----	----	73⅛
Connecticut River	----	124⅛	----	124⅛	-	-
Eastern	117⅛	----	118	----	----	----
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	114	----	114	----
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	----	----	----	----	63	----
Old Colony & Newport	91	91	92	----	92	----
Ph., Wil. & Baltimore	----	58⅛	----	----	54⅛	----
Portl'd, Saco & Ports.	102½	----	----	103	----	----
Vermont & Canada	----	99	99⅛	----	99⅛	----
Vermont & Mass.	----	----	----	----	56⅛	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	65	65	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	23	23⅛	----
Franklin "	14⅛	----	15	15⅛	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	8⅛	8⅛	8⅛	----	8⅛	----
Pittsburg "	----	----	2 ⅛	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Mar. 13th, and 20th:

	Closing Prices. Mar. 20.	Mar. 13.
United States, 5-20s, 6 per cent 1882	72 @ 72⅛	71⅞@ 72⅛
Do. do. 6 do. 1884	70 @ 72	69 @ 71
Do. do. 6 do. 1885	71 @ 71⅛	70⅛@ 71
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874	70 @ 72	72 @ 74
United States 10-40s, 5 per ct. 1904	66⅛@ 66⅞	65⅝@ 66⅛
Massachusetts State 5 per cent	88 @ 90	87 @ 89
Virginia State, 5 per cent	50 @ 52	52 @ 56
Do. 6 per cent	30 @ 32	33½@ 34½
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	58 @ 62
Do. do., 2d mort., 1881	53 @ 58	55 @ 60
Do. Penn., 1st mort., 1877	55 @ 60	59 @ 62
Do. do., 2d mort., 1882	53 @ 58	55 @ 60
Do., consolid. mort. bonds, 1890	29 @ 20	28 @ 29
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	58 @ 62
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)	47 @ 47⅛	49 @ 49½
Do., Preference ditto	71 @ 73	70 @ 72
Do., 8d mort., 1883, 7 p. c.	62 @ 66	60 @ 65
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., $100 shares (all paid)	89½@ 90	89½@ 89⅝
Do., 7 p. c., 1875	78 @ 80	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	@ -	67 @ 70
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	102 @104
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	93 @ 95
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	83 @ 88
Do. with option to be paid in Phil.	82 @ 84	83 @ 88

American Railroad Journal.

Saturday, April 11, 1868.

Stock Exchange and Money Market.

After a fortnight of unequalled stringency in Money, we gladly note a decided relaxation in the local market, which has been developing advantageously for responsible borrowers, since the city banks finished on Friday last their preparations for the quarterly statement of Monday. There has been an encouraging increase in the offerings of capital, especially on private account, which circumstance has had the effect of arresting for the present season at least all temporary negotiations on an usurious basis. Call loans have settled down to 7 per cent., as the controlling street figure. Some of the more prominent dealers in the public funds have been accommodated, within a day or two, at the minimum price of 6 per cent.; but this has been an exceptional quotation. The tendency of rates, however, is unmistakably downward. A better inquiry has been experienced for prime business paper which closes at 7@8 per cent. per annum, on a comparatively moderate supply. The city banks, last week made a further exhibit of loss in their leading averages, but the return proved less unfavorable than had been anticipated. The deposits fell off some 5½ millions, or to $180,956,846, against $217,844,648 on the 8th of February, showing a decrease of nearly 37 millions in nine weeks, or an average loss of over four millions a week. The loans were reduced some three millions, or to $254,287,891, as against $271,015,970 eight weeks previously. The changes in the other items were not important. The banks held at the close of the week some 13 per cent. more of legal tender reserve, than even the law required them to hold. The U. S. Sub Treasury reduced its cash balances last week, nearly four millions, or precisely $3,879,076. It disbursed over four millions, on account of retired Seven-Thirties, which had been bought in by the office, in anticipation of their maturing a few months hence. The Treasury Department closed the month of March with a cash reserve of $122,509,645, including $99,279,617 in coin, and $23,230,027 in currency. This cash reserve was $5,867,812 less than that in the Treasury a month previous, which amounted to $106,623,374 in coin, and $21,754,082 in currency, or an aggregate of $128,377,457. The outstanding volume of plain legal tender notes on the 1st inst. was $356,144,727, against $353,157,747 on the 1st ult. Less than a quarter of a million of matured or maturing compound interest notes were redeemed during March. The amount of coin in the Treasury decreased during the month $7,343,757. The amount of currency was increased $1,475,948.

The specie reserve of the city banks is now $17,097,299, against $8,138,813 same time last year. The city bank deposits are now $180,956,846, against $183,861,269 week ending April 6, 1867. The legal tender reserve amounts to $51,709,706, against $59,021,775 same time last year. The circulation now stands at $34,227,108, against $33,774,573 same time last year. The loans are now $254,287,891, against $254,470,027 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $94,630,523 a day, against a daily average of $92,974,000 the preceding week, and $108,247,067 the week ending with Mar. 21, 1868. The current week's exchanges average about $100,602,205 a day. The city banks, last week, lost $413,372 of legal tender, $5,568,282 in the deposit line, and $226,068 of their specie reserve. They reduced their loans, $3,090,356; and increased their circulation, $36,300.

The Philadelphia Bank movement the past week shows a decrease in loans of $1,241,644; an increase of $22,977 in specie; a decrease in legal tenders of $1,139,766; a decrease of $1,150,271 in deposits; and a decrease of $936 in circulation. The Bank Clearings show an increase of $3,955,356, and the balances, an increase of $1,076,984.

National Bank notes to the amount of $119,840 were issued last week, making the total issue to 1,673 banks thus far, $307,139,931, against $282,555,440 at the close of the fiscal year ending

June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $7,378,109, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date, of $299,761,822. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,643,400; and for the public deposits, $38,127,950—making a total of $379,771,350. The Treasury Department last week redeemed and destroyed $495,000 of worn and mutilated fractional currency, and issued $401,000 of new. The outstanding amount of fractional currency on the 1st inst. was $32,588,690, against $32,307,947 on the 1st of March, and $32,246,489 on the 1st of Feb. 1868.

The U. S. Sub-Treasury receipts, week ending with April 4, were $20,292,279, including $2,545,341 from customs duties; payments, $24,171,355, including $75,000 of coin interest; balance at the close of the week, $97,934,551, against $101,813,627 at the close of the preceding week, showing a decrease of $3,879,076. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $5,397,293 including $340,239 from customs; and payments, $5,084,849; on Tuesday, receipts, $5,220,282 including $346,470 from customs, and payments, $3,384,347. The balance at the close of business on Tuesday stood at $100,082,930, against $98,161,867 a week previous; and $101,453,094 on March 22, 1868.

Of the cash in the Treasury on the 1st inst., amounting to $122,509,645, the Sub-Treasury office in this city held $98,161,876.

The aggregate issue of coin certificates by the U.S. Sub-Treasury, in this city, up to date of latest published local report was $245,869,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 1st of April $17,742,060 against $25,699,360, on the 1st of March, and $29,619,280 on the 1st of February, 1868. The Sub-Treasury issued $3,124,020 of coin certificates in March. It reported an issue, last week, of $3,901.000 of these certificates.

Government revenues are again yielding quite satisfactorily. The excises, last week, yielded $5,858,705 against about two millions the preceding week; customs at the port of New York, $2,545,341 and at the outports, about $850,000 (in coin) more, making the grand total income for the week equal to about $10,527,200 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $149,000,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to March 7, 1868, $1,419,090.

Gold has been without much animation or buoyancy since our last. The speculative and export demand has been on a very moderate scale. The customs inquiry has been up to a fair average. Government has been marketing coin to some extent, probably to nearly the aggregate of its receipts from customs. It believed that the sales made on account of the Department last month, reached seven million dollars. The coin reserve of the Treasury showed a reduction of $7,343,757 for March; while a liquidation of some $7,957,300 of coin certificates was reported for the same month. The coin reserve on the 1st inst. was $99,279,617, including $17,742,060 represented by outstanding coin certificates; against an aggregate coin reserve of $106,623,374 on the 1st ult., of which $25,699,360 were represented by coin certificates. The range of the price of gold in this market, during the week, has been from 137⅝@138½. The latest figures were 138¼@138⅜. The *China* on Wednesday carried off $190,112 in specie, for Liverpaol.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $1,945,275, against $477,340 same time last year. The customs demand for Gold last week, averaged $424,223 a day; thus far, this week, it has been equal to $343,355 a day, or equal to a weekly aggregate of $2,060,130. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $157,826 and from California, none. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $86,632,202, against $97,900,132 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $25,606,487, against $32,197,065 same time in the preceding fiscal year, showing a decrease of $6,590,578 in 1867–'68. The exports of specie from this port, last week, were $1,281,052, against $500,618 same week last year. The exports of specie, hence, since July 1, 1867, have been $43,519,475, against $23,952,718 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $75,000, and since July 1, 1867, $54,451,162, against $36,481,964 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to March 7, 1868, were $7,034,562, against $7,321,281 same time last year.

Foreign exchange has shown less activity, without much change in the ruling prices. Bankers' prime sixty day bills on London closed on Wednesday at 109⅜@109⅝, and on Paris to 5.18¾c. @5.15; sight bills on London to 109⅞@110⅛, and on Paris to 5.14¾c.@5.12½. The offering of produce bills have been quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,731,689, against $4,392,123 same week last year; total, since July 1, 1867, $138,387,519, against $150,165,794 same time in 1866–'67.

Government securities rallied sharply toward the close, on a decidedly brisk investment demand stimulated by the relaxation in the money market, and the unexpectedly favorable debt exhibit for April 1. At the improved prices, on Wednesday, the offerings of both bonds and notes were very moderate. The Six per cent. coin bearing bonds were quite scarce. Less than nine millions of the loans of 1847–'48 now remain to be redeemed. Sixes of 1881 are difficult to procure in round lots. The outstanding aggregate is now $283,677,150, or about the same as on the 1st of March. Five twenties of all issues are much less freely offered than they were during the money pressure. The department added $17,083,800 to the aggregate issue, during March, making the total now outstanding $1,424,405,600, against $1,407,321,800 a month ago. Ten-forties are in reduced supply in the open market. The outstanding issue of Ten forties on the 1st inst., was $187,442,450, against $185,762,400 on the 1st of March. Seven thirties have been disappearing from market. Private holders of round lots have been confidently looking for higher figures and have not been offering to sell any considerable amounts. The Treasury Department has been retiring notes, quite energetically. It bought in, or converted, some $17,067,000 worth of the notes during March, leaving the outstanding aggregate on the 1st inst., $185,884,100, against $202,951,100 on the 1st ult., and an original issue of 830 millions, showing that about 644 millions of this great temporary loan have been funded ahead of maturity, under Secretary McCulloch's administration of the National finances. Compound Interest Notes have been in very light supply. The unliquidated balance of the notes is only $46,010,530, against $46,244,780 on the 1st of March. There has been an increased call for the three per cent. certificates which the Secretary has decided are payable only in legal tender notes, thus making them eminently desirable for banking purposes. The aggregate is now $26,290,000.

U. S. sixes of 1881 closed here on Wednesday at 112¾@113; U. S. Five-twenties of 1862, 111¾@111⅞; U. S. Five-twenties of 1864 at 109⅞@110⅛; U. S. Five-twenties of 1865 at 110¼@110⅜; U. S. Five-twenties of 1865, consolidated, 108⅛@108⅜; U. S. Five-twenties of 1867, 108½@108⅝; U. S. Ten-forties at 102½@102⅝, and U. S. Seven-thirties at 107@107¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865 .....118¼	September, 1865..116¾
August, 1865....117¼	October, 1865....116¼

U. S. three per cent. certificates 100¼

Government paid off $474,550 of the matured loan of 1847–'67, in February.

Railway and miscellaneous share property has been less freely dealt in, and has been less variable in price, as a rule, pending the issue of the legal and legislative conflict on the Erie and Central lines. The general market closed dull and weak on Wednesday.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 25.	April 1.	April 8.
Consols..... .....93⅛	93⅛	93⅜
U.S. 5-20's of 1862....72¼	72⅛	72¾
Erie..... ....46½	48⅝	48½
Ill. Central..... .....89¾	89⅛	95

General business has shown a little more activity in a few branches, mainly in provisions, in which there have been some vigorous operations, largely on speculative account, at improved prices. Breadstuffs have been in less demand and heavy. Cotton has been variable in price, and decidedly less sought after, closing 2 cts. off the highest figures of the week. Middling upland cotton closed tamely at 28 cts., per lb. The stock of cotton now here is estimated at about 85,000 bales. The receipts at the port this week, have averaged about 2,000 bales a day. The re-

ceipts at all the ports, since Sept. 1, 1867, have been 1,976,000 bales, against 1,581,000 bales same time last year; exports, same time 1,327,000 bales, against 1,038,000 bales same time last year; stock on hand at latest dates, 815,000 bales, against 552,000 bales same date last year. At the Live Stock markets this week, Beeves have been in more demand at a shade firmer prices, ranging from 14@20c. per lb.; week's receipts, 4,515. Veal calves, were quiet and heavy, selling down to 8@11½c. per lb.; receipts, 1,907. Sheep and lambs in active demand and firm at from 6½@10¾c. per lb.; receipts, 16,315. Swine dull and lower at from 8@9¼c. per lb., all live weight; receipts, 12,392. Foreign merchandise has been in moderate request at about former rates. The total imports of foreign dry goods, last week, were $2,067,307, and the total amount marketed $2,414,506. The value of foreign merchandise imported last week, was $3,633,918—making the grand total specie value of last week's imports of dry goods and merchandise, equal to the unusually large sum of $5,701,225, against $4,759,407, same week last year; total since July 1, 1867, $178,337,378, against $205,823,344 same time in 1866–'67. The ocean freight market has been moderate and active, but quite irregular, since our last. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s. 6d.@3s. by steamer, per bbl.; grain at 3¾d.@4d. by sail, and 5½d.@6d. by steamer, per bushel; cotton at 5/16@⅜ by sail, and ⅜@5/8 by steamer, per lb.; and heavy goods at 20s.@35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday 476.

The New York exports, exclusive of specie, for the week ending April 7, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$4,392,123	$4,731,689
Prev. reported.....	51,082,034	42,462,945
Since January 1.....	$55,474,157	$47,194,634

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods	$1,714,385	$2,067,307
Gen. merchandise.....	3,045,022	3,633,918
Total for the week.....	$4,759,407	$5,701,225
Previously reported....	63,114,364	55,627,198
Since January 1.....	$67,873,771	$61,328,423

The balance in the Sub-Treasury on Wednesday was $101,031,892 39.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 74; do., 7s, 88; New York State 7s, Bounty Loan, reg., 108⅞; do., coupon, 108¼; Brooklyn 6s Park Loan, 97; Dubuque and Sioux City 1st mort., 87; Chicago and Gt. Eastern 1st mort., 82; Long Dock bonds, 98; Hannibal and St. Joseph, 77½; do., pref., 85; Stonington, 92; Renssalaer and Saratoga, 84; Boston Water Power Co., 19¾; Adams' Express Co., 75; Wells-Fargo Exp., 28⅝; Merchants' Union Exp., 84⅝; Am. Exp., 64; U. S. Express, 66; Union Navigation, 25; Western Union Telegraph, 87¼; do., 7s, 82¼; Central National Bank, 107¼; Park Bank, 149; Ninth National Bank, 104½; Bank State of New York, 116; St. Nicholas Bank, 106½; Bank of Commerce, 119; Union Bank, 115; Ocean Bank, 102½; Bank of North America, 106; Tenth National Bank, 101; Merchants' Exchange Bank, 112; American Flag, 0.65; Buchanan Farm, 0.40; Consol. Gregory Gold, 3.20; Edgehill Mining, 2.30; Keystone Silver, 0.02; La Crosse Gold, 0.50; Montana Gold, 0.75; New York Gold, 0.60; Pit Hole Creek, petroleum, 0.85; Quartz Hill Gold, 1.00; Rutland Marble, 15.00; Rocky Mt. Gold, 0.09; Smith and Parmalee, 2.50; United States, petroleum, 1.80.

Philadelphia.—Belvidere Delaware 2d mort., 82½; do., 3d mort., 81; North Penna. 7s, 85; Phila. and Reading 6s, 1841–'80, 93½; Lehigh Coal and Navigation 6s, R. R. loan, 88¾; Harrisburg and Lancaster 6s, 91; Phila. and Trenton R. R. 125½; Allegheny Co. comp. 5s, 76; Pittsburg 5s, 73; Union Passenger R. R., 40; Chestnut and Walnut (Phila. City,) 44½; Fulton Coal, 5¼; Hazleton Coal, 47½; Ocean Oil, 2⅜; Philadelphia Bank, 163; Commercial Bank, 60¼; Girard Bank, 60½; City Bank, 70½; Farmers' and Mechanics' Bank, 131; Bank of North America, 250. The latest quotations are: City 6s, 100@100½; do., free of tax, 103¼@103⅜; State 5s, reg., 99¾@101; do., coupon, 95@97; do., 6s, W. L., 102@102½; Reading, 45⅝@45¾; do., 6s, 1870, 97@98; do., bonds, 93@94; Camden and Amboy, 126@126¼; do., mort. 6s, 1889, 97@97⅛; do., 1883, 88¼@89; Penn. R. R., 55¾@56; do., 1st mort., 101½@102; do., 2d mort., 96@97; Little Schuylkill R. R., 30½@30⅝; Morris Canal, 35@50; do., pref., 90@100; do., bonds, 85@89½; Wyoming Valley Canal, 38@45; do., 6s, 80@83; Susquehanna Canal, 15½@16¾; do., 6s, 60½@61; Sch. Nav., 11⅞@13; do., pref., 21¾@22; do., 6s, 1882, 71@72; Union Canal bonds, 14@15; Delaware Div. Canal, 47@49; do., bonds, 83@89; Elmira and Williamsport, 30@33; do., pref., 40@40¼; do., 7s, 1873, 96@97; do., 5s, 59½@60½; Lehigh Coal and Navigation, 26⅜@26⅝; do., bonds, 1884, 85½@86½; North Pennsylvania, 32@33; do., 6s, 88¾@88¾; Philadelphia and Erie, 26¼@26½; do., 6s, 91@92; Minehill, 56@56; Catawissa, 5@10; do., pref., 27½@27¾; Lehigh Valley, 52@52¼; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 55@55½; West Philadelphia, 65@65; Spruce and Pine, 23@24; Green and Coates, 30¼@31; Chestnut and Walnut, 44¼@45; Thirteenth and Fifteenth, 15@16; Girard College, 27@28; Tenth and Eleventh, 64@64½; Union, 37½@41; Hestonville, 10⅛@10⅜.

Boston.—Vermont Central 1st mort., consolidated, 72; New York and Boston Air Line 6s, 53; Central Pacific R. R. 7s, 1883, gold, 107½@108; Old Colony and Newport 7s, 1877, 103; Cheshire 6s, 1880, 95; do., 1877, 93¾; Vermont Central and Vermont and Canada 8s, 1877, 102; Michigan Central 8s, 1882, 111; Eastern R. R., 6s, 1874, 95; Boston, Hartford and Erie 7s, 64; do., new, 50; Western R. R. 6s, 1875, 98¼; Ogdensburg and Lake Champlain pref., 101; do., Equipment 8s, 102; Connecticut and Passumpsic Rivers pref., 83; Indianapolis and Cincinnati, 29; Cin., Sandusky and Cleveland, old, 15¾; Rutland R. R., 31; Boston Water Power Co., 20; Waverly Land, 1¼; Boston and Roxbury Mill, 35; East Boston Co., 11; Ophir (N. S.) gold, 1.40; Rhode Island 6s, 1882, 100; do., 1894, 99⅞; New Hampshire 6s, 1893, 100; Massachusetts 6s, 5-20s, currency, 102⅞; Maine 6s, 1889, 100; St. Louis 6s gold, 99¾; Roxbury 6s, 1878, 101¾; Lynn 6s, 1882, 85½; Chicago 7s, 1892, River Imp., 97¾; Cincinnati 6s, 1890, School Bonds, 86¾; Cook Co., Ills., 7s, 95; Boston 6s, 1877, currency, 108; Malden and Melrose Gas, 66½; East Boston Gas, 29¾; Boston Gas, 775; Atlantic National Bank, 122; Blackstone National Bank, 128; Bunker Hill National Bank, 98⅞; City National Bank, 104¾; Eliot National Bank, 107¾; Exchange National Bank, 148; Globe National Bank, 121¼; Massachusetts National Bank, 117¾; Mt. Vernon National Bank, 111⅞; Maverick National Bank, 110; Merchants' National Bank, 117½; Market National Bank, 107; National Bank of Redemption, 112½; National Bank of North America, 103¼; North National Bank, 113¼; National Bank of Commerce, 116; Second National Bank, Granite, 150⅛; Suffolk National Bank, 115; State National Bank, 104; Traders' National Bank, 99¾; Webster National Bank, 108¾; Allouez Mining Co., 3½; Algomah, 87½c.; Bay State, 2½; Canada, 8c.; French Creek, 20c.; Hecla, 43; Humbolt, 60c.; Hancock, 5⅛; Native, 95c.; Petherick, 87½c.

Baltimore.—Virginia 6s, 1867, 40¼; do., 1866, 42¼; do., 6s old, reg., 43; Central Ohio 36; do., 1st mort., 86½; Gardner Hill, 0.50; National Exchange Bank, 97; Bank of Baltimore, 112. The latest quotations are: Balt. and Ohio, 129½@130; do., 6s, 1875, 96½@100; do., 1880, 96½@100; do., 1885, 97@98; Northern Central, 45¼@45½; do., bonds, 1885, 84⅜@84½; do., 1900, 82@85; Parkersburg Branch, 25@28; N.W. Va., 1st mort, 96¼@—; do., 2d mort., 95@95½; do., 3d mort., 1873, 91⅛@94½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 91@93; do., 2d mort., 72½@73½; Central Ohio, 36@37; do., 1st mort., 86@87; Western Md. 6s, 1890, 79@—; do., guar., 94@95; Maryland 6s, coupon, 1870, 101@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99⅝@100; do., 1886, 99@99½; do., 1890, 98⅛@98½; do., coupon, 100@—; do., Park, 97½@98; do., 1893, 95@96; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19@19½; Canton Co., 56½@—; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 65@70; Santa Clara, 1.50@2.00; Atlantic Coal, 0.75@0.90; Baltimore Coal, 290@—.

Marietta and Cincinnati Railroad.

Such is the increase of business on this road, in both freight and passengers, that it will be compelled to build at an early day its independent track down and through Mill Creek Valley. The Baltimore and Ohio Railroad now having a deep interest in this road's welfare, has commenced the reironing of the entire track. The proposed track through Mill Creek Valley will have its line west of and parallel with the present bed of the creek, thus proving a valuable nucleus to the filling up of Mill Creek Valley.

☞ Messrs. Kasson & Co., 62 Broadway, N. Y., have for sale four new first class locomotives and tenders—two of which are 4 feet 8½ inch gauge, and two of 5 feet gauge, 16×24 cylinders, and 5 feet drivers. Also, one locomotive 4 feet 8½ in. gauge in perfect repair, 15×20 cylinder, 5½ feet drivers. Messrs. K. & Co., have for sale Railroad Iron, Locomotives, cars, chairs, spike, and Railroad Material of every description.

Railroad Earnings.—Weekly.

The earnings of the Chicago and Northwestern Railroad for 4th week in Mar., 1868. $292,555 21
Corresponding week previous year .. 257,803 85

Increase $34,751 36

The earnings of the Chicago, Rock Island and Pacific Railroad for the fourth week in March, 1868 were. $74,900 00
Corresponding week of previous year.. 57 759 00

Increase $17,141 00

The earnings of the Atlantic and Great Western Railway for the fourth week in Mar., 1868, were..... $119,489 00
Corresponding week previous year... 109,092 00

Increase $10,397 00

The earnings of the Western Union Railroad for the week ending Mar., 31, 1868.... $16,707 42
Corresponding week previous year.... 10,541 47

Increase..... $6,165 95

The earnings of the Chicago and Alton Railroad for the fourth week in March, 1868, were..... $68,859 95
Corresponding period previous year .. 56,825 42

Increase $12,034 53

The earnings of the Michigan Southern and Northern Indiana Railroad for the 4th week in Mar., 1868, were..... $136,361 00
Corresponding week of 1867 ..... 116,543 00

Increase..... $19,818 00

The earnings of the Toledo, Wabash and Western Railroad for the 4th week of March, 1868, were..... $91,113 75
Same week in 1867..... 87,910 84

Increase $3,202 91

The earnings of the Detroit and Milwaukee Railroad for the fourth week in March, 1868, were $33,466 36
Corresponding week of 1867 ..... 30,127 19

Increase $3,339 17

Hannibal and St. Joseph Railroad.

In addition to the extensive improvements which have recently been made upon this road, the company have just decided to expend $1,000,000 more during the present year in purchasing and putting down new iron. This amount will lay at least forty miles of track, and when once down the road will have been nearly or quite reironed. The company has just received one of the eight new locomotives ordered from the Manchester Works, and the others will arrive shortly. Two new and elegant passenger coaches have just been turned out from the company's works at Hannibal, and four more are in process of completion. By the 15th of April a fast train will be run between St. Joseph and Chicago, reducing the time to twenty one hours—eleven hours from St. Joseph to Quincy, and ten hours from Quincy to Chicago.

☞ The *Eastern Shoreman* states that the Pocomoke and Wicomico Railroad, passing through portions of Wicomico and Worcester Counties, Md., will be completed and ready for freight and travel about the first of May.

☞ The Governor of Pennsylvania has sent to the House his veto of the Free Railroad bill recently passed. He declares it to be unconstitutional, and giving extraordinary powers by authorizing railroad companies to increase their capital stock without limit.

Canals of the State of Pennsylvania.

Canals, &c.	Stock, Bonds and Debt. Stock.	Bonds.	Debt.	Total.	Length.	Dimensions. Top.	Bottom.	Depth.	Locks. Lift.	Length.	Width.	Cost of Works.	Gross Earnings.	Operating Expenses.	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	Ft.	Ft.	Ft.	No.	Ft.	Ft.	$	$	$	$	$	p. c.
Delaware and Hudson	10,000,000	531,000	.....	10,531,000	108	48	30	6	109	100	15 to 15½	6,820,198	114,649	499,656	.....	1,600,000	16
Delaware Division (a)	1,633,350	800,000	.....	2,433,350	60	44	26	6	32	90	11 to 22	2,438,350	193,436	97,473	95 963	130,668	8
Erie	64,000	885,759	465,226	1,864,985	161	54	30	4	134	90	15	807,465	120,583	106,967	13,616	.....	..
Junction	398,910	.....	.....	398,910	18	65	26	4	11	90	17	398,910	.....	.....	.....	.....	..
Lehigh Navigation	8,739,800	7,990,285	.....	16,730,085	48	45	45	6	53	102	22	4,456,000	406,045	106,795	299,250	494,198	8
Muncy	.....	.....	2,625	2,862	0¾	45	40	4	...	...	...	2,862	241	28	218	.....	..
Pennsylvania	2,751,765	.....	237	2,751,765	173	Various			108	90	15 to 17	2,751,765	262,655	205,902	56,753	.....	..
Schuylkill Navigation	4,797,185	7,775,720	.....	13,062,221	108	60	40	6	76	110	18	10,553,333	1,645,094	205,326	1,439,768	.....	..
Susquehanna and Tide Water	2,002,746	2,611,810	489,816	4,773,562	45	60	40	6	33	90	17	4,619,461	155,873	92,125	63,748	.....	..
Union	2,907,850	3,000,000	159,506	5,907,850	77¾	48	28	4½	91	90	17	5,907,850	75,279	68,754	6,525	.....	..
West Branch and Susquehanna	1,100,000	683,000	.....	1,738,000	123	40	28	4½	38	90	17	1,738,000	211,829	134,627	77,202	.....	..
Wiconisco	58,925	15,000	6,225	80,150	12	45	28	4½	7	90	17	500,000	10,198	18,648	(Loss)	.....	..
Wyoming Valley	800,000	600,000	.....	1,400,000	64	40	28	4½	11	90	17	2,000,000	132,037	71,696	60,341	32,000	4

(a) Leased to Lehigh Coal and Navigation Company, from Jan. 1, 1867.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States March 1, and April 1, 1868:

	March 1, 1868.	April 1, 1868.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$212,764,400.00	$214,464,450.00
Six per cent. bonds of 1867 and 1868	9,378,191.80	8,903,641.80
Six per cent. bonds of 1881	283,676,600.00	283,677,150.00
Six per cent. Five-twenty bonds	1,407,321,800.00	1,424,405,600.00
Navy pension fund	13,000,000.00	13,000,000.00
Total	$1,926,160,991.80	$1,944,440,841.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$22,470,000.00	$23,582,000.00
Three-year compound interest notes	46,244,780.00	46,010,530.00
Three-year seven-thirty notes	202,951,100.00	185,884,100.00
Three per cent. certificates	25,585,000.00	26,290,000.00
Total	$297,250,880.00	$281,766,630.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867	$1,519,600.00	$1,303,550.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867	6,163,600.00	5,393,030.00
Bonds of Texas indemnity	256,000.00	256,000.00
Treasury notes, acts July 17, 1861, and prior thereto	159,661.64	158,611.64
Bonds, April 15, 1842	6,000.00	6,000.00
Treasury notes, March 3, 1863	616,192.00	616,192.00
Temporary loan	1,890,700.00	1,284,000.00
Certificates of indebtedness	19,000.00	19,000.00
Total	$10,630,153.64	$9,036,383.64
DEBT BEARING NO INTEREST.		
United States notes	$353,157,747.00	$356,144,727.00
Fractional currency	32,307,947.51	32,588,689.94
Gold certificates of deposit	25,699,360.00	17,742,060.00
Total	$414,165,054.51	$406,475,476.94
Total debt	$2,648,207,079.95	$2,641,719,332.38
AMOUNT IN THE TREASURY.		
Coin	$106,623,374.75	$99,279,617.68
Currency	21,754,082.36	23,230,027.34
Total	$128,377,457.11	$122,509,645.02
Amount of debt less cash in the Treasury	$2,519,829,622.89	$2,519,209,687.39

By comparing this with the statement of March 1, it is shown that the debt bearing coin interest has increased $18,279,850; the debt bearing currency interest has decreased $15,484,250; the matured debt not presented for payment has decreased $1,593,770 00; and the debt bearing no interest has decreased $7,689,577 57—making the decrease in the total debt since March 1, 1868, $6,487,747 57. The amount of coin in the Treasury during the same period has decreased $7,343,757 07, and the amount of currency has increased $1,475,944 98—leaving the amount of debt less cash in the Treasury April 1, $619,935 53 less than on March 1st.

☞ The grading on the Portland and Rochester Railroad is nearly finished to Alfred. The cars will run to that town on or before the 1st of July. Other towns west of Alfred are calling meetings to vote on taking stock.

☞ A survey is to be made for the extension of the New Bedford and Taunton Railroad to Hebronville.

Journal of Railroad Law.

LIABILITY AS COMMON CARRIER CEASES WHEN GOODS ARE DISCHARGED FROM THE CARS, AND STORED IN THE WAREHOUSE.

The facts in the late case of The Cincinnati and Chicago Air Line R. R. Co. *vs.* McCool sufficiently appear in the opinion of the court delivered by Chief Justice Gregory as follows:

This case was submitted to the Court below on an agreed statement of facts. Finding for the plaintiff, motion for a new trial overruled and judgment. The evidence is in the record. The defendant at the time &c., was a common carrier from Cincinnati to Kokomo. In October, 1864, the appellant received at the former, for transportation to the latter place, a barrel of whisky, the property of the appellee, of the value of $229 92. It was transported over the line of appellants railroad by the regular freight train. The train arrived at Kokomo at 8 o'clock in the evening, the usual and regular hour for the arrival thereof. The appellee resided in, and was at the time engaged in business, at the latter place. He was not at the depot on the arrival of the train, and the agents of the railroad company stored the whisky in the company's warehouse, situated on the side track of the road, at the station, as had been the practice and usage of the company for years, in such cases. No notice was given to the plaintiff of the arrival of the property, nor had he any such notice in fact, nor did he call at the warehouse to receive the same. The warehouse was securely locked and fastened, and left for the night. During the night, some person, to the parties unknown, crawled through a grain-shoot constructed in the warehouse, and with an auger bored through the barrel, whereby the whiskey was lost. The whisky was received at the depot in good order, and the warehouse was reasonably secure and safe.

After the whisky was discharged from the cars and placed in the warehouse of appellant, the liability was that of a warehouseman and not that of common carrier. Bansemer *vs.* Toledo and Wabash R. R. Co., 25 Ind. 434.

Under the facts the appellant is not liable for the loss of the whisky. Ordinary care was all that the law required. The Court below erred in over-ruling the motion for a new trial.

The judgment is reversed, and the cause remanded, with directions to grant a new trial, and for further proceedings in accordance with this opinion.

American Central Railway.

Articles of association have been filed in the office of the Secretary of State at Indianapolis for the incorporation of the American Central Railway company, with a capital stock of $3,000,000, in shares of $50 each. The proposed road is to run from Ft. Wayne to Macon, Marshall County, Ill., and will pass into or through the counties of Allen, Whitley, Kosciusko, Fulton, Pulaski, Jasper and Newton, in Indiana. The length of the road to the State line is about 120 miles. The directors for the Indiana division are: John S. Thompson, of Illinois, and Lot S. Bayless, Pliny Hoagland, Philo Rumsey, Sol. D. Bayless, Robert C. and William Fleming, of Ft. Wayne.

☞ The Welland Canal will be opened for navigation on the 15th of April.

Union Pacific Railroad, Eastern Division.

The annual meeting of the stockholders of this road was held at Lawrence, Kansas, on the 6th inst. From the reports of the directors and superintendent, which were read and approved, it appears that 335 miles of main line and 34 miles of branch road are in operation; that the increase last year was 199 miles, and that the average length of road operated last year was 260 miles. Total earnings, $1,888,858; net earnings, $606,-235; gross earnings per mile, $7,229. Twenty miles of additional track were completed last Saturday, thus taking the track to within 30 miles of Pond Creek, which point, it is expected the road will reach by the 15th of May. The indications are that the business this year on the extended road will be double that of last year. Directors were elected as follows: John D. Perry, Adolphus Meir, C. S. Greeley, W. M. McPherson, and Thomas L, Price of Missouri; W. H. Clement, and H. J. Jewett of Ohio; Thomas A. Scott and John McManus of Pennsylvania. John D. Perry was re-elected President; Adolphus Meir, Vice-President; C. B. Lamborn, Secretary; and W. J. Palmer, Treasurer. The company have 29 locomotives, 20 passenger and 771 freight cars.

Wilder's Railroad Guide.

We have received a copy of "Wilder's Official Guide of the Springfield Line between Washington, Baltimore, Philadelphia, New York, Boston, Portland and the East" for the month of April, 1868—containing: general rules and suggestions for travelers by this line; a table showing the difference between the time in the cities of the line; a Hotel Directory, giving the names and locations of the principal hotels, with the prices charged at each. Also, refreshments stations, location of depots, places of transfer, rates of fare for hackney coaches, and places of interest to visitors in the principal cities of the line. Through time tables between Washington and Portland are also given, and excellent maps of the cities of Boston and Philadelphia. It is published by David Clapp & Son, 334 Washington street, Boston, Mass.

☞ In 1860 a charter was granted to build a railroad from Easton to Miles River Ferry. Up to a short time ago no effort had been made to secure stock, but the Easton *Gazette* learns that steps are now being taken to push the matter through. The line will run from Easton to Easton Point, and from thence to Miles River Ferry.

☞ The Lebanon *Courier* says that the early completion of the Lebanon and Pinegrove Railroad can be regarded but as a question of time. The damages to landholders are about being settled and contractors are looking over the route, preparing to make their bids. The *Courier* will be greatly surprised if the work is not in full progress by the 1st of July.

☞ All the remaining portion of the Columbia and Port Deposit Railroad between the latter place and Octoraro creek has been contracted for by Messrs. Wendell & Coyle, who will immediately commence work upon it.

☞ An exchange says that the Hartford and New Haven Railroad interest has had the route of the proposed Connecticut Western Railroad viewed by a competent engineer, and offers to subscribe $600,000 to the stock.

Chicago, Rock Island and Pacific R. R.

Messrs. Clark Durant, Thomas C. Durant, Charles W. Durant, David Dows, and Thomas T. Sturgis, having resigned the directorship of this road, the following named gentlemen were elected in their stead: William F. Coolbaugh, J. W. Drury, George C. Campbell, E. A. McNair and B. F. Allen. John B. Drake was elected to fill a vacancy. The re-organized Board of Directors now stands as follows: John F. Tracy, John B. Drake, and William F. Coolbaugh, Chicago; Oliver Charlick, David Crawford, Jr., and Francis H. Towes, New York; Robert A. Forsythe, Newburgh; N. B. Curtis, Peoria; J. W. Drury, Rock Island; George C. Campbell, Ottawa, Ills.; E. A. McNair, and Ebenezer Cook, Davenport, Iowa; and B. F. Allen, Des Moines, Iowa.

☞ The West Jersey, and Millville and Glassboro Railroads have been consolidated under the law specially passed for that purpose.

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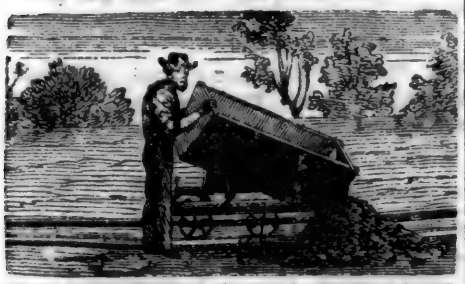
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Price $4,500.

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PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY, ONEIDA, N. Y., Feb. 10, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the Office of the Company, until the 15th day of April, 1868, at noon, for the GRADING, MASONRY, and BRIDGING of that portion of the NEW YORK AND OSWEGO MIDLAND RAILROAD, extending from the CITY OF OSWEGO to the VILLAGE OF SIDNEY PLAINS, a distance of ONE HUNDRED AND TWENTY MILES, and passing through the Towns of VOLNEY, HASTINGS, WEST MONROE, CONSTANTIA, VIENNA, LENOX, STOCKBRIDGE, EATON, LEBANON, SMYRNA, NORTH NORWICH, NORWICH, OXFORD AND GUILFORD, and that portion known as the Branch, from at or near EAST GUILFORD, in the town of GUILFORD, to MT. UPTON, in the same town.

The line will be divided into Sections of about One Mile each, and proposals may be made for separate Sections or for the Entire Work. The Company will entertain separate proposals for Bridging only.

The line passes through a desirable section of country of Central New York, and the work will be worthy of the attention of Contractors.

Plans, Profiles and Specifications will be ready for examination at the Office of the Chief Engineer, in Oneida, N. Y., where all necessary information may be obtained, on and after the 6th day of April.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

POSTPONEMENT.

In consequence of the unfavorable weather for field work for the past three weeks, the above Letting will be Postponed until THE FIRST DAY OF MAY, AT NOON. Plans, Profiles and Specifications will be ready for examination as above noticed, on and after the 22d day of April.

Dated Oneida, March 20th, 1868.

D. C. LITTLEJOHN, President.
4t14 W. B. GILBERT, Chief Engineer.

Notice to Contractors.

PROPOSALS FOR THE GRADUATION AND MAsonry of the Nineteen Miles of the Knoxville and Kentucky Railroad not yet under contract, extending from a point two miles south of Elk Gap to the Kentucky line near the town of Boston will be received until the 24th of April next.

The profile and specifications for this section, which includes four Tunnels, varying from two hundred and fifty to seventeen hundred and fifty feet in length, with other heavy work, can be seen at the ENGINEER'S OFFICE, in Knoxville, after the 14th of April. The Company reserve the right to reject all bids. For further particulars address— ADRIAN TERRY, Chief Engineer, &c.

Knoxville, Tenn., March 26, 1868.

C. F. I. & C. For COST, FREIGHT, INSURANCE, and COMMISSION, any production of Great Britain can be procured at the lowest market rates, through Messrs. BELDING, KEITH & Co., American Bankers and Merchants, 80, Lombard Street, London. Orders by Cable promply executed. Circulars issued weekly on application.

PROPOSALS

For the Construction of a portion of the Summit Division of the Illinois and Michigan Canal.

OFFICE OF THE BOARD OF PUBLIC WORKS, CHICAGO, March 11, 1868.

SEALED PROPOSALS WILL BE RECEIVED BY the Board of Public Works, at their office, until 11 A. M. Wednesday, April 15, for the construction of sections Nos. seventeen (17) to forty-four (44,) inclusive, of the Summit Division of the Illinois and Michigan Canal—a distance of about eleven (11) miles.

Maps, profiles, and specifications will be exhibited at the office of said Board in Chicago.

There will be some 1,500,000 to 2,500,000 cubic yards (according to the line which shall be adopted) of earth excavation, some of it quite hard and embracing considerable detached rock, and about 90,000 cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the canal during the season of navigation.

It is believed, however, that most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

Proposals are invited on the present line of canal, and also on a new line, as follows, viz:

For the work on Sections 17 to 23, inclusive, according to the old line.

For the work on Sections 24 to 41, inclusive, bids will be received both for the improved old line and a new line.

For the work on Sections 42 to 44, inclusive, bids will be received both for the old line and a new line.

If a new line be adopted for any portion of the distance operations thereon may be continued the whole year. It is expected that the navigation of the canal will be suspended for at least five months in each year, unless otherwise mutually agreed by the Board and contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows, and cranes for the earth work, and drilling machines, pumping machinery, and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next, or as soon thereafter as navigation shall be suspended.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, indorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar ($200) bond, with sureties, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security as, according to their judgment, will secure the doing of the work according to the contract.

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J. McARTHUR,
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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Gas Machinery of every description, including Retorts, Bench-castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Gas-Valves, Governors, Hoisting Machines, &c.

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These watches, for Railroad, Engineering, Racing, Gunnery, and Scientific purposes, are superior to any yet offered, as the arrangement of the stop is such as to note time to the nicety of one-fourth or one-fifth of a second, in such manner as to prevent the possibility of error in the calculation.

The following named gentlemen, having bought "Timers" and found them to be perfectly satisfactory, have kindly allowed Tiffany & Co. to refer to them:

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Leon. W. Jerome,	George Osgood,	S. D. Bradford,
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Particular care and attention given to the repairing and adjusting of fine watches.

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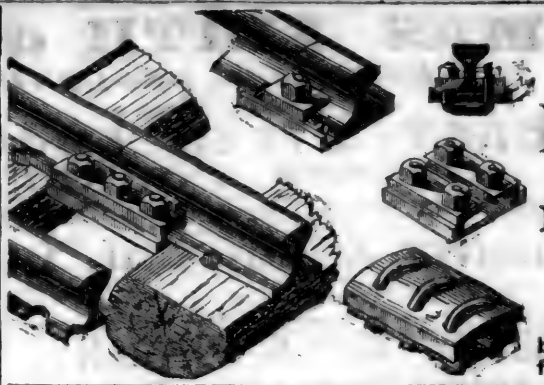
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Consignments solicited on the usual terms of any of the staples.

Special Counting and Reception Rooms available for Americans in London, with the facilities usually found at the Continental Bankers.

Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the ***MAIN TRACK IS NEVER BROKEN,*** and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns ***The Life and Limb of all Travelers upon Railroads.***

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American Railroad Journal.

New York, Saturday, April 18, 1868.

Southern Railroads and Emigration.

We gave recently a short sketch of the Southern route to the Mississippi River, *via* Alexandria, Lynchburg, Chattanooga and Selma, the object being to attract attention to the subject, and elicit discussion and inquiry. In the cotton region, before 1860, cotton growing was as much a closed monopoly as cotton spining, requiring a large combination of labor, land and skill to produce results. At present the land and labor, then held in block, are separated and subject to the control of capital; or it may combine with skill in operating either manufactures, varied agriculture, mining, railroads or cotton as preferred—the result being more reliable in any product than cotton, the production of a crop of which requires twelve months' uninterrupted labor; an interruption, from any cause, for even a few days, resulting in loss of amount invested in a year's labor. The cotton laborer, a slave, was an eye servant—unskilled, from ten to sixty years of age, doing daily and hourly as he was told; not only untaught, but not allowed to think, either of his occupation or of any provision for his wants, or providing for the hour or day in which he could not take his place in the row. As a freeman he is left uneducated for the struggle of life, and the contest between his indolence, his wants, and the means to gratify his passions, is continuous. His indolence, combining with strong hope, when left to himself, everthing is postponed, deferred and done in a slovenly manner. But give him a short *cash job*, and good rations, and, thoughtless that he will destroy his health, he will, under the eye of a steamboat mate, work half naked in all sorts of weather, and will, when paid, waste his money, rarely providing himself even with clothing. When starved out he makes another trip, and so continues until his constitution is destroyed. This state of affairs, separating the land and labor, leaves the most productive portion of the continent open to emigration and skilled labor, using the negro as the drudge and the scavenger. None of the objections to a new country exist. The lands are cleared, avenues are open to market in shape of railroads, dirtroads, and steamboats. Organized churches, schools and societies exist. The skilled farmer, mechanic or miner can use this labor under his own eye, the land and labor costing but little, and skill reaping the reward which in every other country is absorbed by capital. Upon the steamboats and railroads, in saw mills and brick yards, negroes have driven out the white laborer, working for a trip or a week, and others taking their places. The inhabitants of the United States are emphatically a money-making people, whether North or South, native or emigrated. The native white population of the South will rapidly change, and diversify their pursuits; immigration will flow in, and the negro, having been christianized and civilized, and having fulfilled his destiny by opening up and clearing out a country which the white man, owing to climate, was unable to cope with, will gradually die off, or be absorbed in the active struggle of life. To-day is in the knowledge of every one, to-morrow is theory. A divine providence controlling, and man, even in his passions and vices, being only the instrument, what a field the South opens up for intelligence, enterprise and industry. By the aid of a map of Alabama, we see that the railroads now in operation are—the Montgomery and West Point, from Montgomery, Ala., to West Point, Georgia, 87⅛ miles; the Alabama and Florida, from Montgomery to Tensas station on Tensas River, 158 miles; the Alabama and Tennessee, from Selma to Blue Mountain, 145 miles; the Selma and Meridian, from Selma to Mississippi line, 85 miles; the Mobile and Ohio, from Mobile to Mississippi line, 72 miles; the Girard and Mobile, from Girard on the Chattahoochie River to Union Springs, 52 miles; the Montgomery and Eufaula, from Montgomery to Oak Grove, 10 miles; the Memphis and Charleston, from Bear Creek to Tennessee line, 162 miles; the Marion Junction, from Selma and Meridian road to Marion, 14 miles; the Newbern branch, from Selma and Meridian road to Newbern, 9 miles; the Gainesville Junction, from Mobile and Ohio road to Gainesville; making an aggregate of 659¼ miles of railroads in operation in the State. The Alabama and Tennessee Railroad will connect with the Tennessee River at Guntersville, and with the Georgia State Road at Dalton. There are besides, in process of construction, the Montgomery and Eufaula, connected with the Chattahoochie River, and by rail with Macon and Savannah, Ga., the Central and North and South connecting Montgomery with Decatur; the Western from Montgomery to Selma; the Northeast and Southwest from, Gadsden to Meridian; and the Opelika and Tuscumbia; and a charter has been granted by the Legislature for the New Orleans, Mobile and Chattanooga Railroad.

The climate is mild and genial, and generally healthy, the exceptions being in the low river bottoms, on which at certain seasons the inhabitants are subject to bilious, intermittent and congestive fevers; extremes of heat or cold are rare and of short duration. During the summer the mercury ranges from 60° to 104° Fahrenheit, in winter from 18° to 82°, and in spring from 22° to 92°; the mean temperature being about 63°, and the mercury seldom rising above 93°. In the middle and northern portions of the State, the various kinds of oak, hickory, cedar, beech, chestnut, pine, mulberry, ash and elm abound; southwardly, the cypress, magnolia and pine are most numerous. Apples, pears, peaches, nectarines and pomegranate are confined to no particular section, but flourish in all. The principal vegetable products are asparagus, lettuce, peas, beans, okra,

squashes, cucumber, onions, cabbage, Irish and sweet potatoes, tomatoes, corn, lima beans, egg plants, cantilopes, water melons, radishes, turnips and carrots; the time of ripening dependant on the weather, but the crop is sure, and to the thrifty gardener a source of great profit. Strawberries, raspberries, &c., also abound.

Alabama with Mississippi were the great cotton growing States, furnishing before the war more of that staple than any of the other States. The principal portion of the Alabama cotton was raised in the central, southeast and southwest portions of the State. The counties peculiarly adapted to the staple numbering about twenty; in all of them the plant flourishes, but in the "Cainbrake" regions, between Selma and Demopolis, it is particularly luxuriant. Whilst this region is prominently the cotton section of the State, the exuberant fertility of its soil produces nearly every article, vegetables, grains and fruits, adapted to the wants of man. Alabama is rich in mineral treasures, particularly in coals, iron ore, limestone and marble.

There are four extensive coal fields in the State which may be thus designated: the Tuscaloosa, or Black Warrior Coal field, which is the largest, and is situated in the valley of the Warrior and its tributaries; the Coosa Coalfield, on the west side of Coosa River, in the vicinity of Broken Arrow, in St. Clair County; the Cahaba Coalfield, in the valley of the Cahaba river and its tributaries, commencing at a point near Centerville, in Bibb County, and extending northeast, through portions of the counties of Shelby, Jefferson and St. Clair; and the fourth is in Marshall and DeKalb Counties, between the Tennessee and Coosa Rivers. The coal in these several fields has been subjected to both a scientific and practical test, and proved to be of excellent quality. The analysis is given as follows:

Specific gravity, 1,351.

Volatile combustible matter	40.60
Fixed carbon	54.07
Ashes	3.09
Moisture	1.18
Sulphur	1.06
	100.00

Taking these coal fields all together, they are comprised within the area of nearly six thousand miles, in the counties of Marion, Winston, Walker, Tuscaloosa, Fayette, Jefferson, Blount, Bibb, Shelby, St. Clair, Morgan, Marshall and DeKalb. These coal fields are inexhaustible, and will necessarily supply the Gulf of Mexico, which, at an early period, must be the seat of an immense commerce. In close proximity there are extensive beds of the best quality of iron ore.

An analysis before us gives:

Specific gravity, 4.012.

Per oxide iron	88.02
Silica	11.59
Alumina	07
Lime	05
Oxide Manganese	trace.
Phosphoric	09
	99.82

—contains 61.61 per cent of Metallic Iron.

The ore is found in almost exhaustless quantities in the counties of Bibb, Shelby, Talladega, Calhoun, Cherokee, St. Clair, Jefferson, and Tuscaloosa. Limestone also abounds and in localities favorable for transportation; and from it a Lime is made equal to the best.

Beautiful, variegated marble exists in the counties of Bibb and Talladega, some of these marbles are buff colored, filled with organic remains, others are white and crystalline, and others black. The quarries are very extensive, particularly in Talladega County, and the quality very fine—good judges pronouncing them equal to the best Italian. Copper is found in the counties of Talladega and Clay, and there is reason to believe it exists in Tallapoosa and Randolph. The Montgomery Mining and Manufacturing company have developed rich copper mines in Talladega County. From those mines, beautiful specimens of sulphate of copper, brimstone, brown oxide of iron, sulphuric acid, saltpetre, and some other articles were sent to the Paris Exposition. In Coosa County, there are several quarries of statuary Granite, the stone is of a beautiful gray and easy of access, being almost entirely above the surface of the ground. It is easily split, and may, without difficulty, be worked into any desirable shape or size. There is some gold in Randolph, Talladega, Coosa, Autauga and Tallapoosa Counties, and gold mining has been carried on to a considerable extent at Arbacooche in Randolph, and Goldville in Tallapoosa. We have thus endeavored to show the great and varied advantages offered in the single State of Alabama; and may at another time, present facts in regard to the other Southern States, to prove that they are equally favored in climate, soil and natural productions.

Our object being to elicit information by detail of advantage of this section of country as a location for the enterprising, the skillful and the industrious. What a change it would be for thousands of the suffering in our cities to transfer them to this country with only food enough to sustain them until a crop could be raised. In any portion of the Southern States the title to land can be had in fee by white or black, the purchase money to be paid out of the crops after support of the purchaser.

Russian Railways.

Russian railways are rapidly multiplying. The Ryasan-Morschansk line, a portion of the Moscow-Volga, line, has recently been opened. It is one hundred and fifty miles long, and has taken only a year and three months in construction. The Koslow-Woronesh railway, a link in the long line to be laid between Moscow and the sea of Azof, is expected to be completed in a short time, the Moscow-Odessa railway is progressing so rapidly that it is expected to be finished this year; and the works between Poti and Tiflis, a line which, after its extension to the Caspian harbor of Baku, will monopolize a considerable portion of the Persian trade, have just begun. The Russian Government have been most liberal in finding or guaranteeing the capital for these railway purposes.

☞ The lease of the Washington, Alexandria and Georgetown Railroad has been vacated by order of the Equity Court of Washington, and the lessees, Messrs. Stevens and Phillips, are directed to forthwith surrender to the Washington and Alexandria Railroad Company its road and estate of all kinds held under said lease, and to appear before an auditor of the court and render an account of all revenues and moneys received by them by virtue of the lease now canceled.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1867. For convenience of comparison, many of the statements are made to cover the year 1866, as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1867.	1866.
Miles run by passenger trains.	500,869	448,545
" merchandise "	418,066	292,110
" coal trains	551,245	494,160
Total by transportat'n trains.	1,469,680	1,234,815
Miles run by wood, gravel and construction trains...	79,766	140,210
Total miles run by trains...	1,549,446	1,375,025

During the year the ferry boats have made 25,578 trips between New York and Jersey City, against 12,717 trips last year. The ferry is now run by the Central, Communipaw and Elizabeth—three boats larger in size and superior in beauty and convenience to those of any other ferry. The ferry to Elizabeth has also been regularly kept up.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1867 with the year 1866 gives the following results:

	1867.	1866.
Number of passengers	1,204,130	1,083,592
Miles traveled by pass	27,284,393	25,866,378
Equal to through pass	363,792	344,885

A comparison of the merchandise business of the two years, in tons of 2,000 lbs. (excluding iron,) gives the following results:

	1867.	1866.
Number of tons carried	518,232	434,002
Tons carried one mile	30,404,947	24,045,007
Equal to through tonnage.	405,399	320,067

A comparison of the iron tonnage of the two years, in tons of 2,240 lbs., gives the following results:

	1867.	1866.
Number of tons carried	53,248	103,008
Tons carried one mile	3,407,872	6,592,512
Equal to through tonnage.	53,248	103,008

A comparison of the coal business of the two years, in tons of 2,240 lbs., gives the following results, the through tonnage being calculated from Easton to Port Johnston:

	1867.	1866.
Number of tons carried	1,369,045	1,289,249
Tons carried one mile	73,764,596	69,421,516
Equal to through tonnage.	1,084,773	1,020,905

There was an increase in Lackawanna coal of 77,447 tons, and in Lehigh coal of 2,349 tons.

The coal tonnage over the road since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.
1856	98,670	33,325	131,995
1857	209,950	84,841	294,791
1858	417,726	122,923	540,649
1859	455,681	183,277	638,958
1860	590,863	263,906	854,769
1861	568,869	254,345	823,214
1862	502,875	314,195	816,570
1863	613,954	435,927	1,049,881
1864	675,743	474,221	1,149,964
1865	494,687	509,819	1,004,506
1866	778,173	511 076	1,289,249
1867	855,620	513,425	1,369,045
Total	6,262,311	3,701,280	9,963 591

EQUIPMENT.

The company own 88 engines, of which 16 burn wood or soft coal, and 72 hard coal. Of the freight engines 10 are broad gauge. Their condition is reported to be as follows: 29 in thorough repair, 26 in fair order, 20 wanting general re-

pairs, 9 in shop repairing, and 4 condemned. Five new freight engines have been placed on the road during the year, and 4 passenger engines are ordered for early delivery. About 75 engines are required for daily service, including shifting and construction.

The equipment of cars is as follows: 51 first class passenger cars, 6 second class passenger cars, 6 first class smoking cars, 14 baggage and mail cars, 2 express cars, 116 eight-wheel box freight cars, 40 four-wheel box freight cars, 20 eight-wheel cattle cars, 10 eight-wheel gondola cars, 146 eight wheel platform cars, 149 six-wheel iron or lime cars, 806 eight-wheel coal cars, 381 four-wheel coal cars, 142 four-wheel dirt cars, 4 eight-wheel caboose cars, 25 four wheel caboose cars, and 2 wrecking cars. Twenty new passenger cars are under contract for early delivery.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1867 compared with 1866:

Receipts:	1867.	1866.
Passengers	$808,581 09	$762,470 56
Merchandise	1,034,089 59	1,099 239 13
Coal	1,380,487 59	1,619,744 24
Mail	15,806 59	10,183 33
Express	51,121 95	42,147 31
Rents	40,534 18	27,119 50
Miscellaneous	19,776 94	20,340 21
Total receipts	$3,350,397 93	$3,581,244 28
Expenses:		
Running expenses	$431,019 86	$425,850 94
Wood consumed	72,735 69	69,938 70
Coal consumed	165,676 95	244,026 98
Repairs of road	319.845 86	314,461 77
Repairs of engines	189,688 60	176,565 28
Repairs pass'nger cars	42,736 25	38,287 99
Repairs freight cars	47,213 75	50,316 46
Repairs coal cars	52,380 66	53,511 47
Repairs docks, Elizabethport	31,174 42	23,237 90
Repairs b'ld'gs, bridges	96,365 61	66,915 27
Repairs tools, mach'y.	23,141 38	33,152 01
Expense account	110,442 52	86,700 03
Miscellaneous exp	74,247 96	124,734 01
Ferry running exp.	127,841 59	118,270 05
Ferry boat repairs	41,422 54	40,312 08
Ferry miscel. expenses	6,001 03	11,869 82
Car service	46,087 00	85,824 93
Total expenses	$1,878,021 67	$1,968,975 69
Balance net earnings	$1,472,876 26	$1,617,268 59

The following table shows the receipts, expenses and net earnings from the beginning of the annual reports to the Legislature, to the present time:

	Receipts.	Expenses.	Net Earnings.
1853.	$349,018	$197,629	$151,389 or 43 p.c.
1854.	378,145	197,349	180,796 or 48 "
1855.	393,729	208.856	184,873 or 47 "
1856.	553,479	258,308	295,171 or 53 "
1857.	682,314	340,502	341,812 or 51 "
1858.	836,934	345,614	491,320 or 58 "
1859.	971,702	385,716	585,986 or 61 "
1860.	1,185,888	475,457	710,391 or 60 "
1861.	1,201,895	522,452	679,443 or 57 "
1862.	1,397,586	623,245	774,341 or 56 "
1863.	1,941,976	814,732	1,127,244 or 58 "
1864.	2,537,185	1,231,554	1,305,631 or 51 "
1865.	3,036,390	1,748,434	1,287,956 or 43 "
1866.	3,581,244	1,963,976	1,617,268 or 45 "
1867.	3,350,398	1,878,022	1,472,376 or 44 "
Tot.	$22,397,843	$11,191,846	$11,205,997 or 50 p.c.

A decrease in receipts is here shown of $230,846 35, or 6 per cent. The increase in passenger receipts was $46,110 53, or 6 per cent. The decrease in merchandise receipts was $65,149 54 or 6 per cent.; in coal receipts, $239,256 65, or 15 per cent.

The expenses show a decrease of $85,954 02 or 4 per cent. There has been an increase in running expenses of $5,168 92; in repairs of road of $5,384 09; in repairs of equipment of $13,838 06; in other repairs of $27,376 23; in ferry expenses of $4,813 21. There has been a decrease in fuel consumed of $75,553 04; in general expenses of $26,743 56, and in car service of $39,737 93.

The gross receipts per mile run have been as follows: From passenger trains, $1.63 against $1.70 in 1866; from merchandise trains, $2.47 against $3.76; from coal trains $2.50 against $3.28. The average receipts per mile run from all trains have been $2.16, against $2.90 the previous year.

The gross expenses per mile run have been $1.21 against $1.59 the previous year.

FINANCIAL CONDITION.

The following is a statement of the financial operations during the year:

Credits—	
Gross earnings, as per statement	$3,350,397 93
Capital, instalments paid on new stock	768,600 00
Cash and accounts receivable, decrease	3,944 58
Total	$4,122,942 51
Debits—	
Ordinary expenses, as per statement	$1,878,021 67
Grading, second track, extension, etc	166,170 94
Masonry	82,066 71
Railway superstructure	48,503 97
Bridge superstructure	24,068 56
Engineering	13,219 56
Land damage	27,617 12
Ferry boats	45,002 23
Station houses	81,941 99
Port Johnston coal wharves	8,870 08
Docks in New York	1,601 40
Engines	7,250 00
Passenger cars	9,399 17
Freight cars	9,421 18
Coal cars	84,822 75
Lands, machinery, miscel. property, material, etc., increase	199,904 89
Quarterly dividends for year, 10 per cent	1,297,850 00
Interest account for year, balance	13,127 45
State taxes for year	88,540 40
United States taxes	85,547 44
Total	$4,122,942 51

The profit and loss account has been credited.

Gross earnings		$3,350,397 93
It has been debited as follows:		
Ordinary expenses	$1,878,021 67	
Interest account	13,127 45	
Taxes to State	88,540 40	
United States taxes	85,547 44	
Dividends, 10 per ct	1,297,850 00	
		3,313,086 96
Balance		$37,310 97

which has been appropriated to the reduction of various accounts. The balance of surplus profits remains $628,159 26, as heretofore.

The increase in the construction accounts of the railroad and appendages has been	$454,055 33
Increase in equipment accounts	110,893 10
Increase in all other property acc'ts.	244,907 12
Total	$809,855 55

The cost of the railroad, double tracked, with its coal wharves, station houses, shops, and other appendages, stands at $8,160,643 57, and that of the equipment at $2,075,493 10.

CONSTRUCTION.

But little new work has been undertaken during the year, and the improvements heretofore in progress have been generally finished. The Lopatcong stone viaduct is completed and in use. The Bloomsbury bridge is filled up and finished, except a little widening. The Springtown embankment has been widened. All the large river bridges, therefore, in the middle and western parts of the road, which heretofore were causes of insecurity and possible interruption to business, have now been removed; three by filling up and one by the substitution of a handsome stone viaduct of five arches. They have cost respectively: High Bridge embankment, including masonry, $251,000; Musconetcong or Bloomsbury, $157,000; Pohatcong or Springtown, $152,000; Lopatcong stone viaduct and approaches, $120,000. All these works have been constructed at a moderate expense, notwithstanding the high prices that have prevailed. The contractor, Sidney Dillon, deserves great credit for the nerve, ability and good judgment shown in the prosecution of these works, by which he saved himself from loss under his contracts, while the company showed their appreciation of his services by making promptly such concessions as were just to both parties. The above remarks will apply also fully in all respects to the construction of the extension from Elizabeth to Jersey City.

At Spruce Run additional track room is providing for the Lackawanna coal trade, and the station grounds and buildings at Glen Gardner are commenced. A passenger house has been built at Pamrepo. Other buildings have been put up at stations requiring additional facilities. Houses for the operatives have also been put up where urgently required, including a block of eighteen buildings at Bergen Point for the men employed on the Port Johnston coal wharves. The existing engine houses at Communipaw and elsewhere have been enlarged, and a new brick house and turn table built at Port Johnston.

COAL TRADE AND PORT JOHNSTON.

The new facilities for coal at Port Johnston have continued to be developed and improved. More than half the Lehigh coal brought over the road during the past year was shipped at this point, and the additional room and economical handling at this place have been a great advantage to the trade. The exceeding dullness of trade has prevented much increase in the gross business, while the same stagnation has made it occupy all the space provided, both at Elizabethport and Port Johnston. Three or four times the amount of coal could readily be taken care of with the same facilities in more active times. To facilitate the consolidation of Lehigh coal at Port Johnston, a second large wharf has been put under contract. Improvements in the storage wharf tracks have also been made.

The Lackawanna coal trade shows also a moderate increase in spite of low prices. The Delaware, Lackawanna and Western Railroad Company have under consideration a plan for the removal of a portion at least of their coal business to Jersey City.

LOCAL BUSINESS.

There is a marked activity in real estate along the line. The population seems to be only limited by the houses to be had, and many building operations, for occupation or for sale, are going on at all the points within reasonable distance of the city. To facilitate this, and to enable the surplus lands belonging to the company to be sold to advantage, some money has been spent in grading and fencing streets in the vicinity of Scotch Plains, Plainfield and New Market, with the best results. The local passenger business shows, at almost every station within its influence, the impetus given by this activity, as may be seen by consulting the table of passengers. The local freight also increases, but more slowly.

STOCK YARD AND MARKET.

This establishment has had to contend with the determined opposition of the butchers to the ordinance requiring the removal of slaughter houses from the city; but a large and successful business has been and is doing, and the entire removal of the trade from the city to this and the other abattoirs is only a matter of time.

PETROLEUM.

A large station for petroleum has been established by parties largely interested in this trade, on land purchased from the American Dock Company, at a safe distance from other buildings.

Extensive warehouses, iron tanks and other improvements have been erected by the parties on the premises, a track laid to connect it with the stock yard track, and the business is now in full operation.

LEHIGH COAL AND NAVIGATION CO.

The well-constructed road of this company on the north side of the Lehigh, is now nearly ready to open for business, the only part unfinished being the bridge over the Lehigh, at Easton. Beyond this the road is completed and in operation. No new region is opened by this road, but more perfect facilities will be given to the country through which it passes, and a large amount of business will undoubtedly be developed, as well as a certain amount of that already in existence diverted from the canal to this railroad.

AMERICAN DOCK AND IMPROVEMENT COMPANY.

Bulkheads have been sunk by this company on the north and south sides of the basin, 500 feet wide, which the people of Jersey City desire to have left south of their city and north of the station grounds and improvements connected therewith. The bulkheads south of the station grounds have also been extended in uniformity with the general plans adopted by the Dock Company. The filling in has been steadily prosecuted in accordance with their contract, especially along the places required for immediate use, by contracts, or for the safety of tracks.

PROSPECTS OF BUSINESS.

Another dull year may be reasonably anticipated. In the coal trade low prices will rule, and therefore low rates for transportation will have to be accepted. It seems probable also that the general derangement and depression will affect passenger and freight business to a considerable extent. From its geographical position, however, it is thought that this company can sustain its general business and receipts, especially with the assistance of the rapid growth of the local business. Another reduction in expenses can be safely calculated on.

BALANCE SHEET, January 1, 1868.

Railroad	$7,155,947	53
Port Johnston coal wharves	827,246	85
Station houses, shops, and water stations	875,362	67
Land and work at Elizabethport	302,086	52
Ferry interest and boats	601,553	75
Engines	938,250	00
Passenger and baggage cars	208,899	17
Freight cars	290,371	18
Coal cars	638,472	75
Land, docks, machinery, miscellaneous property, etc.	4,647,443	12
Chairs, spikes, iron rails and ties on hand	86,886	91
Materials and fuel on hand	161,243	47
Cash and accounts receivable	1,185,299	20
	$16,918,563	12
Capital stock	$13,768,600	00
First mortgage bonds, due 1870 $900,000 00		
Second mortgage bonds, due 1875 600,000 00		
	1,500,000	00
Dividend 2½ per cent. payable in January	325,000	00
Interest on bonds, accrued, not yet due	33,250	00
Accounts	668,553	86
Renewal fund, balance to credit	628,159	26
	$16,918,563	12

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, Moses Taylor, Adam Norrie, Sidney Dillon, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.; Asa Packer, Mauch Chunk, Pa.

Secretary and Treasurer.—SAMUEL KNOX.

Engineer.—JAMES MOORE.

Superintendent.—R. E. RICKER.

Commerce of New York.

The foreign imports at New York for the month of March, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	$11,373,974	$11,999,520
Do. for warehousing	9,069,756	12,391,956
Free goods	923,377	821,682
Specie and bullion	145,867	1,299,776
Total entered at port	$21,512,974	$26,512,934
Withdrawn fr. wareh'use	13,318,411	10,296,124

The foreign imports at New York for the three months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	$35,785,742	$30,241,403
Do. for warehousing	29,368,472	28,337,459
Free goods	2,559,551	2,318,755
Specie and bullion	409,077	1,852,225
Total entered at port	$68,122,842	$62,749,842
Withdrawn fr. wareh'se	34,493,051	26,077,087

The foreign imports at New York for nine months of the fiscal year, were:

	1867.	1868.
Six months	$148,210,158	$116,072,182
January	20,979,087	15,418,571
February	25,630,781	20,818,837
March	21,512,974	26,512,934
Total 9 months	$211,332,995	$178,822,024
Deduct specie	8,806,920	3,601,868
Total mdse.	$202,526,075	$175,220,156

The duties received at New York for nine months ending with March, were:

	1867.	1868.
Six months	$60,581,571 82	$54,731,301 44
January	9,472,248 48	7,133,428 42
February	11,466,418 42	9,696,752 39
March	11,977,418 19	11,195,861 33
Total 9 months	$93,447,656 91	$82,757,343 58

The exports from New York to foreign ports in the month of March, were:

	1867.	1868.
Domestic produce	$19,679,955	$12,882,808
Foreign free goods	31,133	24,761
Do. dutiable	764,138	655,881
Specie and bullion	1,891,141	3,694,912
Total exports	$22,366,367	$17,258,362
Do. exclusive of specie.	20,475,226	13,563,450

The exports from New York to foreign ports for three months from January 1st, were:

	1867.	1868.
Domestic produce	$47,206,684	$40,192,978
Foreign free goods	182,143	73,828
Do. dutiable	1,987,552	1,766,560
Specie and bullion	6,566,953	15,248,562
Total exports	$55,843,332	$57,281,928
Do. exclusive of specie	49,376,379	42,033,366

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1867.	1868.
Six months ending Jan. 1st	$84,590,637	$91,143,385
January	13,448,647	14,448,827
February	15,452,506	14,021,589
March	20,475,226	13,563,450
Total mdse.	$133,967,016	$133,176,751
Specie	23,338,223	42,454,848
Total exports 9 mos	$157,305,239	$175,631,599

☞ The Canal Commissioners have determined to open the Eastern Division of the Erie Canal on the 20th of April, and the Middle and Western Divisions, May 1. The Black River and Champlain Canal will also be opened on the 1st of May.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 8th inst. The President, J. W. Garrett, Esq., in the chair. The Committee on Finance reported the following resolutions, which were adopted:

Resolved, That a dividend of four per cent. be declared on the stock of the Main Stem of the Baltimore and Ohio Railroad Company, payable on and after the 30th of April inst., at the Merchants' National Bank of Baltimore, and that the transfer books be closed on the 18th inst., and remain closed until the 30th inst.

Resolved, That the United States tax be paid by the company.

Resolved, That a dividend of five per cent. be declared on the stock of the Washington Branch Railroad for the half year ending 31st of March last, payable on and after the 16th of April, at the Merchants' National Bank of Baltimore.

Resolved, That the United States tax be paid by the company.

The President stated in relation to the financial condition of the company that the great works in which it had been engaged, especially since the close of the war, had absorbed its means to such an extent, that in order to obtain the requisite capital for the prosecution of works of vital interest to the community, a suitable plan must be promptly adopted. Whilst the large expenditures in completing the double track, in constructing the Washington County road, in adding extensively to the equipment, and in constructing iron bridges upon the main line, would soon cease, yet other leading improvements required vigorous prosecution. Within the next ten days the "Camden cut-off" will be brought into regular use; its first class double track and the superior iron bridge over Gwynn's Falls having been completed. Upon the opening of this improved line the time of the trains between Baltimore and Washington will be reduced to one hour and fifteen minutes.

The heavy and costly work in the construction of the tunnels at Point of Rocks and Williams' Point is nearly completed, so that it is expected that the double track through those tunnels will be opened during the current month. The arching of the tunnel upon the Parkersburg Branch road progresses rapidly, and the expenditures thereon continue to amount to $50,000 per month. The remainder of this work will be completed by the first of October next. Although thus many heavy expenditures will cease, yet as arrangements have been made for building rapidly the bridges over the Ohio River, to connect the Parkersburg Branch and the Marietta and Cincinnati road and the Main Stem of the Baltimore and Ohio road with the Central Ohio road—it is anticipated that a million and a half of dollars will be required for those structures within the next eighteen months.

Additional contracts have recently been made upon the Metropolitan Branch road, and so large an amount of work has been undertaken upon this branch that arrangements must be made for the heavy payments that will be required.

The construction of the Pittsburg and Connellsville, Winchester and Strasburg and other lines, which will be assisted by the Baltimore and Ohio Company, will require a large amount of capital.

During its late session the Legislature of Maryland adopted the following law in relation to corporations:

Every corporation, incorporated under the laws

of this State, which has the power to issue bonds as evidences of indebtedness, and to secure the same by mortgage of the property of such corporation, or which has the power to obtain money upon mortgage, may, whenever in the judgment of said corporation it is expedient so to do, in place of issuing such bonds, and securing the same by a mortgage of the property of the said corporation, or instead of obtaining money upon mortgage, issue a preferred stock for any amount for which the said corporation may be authorized to issue its bonds, or for any amount for which the said corporation may be authorized to obtain upon mortgage of its property, and may dispose of the said stock by sale, on such terms as it may prescribe, or by permitting the same to be subscribed for, as in the judgment of said corporation may be deemed expedient; and every corporation creating such preferred stock, as aforesaid, may execute an agreement under seal, guaranteeing to the purchasers of or subscribers to such preferred stock a perpetual dividend of six per centum per annum out of the profits of the said corporation, payable yearly or half yearly, as said corporation shall determine, before any dividend is distributed to any of the stockholders of the said corporation other than the holders of said preferred stock; and the said preferred stock, so created, and the holders thereof, shall have all the incidents, rights, privileges, and immunities and liabilities, to which the capital stock of said corporation, or the holders thereof, may be entitled or subject; provided, however, that no corporation shall exercise any power under this section, unless the creation of the said preferred stock shall be authorized by a general meeting of the stockholders of said corporation.

Under this act it will be seen that this company is authorized to issue, with the assent of its stockholders, preferred stock, entitled to a perpetual dividend of six per cent. per annum, and that such stock is entitled to the same immunities as its common stock. Under its charter the company is authorized to issue additional common stock.

It has also the same privilege in the supplement to its charter, authorizing the construction of the Metropolitan Branch road. As, however, the surplus earnings of the company have been largely invested in the Parkersburg road, the double track, in increased plant, etc., it would doubtless embarrass the State and city authorities and many shareholders if the company decided to issue common stock which is entitled to participate in the advantages of the fund stated. Whilst the division of such an issue of stock might be made in proportion to existing ownerships, yet the inability of many parties to obtain the requisite capital for the additional investments would probably cause numerous interests to fail in securing those advantages to which they would be entitled. And in the cases of the city of Baltimore and the State of Maryland, their representatives might be embarrassed in regard to legal authority to make such additional investments. Under the circumstances, the Committee of Finance, after careful deliberation, approved, as the most judicious and advantageous plan, the issue of preferred stock, in order to obtain the capital requisite to prosecute the works in view, which are so important for the public interests. The President, therefore, proposed the following resolution, for the purpose of calling a general meeting of the stockholders, viz:

Resolved by the President and Directors of the Baltimore and Ohio Railroad Company, That a general meeting of the stockholders of the said company be, and is hereby, called at the Directors' room of the said company, at Camden Station, in the city of Baltimore, on the eleventh day of May, in the year eighteen hundred and sixty-eight, at one o'clock P. M., to consider the propriety of authorizing the creation of a new preferred stock of said company, to the amount of two millions of dollars, upon which a perpetual dividend of six per centum per annum, and no more, shall be paid out of the profits of said company.

After full explanations of the subject the resolution was unanimously adopted.

The President subsequently referred to the recent action of the City Councils of Baltimore, adopting the ordinance subordinating their lien to a mortgage to be created for four millions of dollars for the purpose of completing the road from Connellsville to Cumberland. He had the satisfaction of stating that the Chief Engineer of that company, B. H. Latrobe, Esq., had revised the estimates of the cost of constructing that line, basing his calculations upon actual bids made in 1864 for a large portion of the work, and on estimates for iron, ties, etc., at present prices, and that the result would thus show a cost of $3,487,902. As it is expected that the $4,000,000 first mortgage bonds proposed will be negotiated at ninety per cent., the $3,600,000 thus realized will furnish a margin for contingencies beyond the estimated cost of $162,000.

In the discussions which this important and interesting subject elicited when being considered by the Councils, it was clear that all interests in Baltimore appreciated the value of this great route, and the enthusiasm so universally manifested for its construction will doubtless result in aid to the company in the negotiation of its bonds.

It is gratifying to find that capitalists exhibit confidence in the entire legality of the action of the city, and in this connection the President stated that he was informed by counsel that the section of the Constitution under which the authority is obtained for the action of the city of Baltimore is practically identical with the section of the then existing Constitution under which the State of Maryland, with the same limit of power, passed the law making an agreement with the Northern Central road, involving sums of great magnitude. Under that similar constitutional provision the Northern Central Railroad Company obtained from the State of Maryland, to which it was indebted $3,200,000, a concession by act of the Legislature, by which it substituted an annuity of but $90,000 for that entire debt. As $90,000 a year represent a principal, at six per cent., of but a million and a half of dollars, it will be seen that the State lost by this transaction $1,700,000. Yet the legal authority for that transaction, involving so immense a loss to the tax payers of Maryland, has not heretofore been questioned. What a contrast is presented by these transactions of the city of Baltimore and the State of Maryland. In the one case the city, without additional investment or abandonment of any part of her claim, arranges to secure additional capital, by which the completion of a work universally admitted to be of vital moment to her interests will be assured. In the other case, $1,700,000, were practically given away to a corporation, in connection with which the city of Baltimore also made immense losses through her investments, and the subsequent compromise of its obligations. That company now (the city and State having submitted to such great losses) is making large dividends to its stockholders, the chief of which is the Pennsylvania Railway Company, which is the holder of a majority of its stock, and which wields absolutely its control.

As it is desirable that arrangements be promptly made for the commencement of the work upon the Pittsburg and Connellsville road, the President proposed the adoption of the following resolution:

Resolved, That if the Finance Committee shall so determine, it shall have power to authorize and direct the President of this company to subscribe on behalf of said company for one million of dollars of the first mortgage bonds of the Pittsburg and Connellsville Railroad Company, the issue of which said first mortgage bonds to the extent of four millions of dollars is contemplated by the ordinance, No. 16, of the Mayor and City Council of Baltimore, passed finally on the thirteenth day of March, in the year eighteen hundred and sixty-eight, entitled "An ordinance for the renewal and extension of the mortgage debt due the city of Baltimore by the Pittsburg and Connellsville Railroad Company, and to fund arrears of interest due thereby."

Mr. Garrett stated that he had reason to expect that other parties would join at an early day in a subscription which would, with the one million proposed to be subscribed by the Baltimore and Ohio Company, amount to $2,000,000, which is the sum required by the ordinances to be subscribed before it becomes effective. After full discussion of the subject, the resolution was unanimously adopted.

After the transaction of the regular and all other business presented, the Board adjourned.

Maysville and Lexington Railroad.

A meeting of the stockholders of the Maysville and Lexington Railroad—Northern Division—was held in Maysville, Ky., on the 25th ult., at which the following gentlemen were elected directors for the ensuing year: Hiram T. Pearce, Andrew M. January, James H. Hall, Lewis H. Long, James Barbour, Abner Hord, Alex. K. Marshall. At a subsequent meeting of the directors, Hiram T. Pearce was chosen President, and Henry Pelham, Clerk. Dr. William H. McGranaghan was then elected a member of the Board, in the place of Mr. Pearce, made President.

Thomas J. Glenn, of Nicholas County, was appointed engineer of the road, and is charged with the immediate duty of making a thorough survey of the route from Maysville to Paris, and of estimating the expense of construction.

Delhi (India) Railway.

The works on this railway are progressing satisfactorily. It is expected that the section from Meerut to Umballah, upwards of 120 miles in length, will be ready for traffic by the first of January next, and that from Umballah to Loodianah, about 65 miles, very shortly after the commencement of the year. When these sections are completed there will be 277 miles of line in full operation from Delhi towards Lahore, leaving only 57 miles to complete the connection with the Punjaub section from Umritsur to the Beas.

☞ The work of surveying the Nashua and Epping Railroad has been commenced. Two routes are to be surveyed, one intersecting with the Concord Railroad, the other coming on to the Worcester and Nashua Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	.....	.....
Allegheny Valley 50	1,498,400	.....	.....
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	11,522,150	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jol.'67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl.'68 4
Do. Washington Br.....100	2,500,000	A. & O.	Apl.'68 5
Baltimore City Passenger....	670,000	.....	Jan.'68 3
Bay de Noquet & Marq...100	.....	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	.....	.....
Berkshire*.....100	600,000	J.A J&O	Apl.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea 100	110,000	A. & O.	Apl.'68 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,430,300	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan.'68 5
Boston and Providence ...100	3,666,000	J. & J.	Jan.'68 5
Boston and Worcester 100	4,500,000	J. & J.	Jan.'68 5
Broadway (Boston) 50	325,000	J A J.O.	Apl.'68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Feb.'68 5
Brooklyn Ci y 10	1,000,000	F. & A.	A '67 2½
Brooklyn City & Newt'n.100	399,800	.....	.....
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	767,800	A. & O.	A. '68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Cape Cod Branch 50	721,926	J. & J.	Jan. 68 3½
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	.....	Jan '68 4½
Central of Georgia.....100	4,666,900	J & J.	Jul. '67 5
Central of New Jersey....100	13,768,000	J.A.J&O	A l.'68 2½
Central Ohio.....100	400,000	J. & D.	Dec. '67 3
Do. pref.....	.....	J & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Charlotte & S Carolina....100	1,201,000	.....	.....
Chemung*.....100	380,000	.....	Mar '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref..100	2,425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy . 80	19,193,010	M. & S.	Sep'67 2½
Chicago and Gt. Eastern...100	4,390,000	.....	.....
Chicago, Iowa & Nebras*.100	1,000,000	.....	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	13,160,927	.....	.....
" " pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O	Oct.'67 5
Cin., Ham. & Dayton 100	3,129,100	M. & N.	M. '68 3a
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68½2
" Street	.....	J. & J.	Jan.'68½2
Cincinnati and Zanesville. 50	1,600,250	.....	.....
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan.'68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,424,091	.....	Sep. '67 5
Cleveland and Toledo* 80	4,841,600	J & J.	J'n.'68 3½
Col. & Indianapolis Can...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 80	1,786,200	J. & J.	Jan. '68 5
Concord 50	1,500,000	M. & N.	Nov.'67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan.'68 3½
Coney Island & Brooklyn.100	800,000	.....	.....
Conn. & Passump. Rivers.100	.....	.....	.....
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	308,900	.....	.....
Dayton and Michigan*....100	2,384,941	.....	.....
Delaware..... 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley 100	1,550,050	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	1,800,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	.....	.....
Dubuque and Sioux City.100	1,673,641	.....	.....
Do. do. pref.100	1,987,851	Annual.	Dec.'67 7
Eastern (Mass.) 100	3,678,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	654,600	.....	.....
East Tenn. and Georgia....100	.....	.....	.....
East Tenn. and Virginia...100	.....	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	.....	.....
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	.....	M. & N.	M'y'67 5
Forty Sec. St. & G. E. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 10	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 5
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite..... 10	.....	J & J.	Jan.' 68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Apl. '68 3
Hannibal and St. Joseph.100	1,900,000	.....	.....
Do. do. pref.100	5,258,830	.....	.....
Hanover Branch 50	116,850	M. & N.	Nov.'67 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,150,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Apl.'68 4
Hazleton 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top 50	494,280	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,589,900	M. & S.	Sep.'67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb.... 50	1,325,000	.....	.....
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and S uth St (Ph.) 25	99,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	.....	N'v'67 10
Louisv., Cin and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000	.....	Apl '68 4
Mahanoy & B'd Mount'n* 50	921,615	.....	.....
Maine Central.....100	1,600,860	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	670,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'68 5
Michigan Central 100	7,502,866	J. & J.	Jan.'68 5
Mich. So. & North. Ind. ...100	9,311,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000	.....	.....
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	.....	.....	.....
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,800	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J.	.....
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,776,600	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	.....	.....
Montgomery & W. Point..100	1,419,769	.....	.....
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N.	Nov.'67 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,588	.....	.....
N Haven & Northampton.100	1,224,100	J. & J.	Jan.'68 3
New Jersey 100	5,000,000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	.....	.....
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem..... 50	5,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,643,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800	.....	.....
North Missouri 100	2,362,307	.....	.....
North Pennsylvania..... 50	3,150,150	.....	F'b.'68 5a
Norwich & Worcester ...100	2,368,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	.....	.....
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	231,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri.....100	3,581,000	.....	.....
Panama.....100	7,000,000	J.A J&O.	Apl. 68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,366,600	.....	.....
Philadelphia and Erie*.... 50	5,069,450	.....	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,700	J. & J.	Jan. '68 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*..... 50	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Dar'y... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,791,6 3	.....	.....
Pittsb., Ft. W. & Chicago.100	11,700,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	1,000,000	.....	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester r..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia ... 50	665,019	.....	.....
Rensselaer and Saratoga ..100	500,000	A. & O.	Apr.'68 3
Richmond and Danville ..100	2,000,000	.....	.....
Richmond and Petersb g..100	847,000	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	58,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred.....100	.....	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800,000	.....	.....
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,409,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	393,078	M. & N.	Nov.'67 3
Sand., Manaf. and Newark.100	900,000	.....	.....
Saratoga and Hudson R...100	1,020 000	.....	.....
Saratoga and Whitehall*.100	500,000	A. & O.	Apr. 68 3
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,480	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
South Carolina 100	2,819,275	.....	.....
South Shore 100	259,685	.....	.....
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	.....	.....
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130	.....	.....
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,92	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	.....	.....
" " " 1st pref.100	1,700,000	.....	.....
" " " 2d pref.100	908,176	.....	.....
Tol., Wabash and West.... 50	5,400,000	.....	.....
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	500,000	A. & O.	Apr. 68 3
Union Transport'n (Bos.)..100	200,000	.....	.....
Union Pacific.....100	.....	.....	.....
Union Pacific (E. D.).....100	.....	.....	.....
Union Pacific (Cent. Br.)..100	.....	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....100	8,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley.....100	516,164	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,452,815	.....	.....
Wes ern (Mass.).....100	6,710 800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	.....	.....
West Jersey 100	731,050	.....	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,139,479	.....	.....
Wilm. and Weldon.....100	1,340,223	.....	.....
Worcester and Nashua ... 75	1,141,900	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb.'68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'68 5
Erie of Pennsylvania..... 50	64,900	.....	.....
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y'67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,595	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	.....	.....
Union..... 50	2,997,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	F.M.A&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan.'67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,460,000	A. & O.	.....
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut and Marble 25	1,000 000	.....	Dec'67 2½
Adams Express..... 100	10,000,000	FM A&N	Apr.'68 5
American Express 100	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	2,000,000	.....	.....
United States Express 100	6,000,000	MJS&D	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	P. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.63	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,396	6.8	----	87
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,636	187,427	29,460	9.5	----	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	----	94
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,880	—	1,686	27,268	5,588	—	----	----
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,994	164,987	loss.	—	----	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,768	—	24,138	loss.	—	----	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	----	----
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	50	25	----
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	182,198	736,709	129,635	10	----	62½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,088	10,087	—	----	44
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,278	1,125	—	----	----
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	----	----
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	----	----
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	----	----
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	----	89½
30 Nov.'67	2.61	—	12	3	—	Stoneham street (Boston)	87,200	33,000	—	—	8,589	89	—	----	----
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	----	----
30 Nov.'67	—	—	440	68	—	Union (Transportation)	3[illegible]8,870	200,000	24,000	117,842	368,851	13,015	6	----	85½
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	----	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	----	----
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	----
31 Dec. '62	6.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	----	46,865	1,841	—	----	----
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	----
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,263	23,408	8	100	----
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	----
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	158,414	99,850	80,000	72,872	27,901	7,567	—	100	----
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	82,185	196,041	25,709	—	100	----
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,389	1,000,000	170,000	----	1,051424	356,656	12	10	----
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	----
30 Sep. '66	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	100	----
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Beh	124,586	102,150	35,000	----	8,667	4,562	—	----	----
30 Sep. '66	24.00	—	—	114	12	Central P'k, N & E. Riv. (N.Y.)	1,803,489	970,000	550,000	21,303	536,008	127,893	2½	100	----
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	----	2,800	----	----	—	—	—	----	----
30 Sep. '64	—	2.00	—	—	—	Cohoes & Waterford	----	5+0	----	----	—	—	—	----	----
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	613,099	500 000	148,000	36,545	123.014	loss.	—	100	----
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,651	89,549	—	—	100	----
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	----	----	—	—	—	----	----
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	----	725,724	61,207	9	100	----
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,541	750,000	260,000	2,698	227,662	68,047	5	100	----
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	----	----	----	----	----	----	—	----	----
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	228,230	90,000	124,000	2,500	70,522	16,172	—	100	----
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	----	(Com	pleted	Sept.,	1867.)	—	—	----	----
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	----	73,276	loss.	—	100	----
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	----	----	—	—	—	----	----
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	183,400	100,000	7,000	53,296	9,042	—	100	----
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	----	522,795	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	----	----	----	----	----	----	—	----	----
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408,509	1,170,000	1,330000	70,000	1,098883	260,333	12	100	----
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	----	----	—	—	—	----	----
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	----	----	(Lease	d.)	—	----	----
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	----	----	(no re	port.)	—	—	—	----	----
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	----	----
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Basin (Bk'n)	62,000	50,000	12,000	----	15,850	390	—	----	----
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	----	----	—	—	—	----	----
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	----	----	—	—	—	----	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	----	2,000	----	----	—	----	----
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	----	----	----	----	----	----	—	----	----
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec. '62	5.90	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	----	----	—	----	----
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	----
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	----	----
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	188,267	99,635	50,000	11,664	15,786	loss.	—	50	35
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	----	27
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	24½	50	28½
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	30½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170439	9,604	10	25	----
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	50	10½
31 Oct. '67	5.20	—	103	16	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	----	59,500	57,718	880	49,980	loss.	—	----	----
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	----	----	4,600	2,382	—	20	12
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,014	53,011	10	50	44½
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	50	----
31 Oct. '67	8.59	—	125	19	7	Philadelphia & Gettysburg	286,583	285,307	—	—	93,888	23,343	8	50	----
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,995	110,000	35,600	24,916	138,501	22,495	10	50	7
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,600	10,000	14,852	21,550	11½	----	----
31 Oct. '67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,759	6,725	2	50	55½
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,468	50,000	—	—	—	—	—	50	13½
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	389,007	114,200	62,082	408,156	105,448	18½	50	24½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	34½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,723	22,160	31½	50	17
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,484	34,648	—	50	40
31 Oct. '6[illegible]	25.00	—	527	70	18	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	65½
31 Oct. '67	6.00	—	341	66	1	West Philadelphia	472,706	376,000	100,000	—	281,058	50,692	10	----	----
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	25	----
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,900	1,127	9,565	1,819	—	----	----
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	----	31,549	239,059	21,058	—	----	19½
						OHIO.									
31 Dec. '62	5.00	—	----	----	—	Cincinnati Street	151,913	150,000	----	----	----	----	—	----	----
31 Dec. '62	5.00	—	----	----	—	City (Cinc.) Passenger	111,412	100,000	----	----	----	----	—	----	----
31 Dec. '62	3.81	—	----	----	—	Passenger (Cinc.)	49,537	50,000	----	----	----	----	—	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	660,000	7	J. & J.	1874	----
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	----	----
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1872	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1860	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	----	----	----
Germantown:					
1st Mortgage	350,000	7	J. & J.	1900	----
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex:					
1st Mortgage	38,000	—	----	----	----
Malden & Melrose bonds	46,971	—	----	----	----
Real Estate	6,000	—	----	----	----
Ninth Avenue:					
1st Mortgage	112,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Orange and Newark:					
1st Mortgage Brond street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1900	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	10,500	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	----
Quincy.					
Plain bonds	58,400	—	M. & S.	1908	----
Richmond and Schuylkill:					
1st Mortgage	80,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1907	----
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1866	99
2d Mortgage	114,200	7	J. & J.	1869	105
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	480,000	—	----	----	----
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	----	----	----
Van Brunt st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken:					
1st Mortgage	80,000	7	M. & N.	1878	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1880	----

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, April 1, 1868.					
Loan of Jan. 28, 1847 registered	8,903,642	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	140
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	110
" " " coupon		5	" "	1874	112½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	119½
" " " coupon		6	" "	1871	120
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	111
" " " coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	284,246,150	6	Jan & July.	1881	111
" " " coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) registered	1,424,406,000	6	May & Nov.	1882	104
" " " (5-20s) coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106½
" " " (5-20s) coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	104½
" " " (5-20s) coupon		6	" "	1885	109½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	106½
" " " (5-20s) coupon		6	" "	1886	107½
" " 3d series (5-20s) registered		6	" "	1887	108
" " " (5-20s) coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) registered	187,442,450	5	Mar. & Sept.	1904	101½
" " " (10-40s) coupon		5	" "	1904	101½
Pacific R. R. Bonds (currency)	23,582,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	185,884,100	7.3	June & Dec.	1868	100
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	100
Matured Debt not presented	8,780,384	---	presentation.	----	----
Gold Certificates of Deposit	17,742,000	---	presentation.	----	----
Compound Interest Notes 1864 '65	46,010,530	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,144,727	---	----	----	----
Three per cent. certificates	26,290,000	---	----	----	----
Fractional currency	32,588,689	---	----	----	----
Navy Pension Fund	18,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " ( ) "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	133½
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	379,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	275,000	7	various.	72-'74	88½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	74
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,167,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'69-'70	----
" — " " "	4,367,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	93½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	'1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,923,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'88-'97	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	476,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,932,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	815,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	6	" "	1889	----
" — " " (") currcy.	159,974	6	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	601,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.)	30,000	6	"	1886	----
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statute Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'72	121
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	118
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	398,000	5	" "	1883	105
" —Bounty Fund Loan	200,000	5	" "	1893	102½
" " "	4,379,500	5	May & Nov.	1894	106½
" " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	350,000	6	Jan. & July.	'71-'73	----
" " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,819,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'92	----
" " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	98
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,600	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1868	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	----	'41-'71
" " " (Union Bank)	5,000,000	6	----	----	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	85
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'86-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	99
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,589,000	7	Jan. & July.	1877	108½
" — " " " registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,149,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " " "	6,000,000	6	" "	1873	101
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	6	" "	1878	----
" —Canal Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	6	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " " "	3,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	3,500,000	6	Jan. & July.	1900	50½
" — " "	289,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,600,000	6	" "	1875	101½
" — " "	4,095,300	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	216,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	97
" — " " registered	5,033,052	5	" "	'68-'70	99½
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105½
" — " " 2d series	7,909,520	6	" "	1883	106
" — " " 3d series	9,270,017	6	" "	1892	106½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	463,500	6	April & Oct.	1871	100½
" " " " 1862	1,196,000	6	Mar. & Sept.	1882	100½
" " " " 1863	269,000	6	April & Oct.	1883	101
" " " " 1863	776,000	6	Jan. & July.	1893	100½
" " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	6	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,919,430	6	April & Oct.	1868	60½
" — " "	289,167	6	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs	67
" — endorsement	2,297,800	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	65½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " "	21,89,398	6	" "	long.	----
" — " " coupon	10,900,000	6	" "	long.	61½
" — " (new) registered	1,379,500	6	" "	1876	----
" — " (") coupon	489,300	6	" "	1886	60
" — " (")	89,800	6	" "	1890	60
Wisconsin—State Bond	408,100		Jan & July	'71-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	363,344	328,628	3,235,492
1865	289,445	347,211	432,340	355,045	472,498	410,800	493,882	596,584	641,481	675,446	634,243	576,366	5,525,385
1866	475,641	433 270	385,991	412 621	464,507	495,243	466,898	568,589	533 150	599,670	471 056	388,653	5,606 119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,660	461,879	483,177	488,917	474,134	360,641	5,167,371
1868	404,467	393,251	319,219	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109.850	101,855	104,872	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,708
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	367 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,696,153
1867	342,787	157 832	235,961	282,165	325,510	342,358	364,244	415,992	408 999	426,762	359,102	330 169	3,892,861
1868	259,539	296,495	261,599	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140.024	130,225	122,512	126,798	144,095	170,937	139.142	160,306	210,729	216,030	196,455	201,134	1,959,287
1864	158,735	175,482	243,150	195,013	198 679	243,178	234,950	307,874	375,860	324,865	306,617	321,037	3,095,470
1865	305.554	246,331	289,403	196,680	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241 395	183,585	257,230	209.099	277,506	306,093	2 8,926	317,977	400,941	428,474	345,028	260 268	3,466,922
1867	242,047	224,621	272,454	280,283	251,916	261,488	274,500	404,600	566,403	558,200	415,400	351,600	4,183,312
1868	283,600	281,900	262,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	306,100	281.234	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273.976	317,839	390,365	421,368	466,330	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541.005	482,164	499,296	468,358	585,623	747,942	702,981	767,608	946,767	932,682	754,671	547,842	7,976,690
1866	523,566	392,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,357	800,325	1,068,324	1,161,284	1,508,883	1,210,287	918,088	11,532,348
1868	741,926	800,757	856,811	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41.212	43,580	65,035	80,588	73.140	50,296	580.271
1867	49,624	36,098	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,676	80,867	61,956	735,035
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,217	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1.001,007	947,146	1,256,566	1.458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1.438.689	1,522,472	1,429,765	16,434,775
1866	including Buffalo Division.. 1,185,746	987,936	1,070,917	1,153,441	1,101,682	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,423
1867	including Buffalo Division .. 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,581	1,041,646	14,139,300
1868	1,031,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,920	511,305	478,576	496,433	437,670	424,831	4,571,023
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1865	671,536	523,972	616,665	516,608	460,573	617,682	578,403	747,460	739,736	641,559	643,187	518,088	7,181,265
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,620	578,253	571,348	661,971	588,219	504,066	6,516,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	526,242	709,227	738,530	823,901	727,810	613 329	7,160,902
1868	519,855	488,089	409,649	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,048
1866	90,411	85,447	84,361	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,902	1 201,239
1867	94.136	78,976	92,910	92,768	90,626	96,585	106,594	114.714	121,217	142,823	132,387	123,283	1,288,973
1868	92,433	81,599	98,482	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,545
1864	256,600	304,445	338,454	330,661	267,126	316 258	278,891	358,862	402,219	407,107	445,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 722
1866	312,846	277,234	412.715	413,970	418 024	384,684	338,858	384.401	429,177	496,455	429,546	362,218	4,650,328
1867	305,357	311,088	379,761	391,162	358,601	304,232	312,879	428,762	487,868	539,435	425,341	370,757	4,613,764
1868	371,041	350,736	381,497	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	376,453	339.794	306,185	3,168,064
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,641	490,694	447,670	328,970	4,520,560
1866	282,439	266,796	337,158	343,787	365,196	336,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	313,021	398,993	464,778	506,293	412,904	380,373	4,371,075
1868	343,816	304,216	326,580	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	368,487	360,884	333,281	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892.744	1,018,375	968,228	1,002.788	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,851	1,041,522	1,045,401	1,167,818	11,069,863
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,278,117	1,450.076	1,227,113	1,187.305	1,113,829	13,357,709
1865	957 869	613,381	956,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,753	1,524,434	1,528,839	1,486,356	1,117,853	15,575,129
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,155,461	1,246.911	1,480,929	1,530,518	1,211,108	935,867	14,143,216
1867	901,671	845,363	1,076,778	1,227,286	1,093,781	934,536	1,101,093	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	228,242	268,176	302,596	332,400	278,008	246.243	275,950	3,311,070
1865	259,223	239,130	313,914	271,527	290,916	304,468	349,285	344,700	350,348	372,618	412,553	284,319	3,793,000
1866	267,541	246,109	328,236	277,424	283,130	253,924	247,262	305,454	278,709	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	356,901	379,367	336,065	272,063	3,440,542
1868	211,978	251,351	266,905	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,074	283.996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,802	815.902	746,956	528,009	6,324,082
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	605,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,361,579	1,419,232	1,196,956	702,685	10,033,028
1866	738,061	525,967	779,198	861,604	1,109,267	1,140,801	996,541	1,252,356	833,742	857,793	874,974	435,490	10 637,124
1867	500,485	534,561	703,618	836,603	965,358	903,974	864,837	993,104	878,153	956,758	857,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	463,509	505,814	466,300	487,642	5,182,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	508,641	625,647	676,360	701,352	691,556	914,083	7,126,568
1865	690,144	678,504	857,583	738,866	637,186	646 925	584,523	712,495	795,938	858,501	712,383	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,736	555,242	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,500	690,508	573,727	7,242,196
1868	492,094	602,753	684,190	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123.949	118,077	130,378	153,470	144,736	143.748	162,021	1,554,918
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.301	162 894	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,864	244,834	213 227	177,364	2,250,142
1867	149,658	149,342	174,162	188,162	171,736	156,066	172,933	220,768	219,160	230,849	204,395	171,499	2,207,931
1868	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,586	105,554	116,379	150,595	151,062	134,563	111,330	1,439,798
1864	79,785	95,843	152,896	128,987	127,010	166,338	139,626	244,114	243,840	221,570	220,209	265,154	2,286,371
1865	144,084	139,171	155,763	144,901	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,022	2,924,543
1866	228,059	194,167	256,407	270,300	316,433	225,691	304,917	396,248	349,117	436,065	354,530	264,741	3,996,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	307,948	3,763,816
1868	278,712	266,793	268,259	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43.716	37 265	32,578	38,972	63,862	82,147	68,189	52,862	75,677	92,718	61,770	37,530	689,888
1866	45,102	38,006	39,301	45,232	86,913	92,9 8	85,276	66,648	94,462	100,313	75,248	54,466	814,486
1867	39,078	27.667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 269	79,471	64,719	774,987
1868	46,415	40,708	39,198	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,500	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,233,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos	'68–'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1858.	1,744,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850.	602 000	6	Jan. & July.	"	1890	97½
" " " 1855.	894,250	6	Jan. & July.	"	1875	98
" " " 1834.	821,231	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	4'3,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept	Princeton.	1855	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94½
2d Mortgage coupon	350,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,811,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	106
" " $300,000	333,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct.	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	6	April & Oct.	"	1870	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	87
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,265,300	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	7,826,000	6	Jan. & July.	New York.	1896	98
Convertible bonds	1,500,000	7	" "	" "	1883	107½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plan Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a.M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	34,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort a.M.		
Chicago and Alton:						
1st Mortgage	3,400,000	7	Jan. & July.	New York.	1893	102
1st Mortgage pref. S. F.	444,000	7	May & Nov	" "	1877	102½
Income Bonds	1,700,00	7	April & Oct.		1883	92

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	87½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	82
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95½
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	750,000	7	May & Nov.	" "	1885	91
Consolidated Sinking Fund	3,040,000	7	F M A. & N	" "	1915	88
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1.250.000	7	May & Nov.	New York.	1880	90
3d Mort age	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	97
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,106.489	6	Jan. & July.	" "	1892	79
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,927,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	573,500	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161 000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589.000	7	" "	" "	1861	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (R. Extension)	1,222,500	7	April & Oct.	" "	1875	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420.000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
1st M. (State) $75,000 a y'r after '64	125,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1870	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139.480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,199,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida —						82½
Internal Improvement (State)	1,656,000	7			1891	
Pras. Land, 2d Mortgage	1,800,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug	New York.	1882	109½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb & Aug	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'76	88½
Land Security	3,341.60	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	101
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1863	
Construction	5,090,600	7	April & Oct.	London.	1875	
Construction	2 499,000	6	" "	New York.	1875	111½
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1858	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1853	101
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1851	
Lexington and Frankfort:						
Mortgage, due 1880 and '74	63,000	6	Jan. & July.	Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68–'77	
Lebanon Branch 1st Mortgage	600,000	7			'80–'85	
Memphis Branch 1st Mortgage	267,000	7			'70–'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86–'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	92
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov	"		78
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1838	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,596,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & N v.	"	1890	
2d Mortgage	237,000	7	Jan. & July.	"	1 55	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	111
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana.						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924.000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	102½
2d General Mortgage	2,693,000	7	" "	" "	1877	95
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,000	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600.000	6	" "	" "	1876	
Income Bo ds	297,600	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York	1883	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62–'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	80,500	6			'63–'65	
Mortgage	61,500	8			1866	
Bonds	160,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1851	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	1,500,000	7	Feb. & Aug	" "		87
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
***New Albany and Salem:**						
1st Mortgage	2,235,000	6				
N Hav., N. Lond and Stonington:						
2d Mortgage	300.000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850.000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Or'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741.000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500.000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6.189,954	6	May & Nov.	New York.	1883	96½
Funding [S. F.] Bonds	1.514,000	7	Feb. & Aug.	" "	1876	103
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " " JB & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,316	7	var.	" "	var.	
" " " "	45,560	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec	" "	1887	93½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	198,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	920,500	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,'00	6	April & Oct	New York	1876	98
N. York, Providence and Boston						
1st Mortgage	400,000		Feb. Aug.	New York		

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,0 0	7	" "	"	1868	
Pref. Stock (sec'd 2d mort. b'ds)	156,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable).	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. & M. 3d Mort	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	96
North. Cen., 3d Mort. ($2,500,000)	1,964,500	6	April & Oc	"	1900	84½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct	Philadelphia	1875	90
Chattel Mortgage	360,000	10	" "		1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1876	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	90
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept	New York.	1893	85
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	101½
2d Mortgage	2,021,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	800,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	96
1st Mortgage (general)	5,000,000	6	" "	"	1881	92
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,100	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	97
" 1861, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	93
" 1848, "	101,000	6	" "	"	1880	93
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	550,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	200,000	7	" "	" "	1883	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April. & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	433,000	7	Feb. & Aug.	"	1875	65
Mortgage (Registered)	504,000	7	" "	"	1873	65
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	830,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	101
2d Mortgage	937,500	7	" "	"	1863	55
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	829,000	10	Feb. & Aug	San Francisco.	1881	
Sandusky, Dayton and Cincinnati						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	125,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'72-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Sks f'd b'ds after Jan. 1, '70	2,012,994	6	Jan. & July	London.	1886	
Do. do. do.	275,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	800,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Sunbury and Erie:						
1st Mort. (Sunbury to W'mep't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	81½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,020,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	74
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	30
Vermont and Massachusets:						
Mortgage Bonds	924,906	6	Jan. & July.	Boston.	1883	94½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	} Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	} New York	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	700,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	90
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	75½
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1896	
Wilmington and Manchester:						
1st Mortgage	696,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	161,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576,837	6		London.	1881	
"	179,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	60.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	-------	101,102	37,866	—	---
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	618,985	30.5	-------	55,791	31,852	—	---
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	---
30 Jun. '59	57.0	—	----	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	286,791	76,773	21,006	—	---
31 Dec. '65	469.3	13.5	----	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,616,400	7,561,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	---
28 Feb. '67	83.6	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	715,199	1,644,104	1,130,706	288,781	3,063,586	116 9	170,707	449,007	159,492	—	---
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,377	*	—	351,524	446,000	10,725	811,949	—	-------	—	—	—	---
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,261	104,494	—	---
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	-------	23.8	53,865	108,333	26,249	3	---
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	-------	122.4	319,433	644,735	166,186	—	---
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,344	59,263	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192 989	475,095	65,465	—	70
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,065	-------	62.0	159,074	419,469	135,922	10	---
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	728,538	766,000	—	-------	62.0	-------	67,143	loss.	—	---
30 Nov. '67	93.0	8.8	10.0	—	5	3	38	New Haven and Northampton	2,551,142	*	—	1,324,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss.	2	---
30 Nov. '67	100.0	—	----	—	15	13	316	New London Northern	1,402,267	*	173,842	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,183	117.4	787,826	2,068,260	704,016	10	139
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,468,983	149,711	642,862	2,363,600	629,800	9,172	3,380,257	66.4	364,521	660,438	201,036	8	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,664	84.3	136,631	133,970	41,466	—	---
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,536	744,520	—	5,024	749,544	5.0	-------	27,283	10,290	9	---
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	-----	*Florida*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	---
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,807	3,535	—	---
— — '62	59.0	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	-------	-------	—	-------	-------	-------	-------	-------	-------	-------	-------	—	---
— — '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	-------	-------	—	-------	-------	-------	-------	29.4	-------	-------	-------	—	---
								GEORGIA.													
30 Jun. '67	88.7	—	---	—	18	6	88	Atlanta and West Point	1,260,079	*	145,554	1,232,200	35,500	56,575	1,346,832	86.7	-------	391,477	68,850	8½	---
— — '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	-------	-------	—	-------	-------	-------	-------	30.0	-------	-------	-------	—	---
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,022,200	*	—	733,700	129,500	-------	-------	53.0	-------	168,988	95,612	—	---
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	-------	-------	-------	81.6	-------	-------	-------	—	---
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,866,800	786,000	183 940	6,686,956	229.0	-------	1,734 749	359,214	—	---
31 Mar. '67	171.0	71.0	----	—	48	25	407	Georgia (and Bank)	4,156,000	*	1,993,361	4,156,000	886,000	241,932	7,175,281	242.0	-------	1,138,142	246,356	6½	---
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,396	1,658,976	102 7	226,241	404 6??	212,676	19	---
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	689,950	249,000	—	1,026,868	50 0	-------	202,714	110,516	5	---
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,801	10.200	180,621	1,473,140	71 6	-------	-------	-------	—	---
31 July '67	108.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,355	3,202,900	437,000	146,067	3,855,7.1	228.8	306,335	1,006,953	332,351	9	---
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and own'd by State.			-------	138.0	-------	832,343	464,581	—	---
								ILLINOIS.													
31 Dec. '67	280.0	—	----	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,303,703	6,311,982	3,944,000	402,973	11,583,307	280 0	1,672,965	3,592,561	1,743 733	10	120
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,248 711	2,956,227	2,758,986	10,399,010	5,456,250	365 542	18,967,024	400.0	2,421,566	6,146,862	2,793,435	20	160
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,756	28,021,621	16,251,000	1,123,476	45,864,322	1,152	-------	10,161,735	2,226,907	—	60
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,92.	*	2,192,940	9,100 000	8,146,524	635,486	18,906,763	409 3	1,621,507	4,974,034	1 413,999	12	98½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	-------	742,097	377,476	—	---
31 Dec '67	454.8	262.5	----	—	150	94	3,776	*Illinois Central*	31,328,473	*	10,23?,8?	23,415,780	10.644,500	—	41,562,280	708.8	3,765,216	7,160,932	3,512,586	10	142½
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,883	111.0	288,524	561,663	171,967	—	---
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	-------	—	4,000,000	6,700,000	—	10,700,000	209.0	-------	2,240,744	488,595	—	40
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	-------	-------	—	4,390,000	5,600,000	-------	-------	224.0	-------	-------	-------	—	20
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,12?	246,720	—	---
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109 0	-------	442,893	158,581	—	---
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	640,043	25,689	1,689,900	1,382,284	140,659	3,458,108	110.0	-------	448,858	230,884	9	58
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,768	807,882	—	---
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621.000	-------	2,175,223	106 0	312,869	527,868	268,156	—	---
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	-------	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,402	—	96½
30 Nov. '66	78.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	78.0	448,854	1,049,720	297,126	12	156½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,801	1,902,110	7,717	3,451,713	75.5	125,325	466,745	151,417	—	---
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,150	3,662,123	960,000	653,988	5,429,203	156 5	319,880	805,271	287,861	—	58
31 Dec. '67	162.0	—	----	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,920 200	2,892,000	795,004	5,507,204	162.0	-------	735,587	309,035	—	---
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	-------	-------	-------	—	---
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	428,404	227,534	—	---
30 Jun. '67	29.0	—	3.4	—	} 14	13	225	} Lexington and Frankfort	601,955	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,821	510,319	153,217	7	---
30 Jun. '67	65.1	—	5.4	—	}			} Louisville and Frankfort	1,405,910	126,735	4.275	1,169,594	294,519	7,430	1,586,923	65.1				6	---
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,033	2,935,000	444,172	12,841,095	334 0	929,486	2,153,874	810,448	8	---
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	128	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,804,768	8,628,793	90.0	105,960	414,741	200,220	—	---
30 Nov. '66	208.0	—	----	205.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,886,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	-------	1,533,042	386,268	—	---
31 Aug '60	58.7	—	----	186.8	---	---	-----	*Vicksburg, Shreveport & Texas*	1,662,091	*	—	1,283,015	248,489	108,434	1,710,819	43.7	-------	-------	-------	—	---
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	-------	-------	-------	-------	-------	—	---
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,323	617,696	—	2,950,000	4,250,000	-------	9,008,369	188.0	-------	340,896	-------	—	---
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930 914	*	1,098,729	8,070,665	7,268,989	234.438	16,017,543	329.3	1,902 098	4,325,490	1,498,713	10	113½
31 Mar. '67	246.0	277.8	----	—	101	74	1,424	Mich. S'th'n & N'th'n Indiana	16,625,531	2,669,517	1,745,795	10,601,200	9,135,840	736,951	20,473,991	523.8	2,386,193	4,678,193	1,609,387	—	85½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	-------	1,550,000	-------	-------	-------	-------	-------	-------	—	---
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	-------	—	—	-------	575,000	-------	-------	-------	-------	-------	-------	—	---
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	-------	—	—	-------	600,000	-------	-------	-------	-------	-------	-------	—	---
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	-------	—	—	-------	500,000	-------	-------	-------	-------	-------	-------	—	---
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	25	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	-------	584,342	328,092	—	---
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	59.7	-------	176,462	116,433	—	---
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	-------	-------	83.2	-------	250,047	121,650	—	---
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	-------	-------	206.8	579,224	1,047,567	420,020	—	75
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,583	815,063	286,715	2,489,640	4,400,000	106,235	8,026,361	182.0	-------	1,020,080	267,806	—	---
31 Dec. '62	152.0	—	3.6	----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	-------	-------	52.0	-------	-------	-------	—	---
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,856,135	16,598,445	309.0	1,190 660	2,675,878	719 230	—	---
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,788	1,302,000	1,280,000	2,000,000	-------	5,000,000	127.0	-------	-------	-------	—	---
28 Feb. '64	86.5	3.6	8 3	----	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,252,104	90.1	288,186	899,291	190	—	---

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,935,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	90.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,030	2,733,800	120,597	4,301,457	109.2	171,668	439,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,435	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	103
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	13,019,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,708,323	10,696,706	4,437,983	10	129½
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	584,848	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,006	1,747,641	4,643,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,868	1,212 159	8	45½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	14½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,348	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	128½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,167	481,471	10	138½
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,308	10	141
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,362	6,144,615	68.6	783,666	1,942 500	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 50)	945,761	85,884	66,932	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6½	67
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,760	629,165	169,184	8	124½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,384	415,060	3,883,900	1,770,400	663,290	6,316,600	94.5	863,222	1,447,046	545,630	8	119½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	131
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,223	—	248,000	2,000	25,421	333 884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	31	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(Only B. & L.)		21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	132	Nashua and Lowell	678,919	95,684	81,122	720,000	—	16,000	855,726	74.5	381,529	440,241	74,679	10	182
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,682	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	896,805	908,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,381,085	336,310	6	92
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	15.6	50,080	108.894	27,782	6	79½
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov. '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(Only B & L.)		17,500	16,688	14	110½
30 Nov '67	11.1	9.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Oper. by Troy and Boston.)					
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,260,000	550,316	2,827	3,560,337	77.3	199,126	461,424	62,994	1½	57
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	.....
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,562,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,388	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	20,974	3,281 345	93.5	.....	467,714	147,12[illegible]	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433,650	688,[illegible]07	128,462	8	.....
31 Mar. '67	34.5	—	.....	—	28	28	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	75½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Oper. by Concord)			97,925	9	128
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Oper. by C.)		50,267	48,317	—	—
31 Mar. '67	89.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,540	681,304	242,998	8	114½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,745	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,091	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,65[illegible]	1,444,708	15	125½
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,360	—	9½
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,265	10	115
31 Dec. '66	53.6	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 121	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,86[illegible]	7	70
31 Dec. '67	33.8	—	.....	—	35	98	180	New Jersey	4,077,493	868,314	3,024,434	6,000,000	350,000	1,374,000	7,560,241	33.8	677,201	1,865,302	846,14[illegible]	10	132
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	457,308	*	—	158,300	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—
31 Dec '66	65.0	16.0	.....	—	—	—	.....	Raritan and Delaware Bay	4,498,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	ons.	—	65
31 Dec '66	18 2	—	.....	—	—	—	.....	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,504	*	454,219	731,050	1,010,500	—	1,741,550	54.0	—	283,420	69,71[illegible]	29	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,088	—	1,675,138	2,114,000	19,643	4,623,691	98.5	191,672	385,196	180,00[illegible]	12½	—
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	8,369,088	*	—	950,000	2,380,000	Leased	Railway	Co.			233,100	12½	140
30 Sep. '66	88.3	—	20 0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,158	10	105
31 Dec. '66	460.0	97.0	3 8.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,922	5,085,864	54,287,874	784.0	7,109,136	13,979,516	3,109,801	4	65½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	18,374,856	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,515	4,545,522	1,795,099	9	122½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,435	590,225	352 65[illegible]	6	45
30 Sep. '67	297.8	296.0	462.5	—	289	296	5,620	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,059,820	688,879	46,022,535	693.2	6,401,420	13,979,514	3,109,801	6	111½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,385	—	12,937,415	164.0	1,820,129	2,763,760	534,80[illegible]	8	127
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,876,893	942,441	—	3,077,000	1,494,900	—	8,818,331	122.0	451,196	851,789	284,60[illegible]	—	63½
30 Sept. '66	18.0	—	0.5	10.5	—	—	—	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	—
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921,827	135,910	—	482,400	386,000	19,375	1,057,737	36.3	90,260	252,178	89,37[illegible]	8	—
30 Sep. '66	25.2	—	5.6	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,41[illegible]	7	94½
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Included in Erie.			53,98[illegible]	—	—
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g	3,439,989	563,316	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,66[illegible]	10	117
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	480,684	Included in Central.					
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	340,000	Included in Rens. & Sara.				7	—
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	600,000	400,000	—	980,207	"	"	"		7	—
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	43,168	283,524	118,40[illegible]	10	—
30 Sep. '66	51.0	—	3.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,685,470	53,132	2,957,620	81.0	299,025	510,917	174,45[illegible]	—	—
30 Sept. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	575,886	2,479,997	112.0	408,408	641,486	211,178	—	—
30 Sept. '66	34.9	—	2.6	51.3	5	7	66	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	53,548	141 588	78,83[illegible]	7½	—
30 Sept. '66	10.3	—	.....	—	—	—	—	Warwick Valley	172,677	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,75[illegible]	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,645,225	400,000	276,372	2,419,401	94.9	.....	108,953	25,572	—	—
31 May, '67	223.0	—	—	—	26	15	223	North Carolina	4,950,755	*	399,679	4,000,000	329,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,543	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,069	152,545	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,383	1,463,776	674,664	823,468	3,560,528	171.0	.....	611,699	256,35[illegible]	—	—
15 Mar. '60	81.0	3.0	—	192.6	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	270,06[illegible]	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,310,432	141.0	653,028	857,701	350,271	—	37
31 Mar. '67	90.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	778,160	6,197,537	202.0	.....	2,301,537	343,70[illegible]	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 70[illegible]	521,906	8	106½
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	962,041	10	99½
30 Nov. '67	101 0	102.5	.....	—	68	37	1,296	Cleveland and Pittsburg	9,460,879	—	500,821	5,424,091	3,974,489	275,860	9,961,700	203.6	.....	2,298,322	809,614	—	82½
31 May '67	100.[illegible]	79.4	.....	—	40	36	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,678,764	188.6	1,223,523	2,492,215	1,107,377	14	99
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope[illegible] with		Little	Miami.	9	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	84,292	2,388,064	3,685,600	844,005	6,417,669	142.0	—	853,362	209,512	—	—
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	158.2	1,160,900	1,936,085	469,205	9	105
31 Dec. '65	178.8	77.6	12.1	—	68	20	486	Marietta & Cincinnati, re-org.	15,860,779	*	1,578,000	12,667,655	3,688,385	316,434	17,429,777	250.8	739,960	1,224,068	445,302	—	—
31 Dec. '67	340.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	27,388,000	*	*	23,500,000	3,888,000	—	27,388,000	340.0	—	3,440,542	—	—	29½
30 Jun. '66	153.5	16.0	.....	—	26	17	429	Sandusky and Cincinnati	3,984,364	695 400	391,992	3,882,168	1,218,972	109,318	4,972,746	206.9	346,571	604,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,436	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	128,800	—	—
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,263,900	6,760,000	14,245,000	796,301	22,118,900	250.6	—	3,717,384	906,200	—	45

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	186.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,572	1,948,400	614,000	313,542	2,876,542	44.0	134,201	356,277	122,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	166	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,959,900	1,049,166	58,338,989	566.7	—	6,125,2 6	1,620,32	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	602,918	443,36	—	13
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	6	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,000	703,205	17,402,225	204.5	2 034,524	2,613,979	loss.	10	115
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,581	259,992	—	—
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	225,376	396,149	4,338	5	51
31 Oct. '67	81.6	2.0	8.4	—	19	11	510	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,460	2,917,958	100.6	368,004	640,768	202,865	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leased Penn.			133,284	7	—
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	—	2,341,376	58 8	194,180	186,451	52,342	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,295	68,584	3,753,1 0	80.0	508,071	790,808	238,345	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,469,625	1,747,141	5,523,319	9,739,860	7,990,285	—	16,730,085	—	91,140	534,154	193,776	8	16
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,378	3,580,764	1,272,064	10	—
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,486,662	*	2,047,438	2,646,100	884,000	—	3,514,100	oper	by Read	ing R.R.		—	51½
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	"	302,048	8	80½
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,014	898,674	361,804	5	66
31 Oct. '67	354.9	36.4	480.4	—	428	218	8,537	Pennsylvania	20,115,089	*	5,8 4,056	21,945,750	13,311 810	501,555	3 ,949,145	561.6	7,740,29	16,340,158	4,151,521	11	32
31 Oct. '67	17.0	3.0	4 7	—	29	44	139	Phila., Germant'n & Norrist'n	1,139,079	308,120	411,794	1,358,550	116,100	—	1,856,9 3	24.2	315 164	634,717	295,43	10	56
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,009,000	22,478	19,019,178	287.5	1,604,826	2,334,731	loss.	—	67
31 Oct. '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907 514	3,099,019	23,856,105	6,560,825	—	30,416,926	474 8	3,677,457	9,105,498	2,493,542	10	25½
31 Oct. '67	28.5	—	32 2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	33.3	—	863,705	299,320	10	44
31 Oct. '67	96.0	3 8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432,531	890 730	9	126
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,261,908	286,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	639,596	270,44	—	84½
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,500	93,778	5,118,927	544.3	4,618,501	7,276,898	2,382 622	10	—
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,45	107,811	6	90½
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,883	180,693	10 000	684,036	902,600	133,966	880,602	25.4	147,552	375,681	169,706	—	40
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	83,600	650,919	2,925,990	oper	ated by	Penn.		—	15
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,998	255,180	22,301	576,400	250,000	35,000	1,107,467	34.6	124,200	262,569	123,671	8	48
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,431	486,146	111,885	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,286	197,995	1,099,536	51.0	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,268	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2 439,789	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,14 ,131	*	51,078	898,950	1,022,000	272,259	2,199,209	102.0	154,498	317,775	66,657	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	843	South Carolina	8,511,957	*	549,110	5,819,275	3,534,791	447,491	9,827,175	242.0	.....	1,312,788	387,382	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,600	99,110	1,187,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	421,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,268	657,700	2,175,500	511,853	4,224 247	130.3	139,832	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,28 ,686	1,002,601	2,195,331	5,312,725	3,126 550	921,927	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2 259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962 059	3,017,107	99.2	.....	367,252	173,729	—	—
1859.	47.4	—	2.8	—	4	6	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,989	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,802	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	8,632,552	*	—	2,058,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.	.....	.....	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	67,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Colr'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	869,000	.....	70.0	102,200	282,846	106,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,900	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '68	119.6	—	16.0	—	28	25	868	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,168	119.6	449,351	423,027	112,168	—	—
31 Aug. '68	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	51	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	18
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140 000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	99½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	763,200	.....	.....	23.6	.....	90,273	34,356	—	—
30 Jun. '65	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,088,500	*	—	332,000	700,000	.....	.....	oper	r.h.Troy	& Bost.	68,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,543	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,008,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	64,121	16,332	—	—
30 Sep. '65	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,880 685	691,000	.....	.....	103.6	436,729	758,838	42,878	—	26
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,838,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	60.5	.....	326,554	213,852	—	7½
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	136.5	810,204	639,669	284,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,679	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,642	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	196	Virginia Central	5,540,788	541,814	206,428	3,353,679	1,919,550	37 ,297	6,379,046	221.8	300,405	554,511	136,648	—	—
30 Jun. '66	204.7	9.4	10 6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,870	3,497,291	1,839,500	520,922	7,362,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	68	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275 0	986,727	2,538,800	864,103	—	56½
31 Dec. '66	300.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	890,500	—	.....	235.0	.....	.....	.....	—	60
.....	.....	.....	.....	—	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '68	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '52	49.0	—	—	—	16	17	214	Montreal and Champlain	2,462,589	*	15,811	1,631,130	911,029	22,984	2,563,376	49.0	.....	242,798	117,842	—	68
30 Jun. '68	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	,,,10,345	*	—	15,123,430	54,760,510	7,336,405	77,210,345	1,096	.....	4,568,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	28,933,750	*	1,250,000	16,802,745	9,281,436	.....	26,084,180	357.0	.....	3,011,860	1,643,510	1½	—
11Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	—	.....	4,909,990	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,708	—	—	—	108.0	—	148,339	55,777	—	—
July,'61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	02,	—	1,300,000	13,100	186,000	1,709,282	60 0	.....	132 55	36,670	—	—
								NOVA SCOTIA.													
Dec. '66	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,401	—	—	4,273,281	92.0	156,416	189,107	87,181	—	—
	8.		—	—	11	22	120	NEW GRANADA. Panama	9,000,000	*	—	5,000,	—	—	10,788,731	48.1	—	1,027,438	1,022,994	—	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	26½
Catawissa (preferred)	1,150,000	7	---	27
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	65
Chicago & Alton (preferred)	2,425,400	7	7	132
Chicago & Northwestern (pref.)	14,789,125	7	7	88½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	93
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,998,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	69
Hannibal & St. Joseph (preferred)	5,253,856	7	---	85
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	29
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,201,296	8	8	97
" " " (2d pref.)	841,400	7	7	92
Milwaukee & St. Paul (preferred)	7,370,900	7	---	68½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	60
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,661,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	------	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	--	-------	------	----
Erie and Penn.:					
Bonds	675,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	85½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1868	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	97
2d Mortgage	302,750	6	------	------	93
Boat Loan	232,807	6	------	------	83
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61½
Preferred Interest b'ds.	227,589	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
----	800,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	38
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	48½
Delaware and Hudson	100	10,000,000	10	159½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,968,146	10	24½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	95
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	12
" " (preferred)	50	2,888,988	---	18½
Susquehanna and Tide Water	50	2,048,260	---	15½
Union	----	----------	---	1½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	86

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	39 —	@ 42 —
Pig, American, No. 1		38 —	@ 39 —
Pig, American, No. 2		36 —	@ 37 —
Bar, Refined, English and American		85 —	@ 87 50
Bar, Swedes, assorted sizes	(gold).	87 50	@ 90 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		95 —	@100 —
Bar, English and American, Common		85 —	@ 90 —
Scroll		125 —	@170 —
Ovals and Half-round		120 —	@150 —
Band		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ¾ @ 3-16 inch		100 —	@160 —
Hoop		138 —	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No's		— 16	@ — 17
Sheet, Single, D. and T. Common		— 6	@ — 7
Rails, English	(gold) per ton.	52 —	@ 53 —
Rails, American (at works)		78 —	@ 80 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast—(2d and 1st qlty.)	per lb.	— 19 @ — 23
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½@ — 20
English Machinery		— 13½@ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½@ — 17
American, Cast, Tool, do.		— 21 @ — 22
American, Spring, do.		— 10 @ — 13
American Machinery, do.		— — @ — 14
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

	All Cash.	
Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — 42
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 22½@ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 35 @ 6 50
German Refined	(gold)	6 35 @ 6 62½
English	(gold)	6 35 @ 6 87½
Bar	(net)	10 — @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 27½@ — 27½
Straits	(gold).	— 24 @ — 24½
English	(gold).	— — @ — 24

	—Gold.—		—Currency.—	
Plates, I.C.Charcoal.p.box	8 25 @	8 50	11 75 @	12 50
Plates, I. C. Coke	7 25 @	7 62½	10 50 @	11 50
Plates, Coke Terne	6 25 @	6 50	9 — @	9 50
Plates, Charcoal Terne	7 87½@	8 —	11 — @	11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 11 @ — 11½
Crude, 40 @ 47 gravity (in shipping order)		— 16 @ — 16½
Refined, free, S. W.		— 33½@ — 34½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 24½
Refined, in bond, Standard White		— 25½@ — 25½
Refined, in bond, prime White		— — @ — 26
Naptha, Refined, (60 @ 63 gravity)		— 17 @ — —
Residuum	per bbl.	— — @ 3 25

New York Stock Exchange.

Actual Sale Prices for the week ending April 15.

	Th 9	F. 10	Sat. 11.	M 13	Tu 14.	W. 15
Atlantic M. S. S. Co	39	----	37	40	33	----
Boston, Hartford & Erie	15	----	----	----	14½	----
California 7s	----	----	----	----	----	----
Canton Co.	48	----	47	47	46	----
Central of N. Jersey	117½	----	115½x	----	115	----
Chicago & Alton	121	----	120	----	120	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	92	----	----
Chicago, Burl. & Q.	----	----	----	----	150	----
" " " 8 p.c.	----	----	----	----	113	----
Chi. & Gt. Eastern 1st m	82	----	----	----	----	----
Chic. & Northwest'n	----	----	62	----	62	----
" " pref.	75½	----	74½	74	78	69½
" " 1st M.	----	----	88	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	88	88	----
Chicago & Rock Isl.	94½	----	93½	93	90½	87
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	94½	----	94½	----	----	----
Clev., Col. and Cin.	106½	----	107	----	----	106½
Clev. and Pittsburg	----	----	90	87	86½	84
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	104½	----	103½	102½	102½	101
" "S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	----	----	----	100	----	99½
Cumberland Coal, pref.	32½	----	32	----	----	----
Del. & Hudson Canal	----	----	167½	----	----	----
Del., Lack. & West.	----	----	----	----	115	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	71½	----	70	69½	69½	68½
" pref.	----	----	----	----	71	70
" 1 M. 7 p.c. '67	----	----	----	105	----	----
" 2 M. 7 p.c. '79	----	----	----	----	100	----
" 3 M. 7 p.c. '83	----	----	----	96	----	95
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	90	----
Great Western 2d mort.	----	----	----	----	76	76
Hudson River	141	----	130x	126	126½	123½
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	105	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	143	----	140	----	142	142½
" bonds	111½	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	25
" " 2d	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" pref.	9	----	10½	----	----	----
Michigan Central	113½	----	114½	114	114	113½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	91	----	89½	89½	88½	87
" " 1M. S. F.	----	----	101½	101½	----	----
" " 2 M.	----	----	----	95	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	61	----	60½	60½	57½	57
" " pref.	----	----	74½	73	71	69
" " 1st mort.	90	----	----	----	90	90
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	87½	----	87½	87	87½	87
" 1ss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	----	99½	99½	99½	----
" " 2d mort.	----	----	87	87	87	87
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	121½	----	119½	117	116½	115½
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "'pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	60½	----	60½	60	59½	59½
" new	60½	----	59½	----	59½	----
Ohio & Miss.	31½	----	30½	30½	30½	29½
" " pref.	----	----	----	----	76	----
" " 1st m.	91	----	----	----	----	92
Pacific Mail S.S. Co.	90½	----	89½	89½	89½	88½
Panama	305	----	300	295	299	----
Phila. and Reading	90½	----	89½	89½	88½	87½
Pitts. Ft. W. & Chicago	101½	----	101	100½	100½	99½
" " 1M.	----	----	105½	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	25½	----	25	23½	24	24½
St. L., Alton & T. H.	----	----	----	----	----	40
" " pref.	----	----	----	68	----	----
" " 1M.	----	----	----	----	----	94
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, ex-coup.	----	----	66½	66½	----	66½
" new	67½	----	65½	66½	67	66
Tol. Wab. & Western.	50½	----	50	----	48½	46
" Pref.	72	----	----	----	----	----
" " 1M. ex.	----	----	91½	----	----	----
" " 2M.	82½	----	82½	82½	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s, ex-coupon.	----	----	----	----	----	50
" new	50	----	45½	----	49	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 15.

	Th 9.	F.10	Sat.11	M.13	Tu.14	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup. 102	----	101½	101½	101½	101½	
U. S 5s, 10-40s, reg. 102½	----	101½	----	----	----	
U. S. 6s, 1881, reg.	----	----	----	----	----	
U. S. 6s, 1881, coup. 112½	----	111½	112	112½	----	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	
U. S. 6s, 1881, " ½y.	----	----	----	----	----	
U. S. 6s, 1868, reg.	----	----	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 5-20s, reg. '62..104½	----	104½	----	----	----	
U. S. 6s, 5-20s, c. '62 ..111½	----	110½	110½	111½	110½	
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	
U. S. 6s, 5-20s, c. '64 ..109½	----	109½	109½	109	108½	
U. S. 6s, 5-20s, reg. '65..104½	----	----	104½	----	----	
U. S. 6s, 5-20s, c. '65 ..109½	----	108½	109½	109½	109½	
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	
U. S. 6s, 5-20s, c. n. '65..107½	----	107½	107½	107½	107½	
U. S. 6s, 5-20s, r. n. '67.	----	----	----	----	----	
U. S. 6s, 5-20s, c. n. '67..108½	----	107½	107½	107½	107½	
7.30 Notes, 2d series..106½	----	106	106½	106½	106½	
" " 3d series..106½	----	----	106½	----	----	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 14.

	W 8	Th 9.	F.10	Sat.11	M 13	Tu 14
Catawissa	----	----	----	----	----	----
" preferred .. 27½	----	----	----	----	----	----
Camden & Amboy 126	126	----	----	123	----	126
" " 6s,'70....	----	----	----	----	----	----
" " 6s,'75....	----	----	----	----	----	----
" " 6s,'83....	----	----	----	----	----	----
" " 6s,'89. 88	88	----	----	88	----	----
" mort. 6s,'89....	----	----	----	97½	97½	97½
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport....	----	----	----	----	----	----
" " pref....	----	----	----	----	----	----
" " 7s.. 97	97	----	----	97	----	----
Lehigh Navigation 26¾	26	----	----	25½	25½	24½
" " 6s, '84....	----	----	----	86	----	85½
" " Gold L. 91	90¾	----	----	90¾	91½	90
Lehigh Valley R. R....	52¾	----	----	52	52	51¾
" " 6s....	----	----	----	----	----	96
Little Schuylkill R. R.. 30½	----	----	----	30½	----	----
" " 7s....	----	----	----	----	----	----
Minehill 56¾	----	----	----	----	56½	56
Morris Canal	----	----	----	----	----	----
" " pref....	----	----	----	----	----	----
" " 6s '76....	----	----	----	87	----	----
North Pennsylvania	32	----	----	----	----	----
" " 6s....	----	----	----	----	----	----
" " 10s.111	----	----	----	----	----	----
Northern Central.... 45½	45½	----	----	----	45½	46
Pennsylvania R. R.... 55¾	55¾	----	----	55¾	56½	56
" 1st m....	----	----	----	101¾	101	101
" 2d m.. 96¾	----	----	----	97	----	----
Penn. State. 6s 1st series105½	----	----	----	105½	105½	105½
" " 6s, 2d series107	107	----	----	107	107	----
" " 6s, 3d series109½	109½	----	----	----	----	----
" " 6s, W. L....	----	----	----	----	102½	102
Philadelphia City, 6s ..100½	100½	----	----	----	----	----
" " new..103½	103½	----	----	103½	103	103
Philad. Germ. & Nor....	----	----	----	----	----	68
Phila. & Reading 45½	45½	----	----	45	44½	44½
" " 6s,'86....	----	----	----	----	----	----
" " 6s,'70....	----	----	----	97½	----	97
Philadelphia & Erie 26½	----	----	----	25¾	----	25¾
" " 6s....	----	----	----	92	----	----
Philad. & Sunbury, 7s....	----	----	----	----	----	93
Schuylkill Navigation....	----	----	----	----	----	----
" " pref. 22	----	----	----	----	20½	----
" " 6s '82	----	----	----	----	71½	71½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	15½
" " 6s '78....	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal....	----	----	----	----	----	----
" " bonds....	----	----	----	----	----	----
Hestonville, (Horse) 10½	----	----	----	10½	----	----
Chestnut & Wal. " 44½	----	----	----	----	----	44½
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, " 55½	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 14.

	W 8.	Th 9.	F.10.	Sat.11	M 13.	Tu.14
Baltimore City 6s, 1875....	----	----	----	----	----	97
" " 1886....	----	99	----	----	----	----
" " 1890. 98½	98½	----	----	----	98½	98½
" " 1893....	----	----	----	----	----	----
Balt. and Ohio....	130	----	----	129½	----	----
" " b'ds, '75....	----	----	----	----	----	----
" " " '80....	----	----	----	----	----	----
" " " '85. 97	97	----	----	----	----	----
Marietta & Cin. 1st m....	----	----	----	----	92	----
" " 2d m....	----	----	----	----	----	----
Northern Central.... 45½	45½	----	----	45½	----	84½
" " b'ds, 1885. 84½	84½	----	----	----	----	----
" " " 1900....	----	----	----	----	----	----
N. W. Va. 1st mort....	----	----	----	----	----	----
" " 2d mort....	----	----	----	----	----	----
City Passenger R. R....	----	----	----	19½	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 15.

	Th 9	F.10	Sat 11	M.13	Tu.14	W 15
Boston and Albany	----	----	----	149	150	149½
Boston and Lowell....	----	----	----	----	----	----
Boston and Maine 138½	138½	----	----	----	----	138½
Boston and Providence 141	----	141	----	----	141	141
Boston, Hartford & Erie 15½	14¾	14½	14½	14¾	14¾	
Cheshire, pref....	----	----	----	----	----	----
Concord	----	----	----	----	----	75½
Connecticut River	----	----	----	----	----	----
Eastern 119	118½	119	119½	119½	119½	
Fitchburg 130½	131	----	131	----	----	
Manchester & Lawr'ce....	----	----	----	----	----	----
Michigan Central 114	----	----	114½	----	----	
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ 63	63½	63¼	63½	63¾	63½	
Old Colony & Newport. 92	----	92½	92½	92½	92	
Ph., Wil. & Baltimore - 54½	----	54½	----	----	54½	
Portl'd, Saco & Ports.... 108	----	----	----	----	----	
Vermont & Canada	99½	----	----	99½	99½	
Vermont & Mass.	----	----	----	----	57	
Broadway (Horse)....	----	----	----	----	58½	
Cambridge "	----	----	----	----	84	
Metropolitan "	----	65	60½	----	62	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Copper Falls "	----	----	----	22	----	
Franklin "	----	----	----	11½	----	
Huron "	----	----	----	----	----	
Isle Royale "	----	----	----	----	----	
National "	----	----	----	5½	----	
Minnesota "	----	----	----	3	----	3
Pewabic " 8½	8½	8	----	----	----	
Pittsburg "	----	----	----	----	20	
Quincy "	----	----	----	----	----	
Rockland	----	----	----	----	----	

London Stock Exchange.

The following were the closing prices for American Securities Mar. 20th, and 27th:

	—Closing Prices— Mar. 20.	Mar. 27.
United States, 5-20s, 6 per cent 1882..	72 @ 72¼	72 @ 72¼
Do. do. 6 do. 1884..	70 @ 72	69 @ 71
Do. do. 6 do. 1885..	71 @ 71½	70½@ 71½
Do. do. 6 do. 1868..	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874..	70 @ 72	72 @ 74
United States 10-40s, 5 per ct. 1904...	65½@ 66¾	66½@ 67
Massachusetts State 5 per cent	88 @ 90	88 @ 90
Virginia State, 6 per cent	50 @ 52	52 @ 56
Do. 6 per cent	30 @ 32	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55 @ 60	60 @ 65
Do. do., 2d mort., 1881	53 @ 58	57 @ 62
Do. Penn., 1st mort., 1877....	55 @ 60	60 @ 65
Do. do., 2d mort., 1882....	53 @ 58	57 @ 62
Do., consolid. mort. bonds, 1890....	29 @ 30	29 @ 30
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 61	58 @ 62
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)....	47 @ 47½	46½@ 46¾
Do., Preference ditto	71 @ 73	70 @ 72
Do., 3d mort., 1883, 7 p. c....	62 @ 66	60 @ 65
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92
Do., $100 shares (all paid)....	89½@ 90	89½@ 89½
Do., 7 p. c., 1875	78 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c...	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c...	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
Panama R. R. 2d mort., 1882, 7 p. c..	104 @106	102 @104
Do., General mortgage, 7 p. c....	.. @ ..	103½@ 104½
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	93 @ 95
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82 @ 84	86 @ 88
Do. with option to be paid in Phil.	82 @ 84	86 @ 88

American Railroad Journal.

Saturday, April 18, 1868.

Stock Exchange and Money Market.

Money has suddenly become quite brisk and close again. Lenders have been restricting their advances to street borrowers, for use at the Stock and Gold Boards, while the demand from speculative sources has been more urgent, for temporary aid. Wednesday of the current week was the most stringent of all the days of the week under review. Several city banks on that day called in loans on stocks, leading to increased activity in the hunting up of relief through private channels, and failing of this, forcing realizations on the speculative favorites of the railway and miscellaneous list. The governing rates at the close were from 7 per cent. in currency to the same price in gold, on call. The pressure in the money line adversely influenced the public funds as well as railway and miscellaneous share property. The depression was most severely felt in Express Stocks, which broke down badly, and closed irregularly. The discount business has been on a limited scale within a range of from 7 @10 per cent. per annum for all current grades of mercantile paper. The violent fall in Atlantic Mail shares late last week, and the consequent embarrassments of certain prominent operators were the immediate cause of the renewed disturbance of confidence. The continuous marketing of gold on account of the Government, and the resulting drain of currency into the Treasury have tended to aggravate the stringency, and distrust in ruling financial and commercial values. The Sub-Treasury cash balances have been augmented nearly three millions, during the week, while the city banks have again reported a loss of deposits and specie, and a reduction of loans and circulation. The city banks now hold a specie reserve of only $16,343,150, against $25,106,800 on the 25th of January. Their deposits are now down to $179,851,880, against $217,844,548 on the 8th of February, showing a loss of some thirty-eight millions, in this line exclusively, in ten weeks, or an average of nearly four millions a week. Their loans have been reduced about 18 millions in nine weeks, or to 253 millions, from 271 millions on the 15th of February. Their legal tender reserve was increased last week, over a quarter of a million, it stood on Saturday last at 52 millions, against a little over 67 millions on the 25th of January.

The specie reserve of the city banks is now $16,343,150, against $8,856,229 same time last year. The city bank deposits are now $179,851,889, against $182,861,236 week ending April 13, 1867. The legal tender reserve amounts to $51,982,609, against $60,202,515 same time last year. The circulation now stands at $34,194,272, against $33,702,047 same time last year. The loans are now $252,936,725, against $250,102,178 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $82,062,000 a day, against a daily average of $94,630,523 the preceding week, and $92,974,000 the week ending with Mar. 28, 1868. The current week's exchanges average about $104,360,495 a day. The city banks, last week, gained $272,903 of legal tender, while they lost $1,104,966 in the deposit line, and $754,149 of their specie reserve. They reduced their loans, $1,351,166; and their circulation, $32,836.

The New York Gold Exchange Bank reports for the week ending Saturday, the 11th day of April, 1868, the average amount of loans and discounts as $1,655,200 00; average amount of specie, $98,804 26; average amount of deposits, $2,073,103 27.

The Philadelphia Bank movement the past week shows an increase in loans of $47,715; an increase of $84,405 in specie; an increase in legal tenders of $985,761; an increase of $977,552 in deposits; and a decrease of $1,747 in circulation. The Bank Clearings show a decrease of $1,235,546, and the balances, a decrease of $665,201.

National Bank notes to the amount of $75,670 were issued last week, making the total issue to 1,673 banks thus far, $307,215,601, against $282,555,440 at the close of the fiscal year ending

June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $7,451,682, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date, of $299,763,919. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,643,400; and for the public deposits, $38,177,950—making a total of $379,821,350. The Treasury Department last week redeemed and destroyed $337,000 of worn and mutilated fractional currency, and issued $597,335 of new. The outstanding amount of fractional currency on the 1st inst. was $32,588,690, against $32,307,947 on the 1st of March, and $32,246,439 on the 1st of Feb. 1868.

The U. S. Assistant Treasurer at this port officially notifies the public that, in accordance with the instructions of the Secretary of the Treasury, the interest on the three per cent. certificates will be paid annually from the date of their issue, and when presented for the collection of interest, new certificates will be issued, instead of stamping them as heretofore.

The U. S. Sub-Treasury receipts, week ending with April 11, were $20,191,305, including $2,227,469 from customs duties; payments, $17,365,821, including $66,000 of coin interest; balance at the close of the week, $100,760,036, against $97,934,551, at the close of the preceding week, showing an increase of $2,825,484. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,369,697 including $387,915 from customs; and payments, $2,437,598; on Tuesday, receipts, $1,746,867 including $443,678 from customs, and payments, $869,766. The balance at the close of business on Tuesday stood at $102,569,236, against $100,082,930 a week previous; and $98,161,867 on March 29, 1868.

Of the cash in the Treasury on the 1st inst., amounting to $122,509,645, the Sub-Treasury office in this city held $98,161,876.

The aggregate issue of coin certificates by the U.S. Sub-Treasury, in this city, up to date of latest published local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 1st of April $17,742,060 against $25,699,360, on the 1st of March, and $29,619,280 on the 1st of February, 1868. The Sub-Treasury issued $3,124,020 of coin certificates in March. It reported an issue, last week, of $2,036.000 of these certificates. It received $2,112,468 of coin certificates, in payment of duties at the Custom House, during the week.

The Government revenues yielded less satisfactorily last week, especially the excises, which fell 50 per cent. below the officially estimated weekly average for the current fiscal year, which latter is equal to precisely four millions per week. The excises, last week, yielded only $2,057,000 against $5,858,705 the preceding week; customs at the port of New York, $2,227,469 and at the outports, about $750,000 (in coin) more, making the grand total income for the week equal to about $6,151,750 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $152,000,000. It has been stated that the estimated receipts from internal revenue for the fiscal year ending June 30 next is $208,000,000. There have already been received over $151,000,000, leaving a balance of nearly $57,000,000 to be collected during the next seventy-nine days in order to reach the estimated receipts from this source by the last of June. Secretary McCulloch and Commissioner Rollins are both satisfied the amount that will be collected by the last named date will be fully up to the required $57,000,000. A large portion of it will be derived from the income tax in June. The coin on hand on the 1st inst. was over $99,000,000, as shown by the public debt statement. The Secretary estimates as receipts of coin in April, May and June, $36,000,000 more. Meantime, there is to be paid of coin $28,000,000 on the 1st of May upon Five-twenties, and there is no more to pay during the present fiscal year, thus leaving coin balance on the 30th of June about $8,000,000 greater than was on hand on the 1st of April.

Government received from customs, through the port of San Francisco, from Jan. 1, to March 15, 1868, $1,728,595, against $1,374,638 same time last year.

Gold has been quite freely offered, largely on Government account, and has been depressed in price. The Money pressure has checked speculative operations. There has not been much inquiry from either shippers or importers. The range of the price, during the week, has been from 138@139, and the latest quotation on Wednesday was 138⅛. The Government sales of gold have been about equal to the Treasury receipts from customs. The export drain, thus far, this week, has been light, including $167,000 by the *Saxonia* on Tuesday, and $344,163 by *Australasian* on Wednesday.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $1,945,275, against $477,340 same time last year. The customs demand for Gold last week, averaged $371,244 a day; thus far, this week, it has been equal to $415,796 a day, or equal to a weekly aggregate of $2,494,776. The arrivals of specie from Europe, Havana and other foreign ports, during the week were unimportant, and from California, $1,177,812. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $88,882,202, against $100,083,132 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $26,784,299, against $32,197,065 same time in the preceding fiscal year, showing a decrease of $5,412,766 in 1867–'68. The exports of specie from this port, last week, were $891,807, against $145,763 same week last year. The exports of specie, hence, since July 1, 1867, have been $44,449,687, against $23,984,297 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $66,000, and since July 1, 1867, $54,517,162, against $36,558,964 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to March 15, 1868, were $8,884,128, against $7,758,542 same time last year.

Foreign exchange has been less plenty, since our last; and as the demand for prime bills has been somewhat brisker, prices have been quoted firmer. Bankers' prime sixty day bills on London closed on Wednesday at 109¼@109⅞, and on Paris to 5.17½c.@5.12½; sight bills on London to 110⅛@110⅜, and on Paris to 5.12½c.@5.10. The offering of produce bills have been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,013,393, against $4,458,700 same week last year; total, since July 1, 1867, $141,350,912, against $154,624,494 same time in 1866–'67.

Government securities have been less freely dealt in. The money pressure has impeded operations on the part of most of the prominent local dealers. The investment call has been fair, but not active; and has been met without difficulty, at the going prices, which show a decline, for the week, of 1@1¼ per cent. A few large operators are said to have availed themselves of the pinch in Money to *bear* the market for the public funds, so as to enable themselves to "load up," with the national interesting bearing obligations at the lowest figures, in anticipation of an early rally in values. On Wednesday, the dealings were quite moderate, and prices were weak and irregular; but the latest sales indicated more steadiness, with rather more disposition to purchase.

U. S. sixes of 1881 closed here on Wednesday at 111¾@112; U. S. Five-twenties of 1862, 110¾@110⅞; U. S. Five twenties of 1864 at 108¾@108⅞; U. S. Five-twenties of 1865 at 109@109⅛; U. S. Five-twenties of 1865, consolidated, 107¼@107⅜; U. S. Five-twenties of 1867, 107⅜@107⅝; U. S. Ten-forties at 101⅝@102¾, and U. S. Seven-thirties at 105⅞@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	118½	September, 1865	117
August, 1865	117½	October, 1865	116½
U. S. three per cent. certificates			100¼

Government paid off $474,550 of the matured loan of 1847–'67, in March.

Railway and miscellaneous stocks have been unusually heavy, under forced realizations, partly because of the stringency in Money, of which the *bear* operators have availed themselves to further seriously depress values. The speculative demand has been much less determined. The railway favorites have suffered far less severely than the miscellaneous share property, particularly Atlantic Mail, and the several Express stocks.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 1.	April 8.	Apri 15.
Consols	93⅛	93⅜	93½
U. S. 5-20's of 1862	72⅛	72¾	73
Erie	48⅝	48½	46½
Ill. Central	89½	95	94

In the way of general business, we have to note less activity in cotton, owing partly to a further sharp advance in prices. Breadstuffs have been more freely purchased at rising figures. Provisions opened briskly and buoyantly: but closed in favor of buyers, on a less active inquiry. Middling upland cotton closed tamely at 31½ cts., per lb. The stock of cotton now here is estimated at about 85,000 bales. The receipts at the port this week, have averaged about 2,300

bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 1,997,000 bales, against 1,607,000 bales same time last year; exports, same time 1,371,000 bales, against 1,081,000 bales same time last year; stock on hand at latest dates, 253,000 bales, against 465,000 bales same date last year. At the Live Stock markets this week, Beeves have been in fair demand at from 14@20c. per lb.; week's receipts, 5,304. Veal calves, active at from 8½@12c. per lb.; receipts, 2 271. Sheep and lambs dull and heavy, at from 6½@10c. per lb.; receipts, 17,287. Swine in good request at from 9½@10c. per lb., all live weight; receipts, 12,490. General merchandise has attracted more attention, especially Groceries and Metals which have been more firmly held. Business in Dry Goods, has been devoid of spirit since our last. The demand has been quite moderate, comparatively, checked in part by the advanced prices claimed for domestic Cottons. Domestic Woolens have not varied essentially in value, though in most instances buyers have had any existing advantage as regards price. Foreign fabrics have been irregular and generally rather weak in price. The total imports of foreign dry goods, last week, were $1,283,873, and the total amount marketed $1,590,147. The value of foreign merchandise imported last week, was $3,238,364—making the grand total specie value of last week's imports of dry goods and merchandise, equal to the unusually large sum of $4,522,237, against $6,467,267, same week last year; total since July 1, 1867, $185,443,008, against $213,751,819 same time in 1866–'67. The ocean freight market has been less active and irregular, since our last. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s. 6d.@3s. by steamer, per bbl.; grain at 3d.@3¾d. by sail, and 6d.@6½d. by steamer, per bushel; cotton at 5/16@⅜ by sail, and ⅜@½ by steamer, per lb.; and heavy goods at 20s.@35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday 548.

The New York exports, exclusive of specie, for the week ending April 14, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$4,458,700	$3,013,393
Prev. reported.....	55,474,157	47,194,634
Since January 1.....	$59,932,857	$50,208,027

The balance in the Sub-Treasury on Wednesday was $103,759,665 54.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Peoria and Warsaw 1st mort., 82; Toledo and Wabash equipment bonds, 74; Galena and Chicago 2d mort., 99; Hannibal and St. Joseph R. R., 75; do., pref., 83; Rensselaer and Saratoga, 84½; New York State Bounty Loan, reg., 108⅝; Georgia 7s, 88½; Brooklyn 6s Park Loan, 95¼; Boston Water Power Co., 19; American Coal, 48; Adams' Express Co., 57¼; Am. Exp., 53; Wells-Fargo Exp., 46½; Merchants' Union Exp., 30; U. S. Express, 54; Union Navigation, 22; Western Union Telegraph, 34¾; do., bonds, 83; Bank of Commerce, 120; Hanover Bank, 116; Importers' and Traders' Bank, 127; Central National Bank, 106; Bank of Republic, 115½; Bank of North America, 106; St. Nicholas Bank, 107; Fourth National Bank, 105; Phœnix Bank, 106; Market Bank, 116; Park Bank, 149⅞; Bank of New York, 115; Tradesmans Bank, 137; Consol. Gregory Gold, 3.10; Gunnell Gold, 0.90; Hamilton G. & S. bonds, 0.83; Montana Gold, 0.63; New York Gold, 0.60; Pit Hole Creek, petroleum, 0.65; Quartz Hill Gold, 1.00; Rocky Mt. Gold, 0.16; Smith and Parmalee, 2.10; Walkill Lead, 0.25.

Philadelphia.—West Jersey R. R., 6s, 90; Phila. and Reading 6s, 1844–'80, 93; Connecting R. R. bonds, 83½; Lehigh Coal and Navigation 6s, R.R. loan, 88¾; Phila. and Trenton R. R. 126; Harrisburg and Lancaster R. R., 55½; Morris Canal Boat Loan, 83; Fifth and Sixth streets R. R., 35; Penna. State coupon 5s, 97; do., 5s, 1870, 99¾; Locust Mt. Coal, 45; Ocean Oil, 2¼; Farmers' and Mechanics' Bank, 133; Mechanics Bank, 31¾; Commercial Bank, 90½. The latest quotations are: City 6s, 100@100½; do., free of tax, 103@103⅛; State 5s, reg., 100@100; do., coupon, 96½@96½; do., 6s, W. L., 102@102½; Reading, 44@44⅛; do., 6s, 1870, 96¾@97¼; do., bonds, 93½@94; Camden and Amboy, 125½@126; do., mort. 6s, 1889, 97¾@98; do., 1883, 88@88⅞; Penn. R. R., 55⅞@56; do., 1st mort., 100¾@101; do., 2d mort., 96¾@97; Little Schuylkill R. R., 30@30½; Morris Canal, 39@50; do., pref., 93@95; do., bonds, 86@88; Wyoming Valley Canal, 39@45; do., 6s, 80@81; Susquehanna Canal, 14¾@15¼; do., 6s, 60½@61½; Sch. Nav., 10@13; do., pref., 18⅜@19; do., 6s, 1882, 71@72; Union Canal bonds, 14@15; Delaware Div. Canal, 47@49; do., bonds, 80@89; Elmira and Williamsport, 30@33; do., pref., 40@41; do., 7s, 1873, 96½@97; do., 5s, 59½@60½; Lehigh Coal and Navigation, 23⅞@24; do., bonds, 1884, 85¼@86¾; North Pennsylvania, 31@33; do., 6s, 89¾@90; Philadelphia and Erie, 24⅞@25⅛; do., 6s, 91@92; Minehill, 56@56; Catawissa, 5@10; do., pref., 26¾@26⅞; Lehigh Valley, 52@52¼; do., bonds, 95½@96; Fifth and Sixth streets, (horse,) 34@36; Second and Third, 55½@56; West Philadelphia, 66@67; Spruce and Pine, 23@24; Green and Coates, 30½@31; Chestnut and Walnut, 43½@44½; Thirteenth and Fifteenth, 15@17; Girard College, 26½@27½; Tenth and Eleventh, 64@64½; Union, 37@41; Hestonville, 10@10⅜.

Boston.—Boston, Hartford and Erie 7s, 62; Vermont Central 1st mort., consolidated, 75¼; Cheshire R. R. 6s, 1880, 95; Vermont and Massachusetts R. R. 6s, 1883, 94¼; Rutland and Burlington 1st mort., 141; Eastern R. R. 6s, 1874, 95; Michigan Central 8s, 1882, 111; Vermont Central and Vermont and Canada 8s, 1877, 102; Western R. R. 6s, 1875, 98; Old Colony and Newport 6s, 1875, 95½; do., 7s, 102; Central Pacific 7s, 1883, gold, 107½; do., 6s, 98; Ogdensburg and Lake Champlain pref., 102; do., Equipment 8s, 1878, 101¾; Nashua and Lowell R. R., 132; Indianapolis and Cincinnati R. R., 29; Cape Cod R. R., 67; Boston Water Power Co., 19; East Boston Co., 10½; Ophir (N. S.) gold, 1.42½; Bourbon Co., Ky., 7s, 1877, 53¾; Spanish Indemnity bond, 40; Massachusetts 5s, 1883, gold, 105; do., 6s, 5-20s, currency, 102¾; do., 6s, 1872, gold, 121; do., 1875, 118; Rhode Island 6s, 1882@1894, 100¼; do., 1883, 100⅛; New Hampshire 6s, 1870, 99⅞; Maine 6s, 1889, 100⅛; Bangor 6s, 1874, 93¼; Boston 5s, 1882, gold, 107; do., 6s, 1874, currency, 103; Portland 6s, 1870, 96; do., 1877, 98; Bath 6s, 1891, 92¾; Albany 6s, 1896, 95½; Chelsea 5½s, 1883, 92; Lynn 6s, 1886, 100⅛; St. Louis 6s, Municipal, 83½; Louisville 6s, 1887, W. L., 80; Charlestown 6s, 1876. W.L., 100; Chicago 7s, 1890, School Bonds, 97; Blackstone National Bank, 128; Boyleston National Bank, 135; City National Bank, 106; Eliot National Bank, 108; Exchange National Bank, 149½; First National Bank, 107¼; Hide and Leather National Bank, 145; Market National Bank, 107; Merchants' National Bank, 118; Mt. Vernon National Bank, 112; North National Bank, 113; National Bank of Redemption, 113; National Bank of Commerce, 118; Revere National Bank, 133½; State National Bank, 104½; Traders' National Bank, 98⅞; Tremont National Bank, 117½; Webster National Bank, 107¾; Algomah Mining Co., 87½c.; Bay State, 2½; Calumet, 28; French Creek, 20c.; Hancock, 5; Humbolt, 70c.; Native. 95c.; Petherick, 87½c.; Winthrop, 75c.

Baltimore.—Western Maryland bonds, 75¼; do., 2d mort., guar., 91; Parkersburg R. R., 26; Central Ohio R. R., 37; Virginia 6s, old, reg., 44¼; do., coupon 6s, new, 50; Bank of Baltimore, 113; Farmers' and Merchants' Bank, 45½; Third National Bank, 104; Bank of Commerce, 27; National Exchange Bank, 97¾; Franklin Bank, 13¾. The latest quotations are: Balt. and Ohio, 125@130; do., 6s, 1875, 96½@98½; do., 1880, 96½@99; do., 1885, 97@97; Northern Central, 45½@45; do., bonds, 1885, 84½@85; do., 1900, 83@83½; Parkersburg Branch, 26@28; N.W. Va., 1st mort., 96@—; do., 2d mort., 95@95½; do., 3d mort., 1873, 91½@94¼; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 91⅞@92½; do., 2d mort., 72½@73½; Central Ohio, 37@37¼; do., 1st mort., 85¼@86¼; Western Md. 6s, 1890, 77¾@80; do., guar., 94@95; Maryland 6s, coupon, 1870, 101@102; do., Ins., 100@101¼; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 97@100; do., 1886, 98@99¼; do., 1890, 98½@98½; do., coupon, 100@—; do., Park, 97½@98; do., 1893, 95@96; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19@19¼; Canton Co., 56½@—; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4¼; George's Creek, 65@70; Santa Clara, 1.50@2.00; Atlantic Coal, 0.82@0.85; Baltimore Coal, 290.

American Central Railway.

At a meeting of the directors of the Iowa, Illinois, and Indiana divisions of this road at Fort Wayne, on the 5th inst., arrangements were consummated for the consolidation of the three divisions of the road through the above named States into one organization, to be called the "American Central Railway." The following is the list of Directors of the consolidated line: Geo. M. Braggiotti and John E. Cowles, of New York; G. W. Cass and Springer Harbaugh, of Pennsylvania; Lot S. Bayliss, Pliny Hoagland and Jesse L. Williams, of Indiana; W. F. Thomas, James S. Thompson and John S. Thompson, of Illinois; W. T. Smith and John Bird, Iowa; Henry Folsch, Marseilles, France.

☞ The Flint and Pere Marquette Railway Company have rented the Flint and Holly Railroad for one month, until the consent of the stockholders can be obtained to sell. G. C. Kimball superintends the whole.

Railroad Earnings.--Weekly.

The earnings of the Atlantic and Great Western Railway for the first week in April, 1868, were $104,318 00
Corresponding week previous year... 97,749 00

Increase $6,569 00

The earnings of the Chicago and Alton Railroad for the first week in April, 1868. $60,768 70
Corresponding period previous year .. 63,365 62

Decrease $2,596 92

The earnings of the Detroit and Milwaukee Railroad for the first week in April 1868, were $33,466 36
Corresponding week of 1867 ..... 30,127 19

Increase $3,339 17

The earnings of the Toledo, Wabash and Western Railroad for the first week of April, 1868, were $67,666 64
Same week in 1867..... 67,013 51

Increase $653 13

The earnings of the Michigan Central Railroad for the first week in April, 1868, were. $87,047 61
Corresponding week of previous year.. 81,628 16

Increase..... $5,419 45

The earnings of the Chicago and Northwestern Railroad for 1st week in April, 1868. $225,429 17
Corresponding week previous year .. 187,355 62

Increase $38,073 55

The earnings of the Chicago and Rock Island Railroad for the first week in April, 1868, were $78,900 00
Corresponding week of previous year.. 75,705 00

Increase $3,195 00

The earnings of the Marietta and Cincinnati Railroad the 1st week in April, 1868.. $24,286 00
Corresponding week previous year.... 20,080 00

Increase $4,206 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week in April, 1868, were..... $107,190 01
Corresponding week of 1867 ..... 81,454 92

Increase..... $25,735 09

The earnings of the Western Union Railroad for the week ending April 7, 1868.... $9,603 37
Corresponding week previous year.... 8,249 83

Increase..... $1,353 54

☞ The Lafayette (Ind.) *Courier* announces that the northern end of the Louisville, New Albany and Chicago Railroad, between Lafayette and Michigan City, has been transferred to the control of the Indianapolis, Cincinnati and Lafayette Railroad Company. This will give the latter road complete connections from Cincinnati to Chicago.

☞ At a recent meeting of the stockholders of the Cincinnati, Richmond and Chicago Railroad at Richmond, Indiana, a full board of directors was elected with Wm. Perry as President. The greater portion of the grading on the section of this road between Richmond and Fort Wayne has already been done, and indications are that the end of the road will be speedily completed.

☞ The Paducah, Ky., *Herald* says that the Mississippi Central Railroad has been purchased or leased by a company of New York capitalists, with the condition that the Paducuh and New Orleans air line road is to be built within the next two years.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool.....	$1,828,233	$1,666,822
" cotton...	1,477.868	1,261,110
" silk	1,286,894	2,118,277
" flax	1,088,056	947,198
Miscellaneous dry goods..	747,292	821,726
Total entered for consump.	$6,428,343	$6,815,133

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool.....	$3,545,886	$1,526,192
" cotton...	1,221,428	886,843
" silk	1,216,550	645,823
" flax	952,040	774,141
Miscellaneous dry goods..	207,354	294,655
Total withdrawn from warehouse	$6,942,758	$4,127,654
Add entered for consump.	6,428,343	6,815,133
Tot. thrown on the market.	$13,371,101	$10,942,787

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool.....	$1,477,232	$1,031,382
" cotton...	775,686	523,685
" silk	755,808	357,029
" flax	701,714	346,637
Miscellaneous dry goods..	88,796	287,788
Total entered for wareh'g..	$3,799,236	$2,546,521
Total entered for consump.	6,428,343	6,815,133
Total entered at the port.	$10,227,579	$9,361,654

The imports of foreign dry goods at New York for three months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$5,479,333	$3,883,996
" cotton..	4,399,258	3,086,979
" silk	3,465,032	4,531,621
" flax	3,011,115	2,200,196
Miscellaneous dry goods.	2,035,242	1,948,200
Tot. entered for consump.	$18,389,980	$15,650,992

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool....	$7,263,444	$3,124,949
" cotton..	3,349,426	1,952,542
" silk	2,477,518	1,354,990
" flax	3,357,340	1,911,658
Miscellaneous dry goods.	665,277	584,314
Total withdrawn from warehouse	$17,013,005	$8,928,453
Add entered for consump.	18,389,980	15,650,992
Total thrown on the market.....	$35,402,985	$24,579,445

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	$5,149,481	$2,956,244
" cotton..	3,384,240	1,491,099
" silk	1,518,814	1,214,775
" flax	1,948,863	1,021,788
Miscellaneous dry goods.	551,688	720,935
Total entered warehouse.	$13,553,086	$7,404,791
Add entered for consump.	18,389,980	15,650,992
Total entered at the port..	$31,943,066	$23,055,783

Imports of foreign dry goods at New York for nine months from July 1:

Year.	Value.
1862	$28,879,637
1863	51,065,196
1864	67,131,882
1865	36,628,697
1866	115,644,914
1867	88,451,059
1868	62,420,141

Permanent-Way Construction.

TO THE EDITOR OF ENGINEERING.

SIR.—Good permanent way is the cheapest. By this I mean that it is not only the cheapest as to its effect upon rolling stock, but that it is cheapest in the abstract, in respect to its own maintenance, renewal, and repairs.

Long experience has convinced me of this fact, that the cheapest permanent-way is that in which the materials are of the best description, laid down with the greatest care, and when so laid is never allowed to get out of repair by neglect or from a mistaken policy of false economy. I will explain what I mean by good permanent-way. If any think I place the standard too high, I reply that it is at present placed far too low, and that I believe the highest standard of excellence should be aimed at, and every effort made towards its attainment. I was to-day looking over an old specification of contract for permanent-way maintenance, wherein the contractor binds himself to keep the way in perfect line, level, and gauge. Now, taking the word perfect in its restricting sense, I believe a permanent-way may be kept in such condition as to deserve that expression, but to this end it is necessary that no requisite expense and care be spared in its construction.

In stating what I believe that construction should be, I beg to assure you that I ask no credit more than any man deserves who endeavors to apply the practical teaching of years to the removal of defects that experience has shown him to exist.

Commencing at the base I will separately examine the several parts that go to build up what is commonly known as permanent-way. These are: 1st, the foundation which includes the excavating of the formation and the ballasting; 2nd, the sleeper; 3rd, the chair and its fastenings; and 4th, the rail and its fastenings. Leaving the first for the present, as being of so much importance that it deserves a fuller communication than I could give it within the limits of this letter, I come to the 2nd, the sleeper. Of this the first consideration is that it be of sound timber, and next, that it be of sufficient dimensions. The ordinary 9 ft.×10 in.×5 in. oblong sectioned sleeper answers all those conditions very well. The sawn part should be placed downwards, for nothing is more in its way than to have a sleeper with a round or uneven bottom, although I have known whole lines so laid down. The half round sleeper should be rejected, because it does not afford sufficient base for the chair. Creosoting is advantageous, if well done; but, like everything else, if scamped, is best left alone.

I find that a leading engineer, from a report recently in *Engineering*, fixes the life of a sleeper at ten years. If my memory serve me right, this is but half the time given by Captain Huish some years since. Twenty years seem a long time for a sleeper to last, yet, if it does not become unserviceable through rot—and I believe it will not do so if of good sound timber, well creosoted and laid in gravel—then I see no reason to doubt that a sleeper will last to the full time named. Of this, however, I am confident, that natural decay should be the only limit to its durability. That ten years, or even less, on lines of heavy traffic, may now be the extent of the sleeper's effective service, I will not dispute; but this premature destruction is produced by causes that admit of removal, and should no longer be allowed to exist. The principal of these are the imperfection of the chair and its fastenings. Taking the chair first, the duty of the chair is to form a firm support to the rail, and to so connect it with the sleeper that all three—sleeper, chair, and rail—firmly hold together. How to produce this result is undoubtedly the most difficult in permanent-way construction. That the manner in which this is now attempted is a failure cannot be doubted. What, then, can be done to solve the difficulty?

I think that the defects in the present chair will show us the direction in which we are to look for an answer. The chair is too small, and is crushed into the sleeper; therefore the base should be

made larger. The fastenings, have not sufficient holding power to effectually secure the chair to the sleeper; therefore fastenings of the most powerful kind attainable should replace them. The chair in my opinion, should be at least 8 in. wide by 15 in. in length. These dimensions give an area of 120 square inches, which, I think, would be sufficient to resist the heaviest traffic, if used with 3 ft. bearings. The chair should also support the rail over its whole width; this would materially strengthen the rail and lessen its deflection, besides another great advantage which I will name hereafter.

I now come to the important question of the fastenings. The strain upon these fastenings is great and peculiar, and may be described as of two kinds, vertical and lateral. The first is by far the most difficult to deal with, the second being comparatively slight, except on heavy curves, and even in these cases there is no difficulty in dealing with them. The vertical strain is caused by the deflection of the rail beneath the pressure of the trains. When an engine passes over a permanent-way, a wave-like motion of the rail is produced, the greatest depression takes place in the central point between the bearings; depression on this point causes the rail to lift beyond the next bearing.

The rail may thus be considered to form a succession of levers. The engine forming the weight, and the next sleeper the fulcrum, to lift the bearings beyond. Thus a continuous succession of down-pressing and up-lifting takes place until the engine stops. When we add to this strain the effect of the constant jar and vibration that is caused by every passing train, we may form an estimate of the work the fastenings have to do, and how wholly inefficient the spike and treenail must prove to sustain it. Indeed, it is hardly possible to conceive anything more deficient in holding power than the spike.

If I wish to fasten a piece of iron to a board, and do so by driving blunt-ended nails into the timber, I find that a small force is sufficient to separate them; but if, instead of nails, I use wood screws for the purpose, I find it impossible to separate the iron from the wood, unless I use great force, and then only by tearing away the wood that surrounds the screws. Now, the chain spike is nothing bu. a large blunt-ended nail, and, consequently, most unfitting for the purpose it is applied to. On lines of even light traffic, when driven into new timber in relaying, it may be seen by the close observer to have given way within a few days of its being used. There are other reasons against the use of the spike; one I will mention. It often happens that from carelessness, or, from the tendency many men have of scamping their work, that the spike is driven without first boring the timber, and this results in either splitting the sleeper or knocking a piece out of the bottom of it. In the first case the sleeper is useless; in the second, it is greatly damaged. An attempt has been made to improve the spike, by giving the shank (made of square iron) a twist, but this has proved a failure. Some years since the wood treenail was introduced, and was for a short time thought much of; but, as the material of which it is made is perishable and incapable of bearing heavy work, it has proved inferior even to the spike in such cases. Fang bolts I put on one side at once as being the very worst fastening, at least, for cross sleepers; for if all other conditions were favorable, the fact that the platelayer has to grope underneath the sleeper to fix the nut is sufficient to condemn it. On account of this trouble the nut is often left unfixed; or, if on the other hand, the platelayer is bent upon honestly fixing them, he has to first disturb the bed of the sleeper before he can do so. But, even when the nut and bolt are properly fixed, the bolt will turn out of the nut, or it will break in tightening; in short, the fang bolt is not in any view of it a good fastening.

Having examined and seen tested every description of chair fastening that has been used to any extent, I was led some time since to try the efficiency of wood screws; for this purpose, and from the experience I have had, I feel justified in saying that if they were adopted they would prove excellent substitutes for the present imperfect fastenings. The screws should have a deep thread. There is a kind called the coachmaker's screw which answer admirably; its grip on the wood is so great, that I am convinced that a chair fastened to the sleeper with a sufficient number of these screws would bear almost any amount of strain before the chair could be wrenched from the sleeper. I understand that provisional protection has been obtained for the application of wood screw bolts to railway chairs. The great wonder is that no attempt has been made to apply so obvious an improvement before this, let the cause of this be what it may. I think I may safely prophesy that wood screws will prove the fastening of the future; and I would strongly advise makers of railway bolts to turn their attention towards the improvement of this article; its general introduction is only a question of time. Theory and practice will both combine to recommend its adoption. Besides its great holding power, it has another important advantage over the spike. If the head is properly formed, the bolt cannot be driven by hammer without immediate detection, and therefore it must be *screwed* home, nor can the sleeper be split or otherwise damaged by the work, as is so often the case when spikes are used. These are great advantages, and if they can, as I believe, be realised, I think we may fairly look forward to the sleeper living its full time, instead of dying a violent death by the destructive treatment it is now generally subjected to in consequence of bad management.

Of the rail I have little to say. As to its form I have no hesitation in choosing the double-topped section. It is much easier to work with, easier to curve, and easier to exchange. The one drawback is that the bottom of the chair wears into it, so that when turned it presents a series of hollows over the chairs; this makes the trains run *rough*, and tends to much shorten the durability of the rail. This is a serious drawback, I know; but I have faith that a remedy will be found for this, the only defect in this kind of rail. One step in that direction will result from what I have herein proposed, viz., increasing the width of the chair, and giving the rail a bearing to the full extent of it; let this be done, and the chair also be firmly fixed to the sleeper, and I am convinced much of the defect named will be removed.

The evidence is so clearly in favor of steel rails that nothing that can be said by me can strengthen. Yet I will observe that they ought to be adopted, for the good reason that they make a better because a more permanent road. I have heard it suggested that as steel was stronger than iron, the steel rail might be made lighter than the iron one; but in my opinion nothing could be worse than to act upon such a proposition; if we do err let it be on the side of strength, if that be possible. I therefore think the rail should be at least 80 lb. to the yard.

Many attempts have been made to dispense with the wooden key, but hitherto without success. It would be an easy matter to fasten the rail without this old servant, if the rail was a fixture; but to do so, and provide for the easy exchanging or turning of the rail with despatch, and without the necessity of drawing the fastenings of the chair and interfering with the gauge, is amongst the inventions of the future. Yet the thing is of such importance that the solution of the problem is sure to be found. Until then we must use the wooden key; and I have nothing to say about it, but that it should be made of the best dry oak, and kept dry until wanted for use; and, when in use, kept damp by brimming the ballast against it, and, I will add, the sooner it can be done without the better.

There still remains the fish-plate to treat of before I complete my remarks upon the materials of permanent-way construction, and this I will, with your permission, defer until another opportunity.

I remain Sir, yours truly,

AN OLD PLATELAYER.

February 25, 1868.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of March, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$450,108 16	$400,190 60
" passengers	208,680 19	202,492 22
" express matter	8,307 00	8,604 26
" mail	7,825 00	7,825 00
" rent of railway	7,083 34	7,083 34
" miscellaneous	2,186 00	1,764 45
Total	$684,189 69	$627,959 87
Expenses	407,682 77	419,800 76
Net earnings	$276,506 92	$208,159 11

This shows an increase in earnings of $56,229 82; with a decrease in expenses of $12,117 99—making the increase in net earnings, $68,347 81.

The earnings and expenses from January 1 to March 31, compare as follows:

	1868.	1867.
Earnings	$1,793,470 56	$1,695,873 22
Expenses	1,205,227 82	1,229,143 05
Net earnings	$588,242 74	$466,730 17

This shows an increase in earnings of $97,597 34; with a decrease in expenses of $23,915 23—making the increase in net earnings, $121,512 57.

☞ The Little Rock (Ark.) *Gazette* announces the completion of the Memphis and Little Rock Railroad, under the Denmead contract, to Madison on the 31st of March. The road is now completed only to the extent in which the second year of the war found it. Twelve miles beyond Madison have been graded under the Forrest contract.

☞ The Smyrna *Times* says that the parties who are now building the Junction and Breakwater Railroad, in order to secure the whole valuable trade of the lower part of the peninsula, contemplate building a branch road from Georgetown to Seaford, Delaware, and an air line road from Lewes *via* Hillsboro', Berlin and Snow Hill, Md., and Drummondtown and Eastville, Va., to Cape Charles.

☞ The amount of gold received for duties at the Boston Custom House during the first three months of 1867 and 1868, has been as follows:

	1867.	1868.
January	$980,906 79	$946,375 61
February	1,538,631 40	1,200,683 99
March	1,646,994 66	1,413,536 01
	$4,166,532 85	$3,560,595 61

☞ After the first day of June next, unless the time should be extended by Congress, every applicant for the benefit of the Bankrupt act, must show that he has property sufficient to pay fifty cents on the dollar or that he has obtained release from enough of his creditors to pay fifty cents on the dollar to the remainder.

☞ The Seventh Dividend of the Bay de Noquet and Marquette Railroad Company is now payable by J. F. Greenough, Treasurer, 13 Exchange st., Boston, Mass.

☞ The contract for building the Kalamazoo and Allegan Railroad has been awarded to Messrs. May & Warren, of Chicago, and Gen. Goss of Kalamazoo.

☞ The Milwaukee City Railway Co. proposes to lay a second track through East Water street to accommodate its increasing business.

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PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY, ONEIDA, N. Y., Feb. 10, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the Office of the Company, until the 15th day of April, 1868, at noon, for the GRADING, MASONRY, and BRIDGING of that portion of the NEW YORK AND OSWEGO MIDLAND RAILROAD, extending from the CITY OF OSWEGO to the VILLAGE OF SIDNEY PLAINS, a distance of ONE HUNDRED AND TWENTY MILES, and passing through the Towns of VOLNEY, HASTINGS, WEST MONROE, CONSTANTIA, VIENNA, LENOX, STOCKBRIDGE, EATON, LEBANON, SMYRNA, NORTH NORWICH, NORWICH, OXFORD AND GUILFORD, and that portion known as the Branch, from at or near EAST GUILFORD, in the town of GUILFORD, to MT. UPTON, in the same town.

The line will be divided into Sections of about One Mile each, and proposals may be made for separate Sections or for the Entire Work. The Company will entertain separate proposals for Bridging only.

The line passes through a desirable section of country of Central New York, and the work will be worthy of the attention of Contractors.

Plans, Profiles and Specifications will be ready for examination at the Office of the Chief Engineer, in Oneida, N. Y., where all necessary information may be obtained, on and after the 6th day of April.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

POSTPONEMENT.

In consequence of the unfavorable weather for field work for the past three weeks, the above Letting will be Postponed until THE FIRST DAY OF MAY, AT NOON. Plans, Profiles and Specifications will be ready for examination as above noticed, on and after the 22d day of April.

Dated Oneida, March 20th, 1868.

D. C. LITTLEJOHN, President.
4t14 W. B. GILBERT, Chief Engineer.

Notice to Contractors.

PROPOSALS FOR THE GRADUATION AND MASONRY of the Nineteen Miles of the Knoxville and Kentucky Railroad not yet under contract, extending from a point two miles south of Elk Gap to the Kentucky line near the town of Boston will be received until the 24th of April next.

The profile and specifications for this section, which includes four Tunnels, varying from two hundred and fifty to seventeen hundred and fifty feet in length, with other heavy work, can be seen at the ENGINEER'S OFFICE, in Knoxville, after the 14th of April. The Company reserve the right to reject all bids. For further particulars address—

ADRIAN TERRY, Chief Engineer, &c.
Knoxville, Tenn., March 26, 1868.

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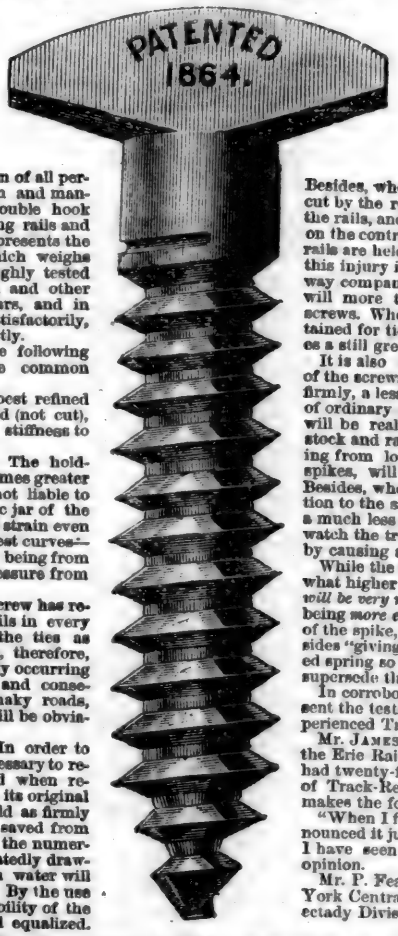
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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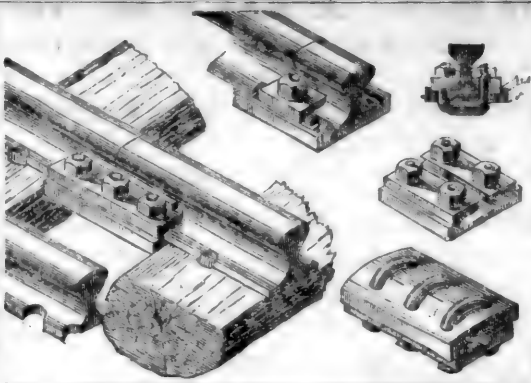
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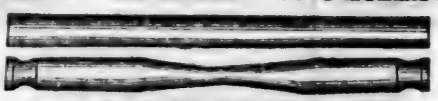
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SECOND QUARTO SERIES, VOL. XXIV., No. 17.] SATURDAY, APRIL 25, 1868. [WHOLE No. 1,671, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, April 25, 1868.

The Union Pacific Railroad.

The telegraph informs us that the Union Pacific Railroad is now finished over the highest point of the Rocky Mountains which is to be traversed anywhere along the line of 1,721 miles between Omaha and San Francisco. As most of our readers know, this Grand Pacific Railroad Line is being built by two powerful companies, THE UNION PACIFIC, beginning at Omaha, building west; and the Central Pacific of California, beginning at Sacramento, building east, until the two roads shall meet. The amount of Government aid given to each is dependent upon the length of road each shall build; and therefore both companies are prompted to great efforts to secure the construction and control of what, when completed, will be ONE AND THE ONLY GRAND RAILROAD LINE CONNECTING THE ATLANTIC AND PACIFIC COASTS.

Both companies have prosecuted the work with great vigor, the Union Pacific having already expended over THIRTY MILLION DOLLARS, and the Central over *Twenty Millions*, upon their respective parts of the undertaking. THE UNION PACIFIC HAVE COMPLETED 550 miles of their work; have iron and other materials for 200 miles more upon the ground, and 100 additional miles are ready for the track. They will have a much larger force employed this year than ever before, and it is expected that between 800 and 900 miles will be in operation during 1868. There seems to be no reasonable doubt that the distance between Omaha and Sacramento will be traversed by rail in 1870.

The means for building the Union Pacific are ample.

First: THE U. S. GOVERNMENT GRANTS THE RIGHT OF WAY, and all necessary timber and stone, from the public domain.

Second: IT MAKES A DONATION of 12,800 acres of land to the mile, amounting to over twenty million acres, to be selected along the line of the road.

Third: IT GRANTS U. S. BONDS to an average amount of $28,000 per mile; for which it takes a second lien, thus pledging this sum to the company's first mortgage bondholders as additional security.

Fourth: THE COMPANY ARE PERMITTED TO ISSUE their own FIRST MORTGAGE BONDS to the same amount as they receive from the United States, and no more.

Fifth: THE AUTHORIZED CAPITAL STOCK of the Union Pacific Company is One Hundred Million Dollars, of which over eight and one-half millions have been paid upon the work already done. Additional capital will be paid in as the wants of the company demand, although it is not expected that more than twenty-five millions in all will be required.

The supposed great difficulties in the way of building the Pacific Railroad have diminished as they have been encountered. Contracts for the construction of 914 miles west from Omaha, comprising much of the most difficult mountain work, have been made with responsible parties (who have already finished 550 miles) at the average rate of sixty-eight thousand and fifty-eight dollars ($68,058) per mile. This price includes all necessary car-shops, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage, and freight cars, and other requisite rolling-stock, to an amount that shall not be less than $7,500 per mile. Allowing the cost of the remaining 168 of the 1,100 miles assumed to be built by the Union Pacific Company to be $90,000 per mile,

THE TOTAL COST OF ELEVEN HUNDRED MILES AND EQUIPMENT WILL BE AS FOLLOWS:

914 miles at $68,058	$62,205,012
186 miles at $90,000	16,740,000
Add interest and miscellaneous expenses, surveys, etc.	3,500,000
Amount	$82,445,012

AVAILABLE CASH RESOURCES FOR BUILDING ELEVEN HUNDRED MILES.

U. S. Bonds	$29,328,000
First Mortgage Bonds	29,328,000
Capital Stock paid in on the work now done	8,950,000
Land Grant, 14,080,000 acres, at $1 50 per acre	21,120,000
Total	$88,726,000

The full value of the lands cannot be realized at present; but the company have ample facilities for supplying any deficiency that may arise in means for construction. This may be done wholly or in part by additional subscriptions to the stock, for the capital which was refused at the beginning of the enterprise is now freely and abundantly offered as its security and profit are demonstrated.

No one has ever expressed a doubt that, as soon as the road is completed, its through business will be abundantly profitable. Until recently the road has run through a wilderness for almost its entire length; but, as every year brings an influx of population, its local traffic will have a steadily increasing value. At present, its transportation for the Government and for the mining regions is the chief source of its already large revenue. As these mining regions are penetrated, the earnings will be greatly increased, and the various branch lines that will soon be constructed will be most valuable feeders of the main trunk.

The road was run by the contractors until April, 1867, but its earnings from May 1, 1867, to December 31, 1867, a period of eight months, are officially reported as follows:

From Passengers	$523,779 22
From Freight	1,912,028 49
From Express	17,886 05
Mails	32,273 28
Miscellaneous	7,223 29
Total	$2,496,190 34

EXPENSES FROM MAY 1, 1867, TO DECEMBER 31, 1867.

Conducting Transportation	$282,022 22
Motive Power, Engines, &c.	567,356 45
Maintenance of Way	430,641 16
Maintenance of Cars	91,208 80
General Expenses	55,827 10
	$1,427,054 26
Net Earnings to balance	1,069,136 08
Total	$2,496,190 34

The average length of the road in operation for the eight months, from May 1 to December 31, was 386 miles.

The amount of first mortgage bonds the company can issue on 386 miles of road, at $16,000 per mile, is $6,176,000.

Gold interest for eight months at the rate of 6 p. ct.	$247,040
Add 40 per cent. premium for gold	98,816
Total	$345,856
Surplus after paying interest on first mort. bonds	$723,280

It will be seen that the net earnings have already been *more than three times this interest.*

We will now add to the account the interest on the United States Second Mortgage Bonds, and it will stand as follows:

Net earnings for eight months		$1,069,136 08
Interest on first mort. bonds, reduced to currency	$345,856	
Interest on second mortgage bonds in currency	247,040	
		592,896 00
Surplus after paying all interests		$476,240 08

The amount paid by the Government for the transportation of troops, munitions, stores, and mails, has been, and doubtless will continue to be, much more than the interest on the United States Second Mortgage bonds. If it is not, the charter provides that, after the road is completed, and until said bonds and interest are paid, at least five per cent. of the net earnings of the road shall be applied to such payment. At the time the act of incorporation was passed, it was expected that the earnings of the road would be very large, and the Government reserved the right to reduce the company's charges whenever the profit on the cost of the completed line should be more than 10 per cent. per annum. (Sec. 18, Act of 1862.)

ARE THE BONDS SECURE?—Congress has taken an especial care that the interests of the bondholders of the road shall be secured that has never yet been shown toward a similar enterprise. The mortgage is made to the Hon. E. D. Morgan, U.S. Senator from New York, and the Hon. Oakes Ames, Member of U. S. House of Representatives from Massachusetts, who alone can deliver the bonds to the company, and who are responsible for their delivery in strict accordance with the terms of the law.

The President of the United States appoints five Government Directors, who cannot be stockholders, who take part in the direction of all its affairs, and one of whom is to be on every committee of the company. It is the duty of these Directors to see that all the business of the company is properly managed.

The President of the United States also appoints three Commissioners to inspect the work as it progresses, in sections of twenty miles, to see that it is in all respects a first-class road, and that it is suitably provided with depots, stations, etc., and all the rolling-stock necessary for its business. The United States bonds are issued to the company only as each section of twenty miles is accepted by the United States Commissioners, and the trustees of the First Mortgage bondholders deliver the company's own First Mortgage bonds to the company *only on the same conditions,* except that the company are permitted to issue their bonds for one hundred miles in advance of the completed line, to cover a part of the cost of grading, &c.

It will be noticed that the Union Pacific Railroad is, in fact, a Government work, built under the supervision of Government officers, and to a large extent with Government money. *It may be said, without danger of contradiction, that no bonds issued by any other company in this country, or, so far as we know in the world, are made so secure by a responsible Government as the First Mortgage Bonds of the Union Pacific Railroad Company.* They are not only a first mortgage upon a property that costs three times their amount, but upon a property of daily-increasing value, whose income is already more than three times their interest. There are many persons who now prefer them to those of any State or nation, because they are secured upon a great and tangible *reality* which can be in no way affected by political action.

WHAT ARE THE BONDS WORTH AS AN INVESTMENT?—*Ans.*—Other conditions being the same, securities are valuable *according to their rate of interest.* The recent average quotations for U.S. 10-40 bonds, bearing only 5 per cent. gold interest, redeemable by the Government in six years, have been 101 to 101½; and the U. S. 5-20s of '67, gold six per cents, which may be redeemed in five years have been at from 107 to 108. The best first mortgage six per cent. railroad *currency* bonds range at about par, and the seven per cents run to a considerable premium; while the Union Pacific Mortgage Bonds are sure to pay six per cent. in gold, which, with the premium at 40 (where it has stood upon the average for about three years), pay 8 3-5 per cent.

Another and very important consideration in determining the value of these bonds is *the length of time they have to run.*

It is well known that a long bond always commands a much higher price than a short one. With the U. S. 5-20s of '67, having five years to run, at from 7 to 8 per cent. premium, the 6s of '81, running thirteen years before maturity, bring 4 to 5 per cent. more. It is safe to assume that during the next thirty years the rate of interest in the United States will decline, as it has done in the old countries of Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of the Government, which in 1857 were bought in at from 20 to 28 per cent. above par.

The Union Pacific bonds are for $1,000 each, and have coupons attached. They have 30 years to run, and bear annual interest, payable on the first days of January and July, at the company's office in the city of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity.

At the present rate of gold these bonds pay an annual income on their cost of nearly nine per cent. and it is believed that they will soon be at a premium. The Company have but a very limited supply of their bonds remaining on hand; but it is expected that the first installment of the new bonds, to be issued on that portion of the road to be completed this year, will be ready in May.

Any subscriptions accepted to a greater amount than can be filled from bonds now in the company's possession will be supplied from the new bonds in the order in which they are received.

The company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the company's office before the time of such advance.

Parties subscribing will remit the par value of the Bonds and the accrued interest in currency, at the rate of six per cent. per annum, from the date on which the last coupon was paid. Subscriptions will be received in New York, at the COMPANY'S OFFICE, No. 20 NASSAU-ST., and by JOHN J. CISCO, & SON, BANKERS, No. 59 WALL ST., and by the company's authorized agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents will look to them for their safe delivery.

A pamphlet and map for 1868 has just been published by the company, giving fuller information than is possible in an advertisement respecting the progress of the work, the resources of the country traversed by the road, the means for construction, and the value of the bonds, which will be sent free on application to the company's offices, or to any of the advertised agents.

Columbus, Chicago and Indiana Central Railway Company.

The "Columbus, Chicago and Indiana Central Railway Company" was incorporated and organized on the 12th of February, 1868, under the laws of the States of Ohio, Indiana and Illinois, by the consolidation of the Columbus and Indiana Central Railway and the Chicago and Great Eastern Railway Companies into one corporation, and possesses all the franchises, powers, rights and privileges contained in the charters of the original companies, and such others as are conferred by the general consolidation laws of these several States.

The capital of the company amounts to twenty-eight millions eight hundred and eighty-six thousand dollars, as follows:

Consolidated first mortgage sinking fund bonds	$15,000,000
Second mortgage bonds of the Columbus and Indianapolis Central Railroad Company	816,000
Income bonds, not secured by mort..	1,650,000
Capital stock, 114,200 shares of $100 each	11,420,000
Total	$28,886,000

The roads of the consolidated company extend from Columbus, the capital of Ohio, westerly in a direct line to Indianapolis, the capital of Indiana; also, from Union Junction, (a point 83 miles west of Columbus,) in a northwesterly direction, *via* Logansport, to Chicago, Illinois; also, from Richmond, Indiana, (a point 119 miles west of Columbus,) northwesterly to Logansport, and thence in a direct air line westerly to the State line of Illinois, and from Cambridge, Indiana, (185 miles west of Columbus,) southwesterly to a point midway between the last named city and Rushville, Ind., embracing in all about 600 miles of road.

At Chicago, connections are made with all the roads diverging from that city to the northwest, west and southwest. At the State line of Illinois, the terminus of the line leading due west from Logansport, connection is made with the Toledo, Peoria and Warsaw Railroad, already completed and in operation to Peoria, and which is being rapidly extended to Warsaw and Keokuk, on the Mississippi River, 57 miles of the westerly end of this extension (the entire length being 119 miles) having been already completed, and the remainder being under contract to be finished by the 1st of September next.

At Indianapolis, connecting with existing lines, extending through Central and Southern Indiana and Illinois to St. Louis, Missouri, and other western cities, and by the branch between Cambridge and Rushville, forming a new route to Louisville, Kentucky, and the southwest.

The Columbus, Chicago and Indiana Central

Railway possesses, with connecting roads which are completed and now in operation, the shortest route (with only one exception) between Chicago and New York, Philadelphia, Baltimore and Washington; and with existing roads likewise in operation, either from St. Louis, Louisville, Indianapolis, or Peoria, it has the shortest lines between these points and the principal Atlantic cities.

Connecting at St. Louis with the Missouri roads, and through them with the Kansas branch of the Union Pacific, and by similar connections with roads leading west from Chicago with the Omaha branch of the same great thorough-fare, a large and permanently valuable traffic from those lines will unquestionably be secured.

By a contract recently entered into between the Indianapolis, Cincinnati and Lafayette Railroad Company, the Cincinnati and Indiana Railroad Company, the White Water Valley Railroad Company and the Columbus, Chicago and Indiana Central Railway Company, the traffic between Cincinnati and Chicago, which has heretofore been divided at competing rates between the roads owned by these companies, and other connections, will hereafter be done wholly over the Columbus, Chicago and Indiana Central Road, from Chicago to Hagerstown, and thence over the White Water Valley Road to Cincinnati, forming a line 44 miles shorter than any other, and one which cannot fail to control substantially the whole business between those two cities.

It also possesses, with lines now in operation, the shortest routes between Chicago and Indianapolis and Louisville. And *via* the new link between Rushville and Cambridge City, the shortest line between Louisville, Columbus, Pittsburg and the East.

At the date of the consolidation referred to, the outstanding first mortgage bonds, secured by liens upon the different roads owned by the respective companies, amounted to $11,500,000, namely:

Columbus and Indianapolis Central Railroad Company	$3,200,000
Toledo, Logansport and Burlington Railroad Company	800,000
Union and Logansport Railroad Company	2,000,000
Chicago and Great Eastern Railroad Company	5,500,000
	$11,500,000

which it is desirable to consolidate into one single issue, secured by a first mortgage upon the entire road, property and franchises of the company. To accomplish this object, and to provide the means that are necessary to more fully equip its roads and perfect the property in all its parts, the company has executed a deed of trust to James A. Roosevelt and William R. Fosdick, of the City of New York, Trustees, to secure an aggregate issue of fifteen millions of dollars of "Consolidated First Mortgage Sinking Fund Bonds," maturing in forty years, (A. D. 1908,) bearing seven per cent. interest, payable semi-annually, on the first days of April and October in each year, principal and interest payable in the City of New York, a sinking fund being provided sufficient for their redemption before maturity.

Of these bonds, *eleven and one-half millions* are to be expressly reserved and deposited with a special bond commissioner, to be issued only to redeem and retire all the existing first mortgage bonds secured by liens upon the different divisions of the company's roads; the remainder, three and one-half millions, the company propose to negotiate for the purposes before stated.

The length of the roads of the original companies *in operation previous to the recent consolidation* was 474 miles, the net earnings of which, in 1867, were $939,391 52. The completion of the new division between Union Junction and Logansport, (113 miles,) built and owned by this company, perfects the new short lines to Chicago and Peoria and points beyond; and the new link between Cambridge and Rushville (23 miles, one half of which was built by this company) perfects the new short route between Louisville and the East. Neither of these important lines have yet been in operation, but they will both be opened for through and local traffic as soon as thoroughly ballasted, (probably within the next sixty days,) and must very largely increase the aggregate earnings of the company, and make them fully equal per mile to those of any of the great trunk lines of the Western States.

The annual interest at seven per cent. upon the $15,000,000 of consolidated first mortgage bonds is	$1,050,000
Annual appropriation to sinking fund..	75,000
Total required for interest and sinking fund	$1,125,000

Estimating the gross earnings of the company's roads at only $5,000,000, (or $8,333 per mile, *which is much less than the present earnings per mile of competing lines,*) and estimating the operating expenses at 65 per cent., the net revenue of the company would be $1,750,000, or more than 50 per cent. in excess of the sum required to meet these payments.

That the company's traffic will be largely in excess of this estimate, and that its net revenues will provide for the interest on its bonded debt, the annual appropriation to the sinking fund, and liberal dividends upon its common stock, the Board of Directors entertain no doubt whatever.

By order of the Board,
B. E. Smith, *President.*
New York, March 30th, 1868.

Cincinnati, Hamilton and Dayton R. R.

This company has declared a dividend of eight per cent., payable in stock at the American Exchange National Bank, this city, on the 1st of May. Fractions to be payable in cash at six per cent. This will be the last stock dividend to be made by this company, as the amount now divided will use up the fraction of its unissued capital, which properly belongs to the stockholders, to represent a much larger amount of net earnings used in construction.

The following is a statement of the earnings and expenses of this road for the year ending March 31, 1868:

Gross earnings		$1,327,839 05
Operating expenses		747,682 82
Net earnings		$580,156 27
Applied as follows:		
Interest on bonds	$128,175 38	
General interest	27,770 23	
State taxes	35,096 09	
National taxes	12,997 74	
Insurance, &c	5,000 00	
Sundries, profit and loss.	3,120 48	
		212,139 92
Balance		$368,016 35
Deduct Government tax on net earnings		18,400 81
Balance		$349,615 54
Equal to 10 per cent. on capital stock		326,080 00
Leaving a surplus of		$23,535 59

It will be seen that the working expenses are about 57 per cent. of the gross earnings, and are ten per cent. less than the average of first class roads.

This is certainly a very favorable result of the year's working, and one that will doubtless prove satisfactory to the stockholders. The company is now practically out of debt, having assets which at their present market value, more than equal their liabilities. Contrasted with the previous year, the earnings show an increase, with a diminution of working expenses.

This company has heretofore aided many of its connecting roads by subscriptions to stock and the use of its credit. This was necessary both to increase and *secure* business; and although the stocks which they have subscribed for may not have returned dividends, the increase of business from the roads aided, gives a large and satisfactory return, fully indicating the policy heretofore pursued with regard to these roads.

No further liabilities on account of connecting roads will be incurred by this company in future. With a road located through the most densely populated and richest section of country in the West, two important connections at Hamilton and four at Dayton, leading to most of the important cities of the country, it would hardly seem necessary for the company to expend anything more except for extending their double track and furnishing additional facilities of sidings and depots as they may be required.

The company has maintained a first class financial credit from its earliest history. It has never failed to meet all its liabilities, both large and small, even through the trying periods of 1854–'55, the almost universal failures of 1857, and the financial reverses of later periods. Beside paying promptly its bonded interest, without a single failure, it has, on the average, from the time the first subscription of stock was paid, made a fair return to its stockholders; and especially so in view of the fact that during the long period it has had to make large expenditures to keep pace with the growth and security of business.

For the past year it has paid its dividends in stock, its net earnings being required for construction. The amount expended for construction and equipment largely exceeds the amount of stock paid out in dividends.

Before another dividend day, it is believed the securities held by the company can be disposed of and the balance of floating debt discharged, so that cash dividends may be resumed in October next.

Toledo, Peoria and Warsaw Railway.

At a meeting of the bondholders and shareholders of this company on the 1st of March, at Peoria, Illinois, for the election of Directors for the ensuing year, the following persons were elected: Charles L. Frost, Zeno Secor, James W. Smith, Courtland Palmer, New York; J. B. Brown, Portland, Maine; Henry Hill, Warsaw; Illinois; Wm. T. Bryan, Wm. H. Cruger, Henry F. Clark, Peoria, Ills. At a subsequent meeting of the directors, Charles L. Frost was elected President, Wm. H. Cruger, Vice President, and Theodore Higbie, Secretary and Treasurer. The road is being extended to Warsaw, Keokuk and Burlington, and will be opened for through business the coming Fall.

Cedar Falls and Minnesota Railroad.

At a meeting of stockholders of this company, held at Dubuque, Iowa, on the 13th inst., the following gentlemen were elected Directors for the ensuing year: John S. Kennedy, Charles L. Frost, D. Willis James, New York; Wm. B. Allison, Dubuque, Iowa; John Crerar, Chicago, Ill The road is being extended to Charles City, Iowa and will be opened for business to that point on 1st September next.

Illinois Central Railroad.

The receipts from operations of this road for the years ending December 31, 1866 and 1867, were as follows:

	1866.	1867.
Freight	$3,945,865 20	$4,490,520 93
Passengers	1,987,705 62	1,653,882 25
Extra baggage	3,805 94	2,357 64
Mails	74,392 48	76,300 00
Express	150,471 25	210,739 78
Rent of property	79,768 59	101,971 79
Rent of cars		19,318 52
Dockage	11,437 34	12,055 96
	$6,253,446 42	$6,567,146 87
Earnings over other lines	293,295 05	593,844 96
Totals	$6,546,741 47	$7,160,991 83
Less operation expenses:		
Salaries	$100,667 40	$133,646 96
General expenses	166,432 68	173,530 90
Legal expenses	9,233 54	17,246 34
Claims and damages	72,799 30	109,846 28
Station expenses	513,936 22	555,361 93
Train service	343,780 31	404,805 03
Fuel and preparing	276,157 94	272,039 74
Oil and waste	62,940 22	43,014 81
Other supplies	46,844 38	40,534 84
Repairs of engines	514,653 08	510,196 42
" cars	356,955 49	480,680 12
" tools, etc.	52,034 02	51,069 60
Cleaning engines and cars	48,466 77	52,113 83
Equipment expenses	41,609 59	40,590 83
Repairs of road	1,195,218 77	1,179,994 71
" bridges	61,744 39	86,826 52
" fencing	43,003 98	39,174 36
Operating St. Charles Air Line	3,559 74	3,382 32
Insurance	34,133 07	40,961 58
Loss by fire	47 55	874 00
Exchange		575 75
Totals	$3,944,218 34	$4,236,416 37
Leaving net earnings	$2,602,523 13	$2,924,575 46
Deduct charter tax	427,075 75	444,007 74
	$2,175,447 38	$2,480,567 72
Add am't applicable to interest fund as per land office report	423,349 16	494,935 49
Add am't applicable to free land fund, as per land office report	242,500 41	536,862 53
Net amount as shown in General Balance Sheet	$2,841,296 95	$3,512,365 74

Compared with 1866, the gross receipts from operations of the road in 1867, show an increase of $614,250 36; with an increase in operation expenses of $292,198 03—making the increase in net receipts, $322,052 33. Deducting the charter tax, the gain is $305,120 34. The President in his report says:

Since my last report, the earnings of this railway have been $6,967,028 15, exclusive of the Dubuque and Sioux City line, leased in October last. The gross traffic for the year 1867 was $420,286 68 in excess of 1866. Our operation expenditures, were $4,125,257 32; and the proportion of expenses to earnings, inclusive of State tax, was 66.6 per cent. against 66.7 per cent. last year. The only item of traffic which shows any material reduction is that of passengers, which fell off $333,823 37, while freight, express, and other items, show an aggregate increase of $754,110 05. The decrease in passenger receipts may be attributed to the continued depression in the Southern States. The terminal and junction stations show a reduction from that source equal to about two-thirds of the entire decrease. The tonnage hauled in 1867 was 1,300,835 tons, against 1,153,175 tons in 1866; the average distance each ton was hauled being 131 miles in 1867, against 117 miles in 1866.

This year, we placed in the track 7,890 tons of new and re-rolled iron, at a cost of $360,550, which was charged to repairs of road, against about 6,000 tons, at a cost of $351,560, in 1866. The total quantity of iron placed in the track and charged to repairs, in the years 1865, 1866 and 1867, inclusive, was 20,465 tons, equal to about two hundred and seventeen miles of new road. Our operation expenditures show an increase in 1867 of $100,112 in repairs of machinery; $24,000 in repairs of buildings, and $55,926 98 in other items. This, with a reduction of fifteen per cent. in the cost of material, and a slight reduction in the cost of labor, shows that the property has not been allowed to deteriorate. The road bed, rolling stock, and motive power have not been in better condition since I took charge of the road. The equipment has been increased by the addition of fifty new freight cars, at a cost, with some slight additions to shop machinery and tools, of $60,427. The construction account has been increased $305,600 for new piers, wharves, basins and extension of station grounds at Chicago, and other improvements of a permanent character. The expenditures at Chicago were deemed necessary to accommodate our increasing business. The grounds at this point included formerly about thirty acres, and the extension made during the past year makes an addition of about twenty acres, including a basin 1,300 feet in length by 150 feet wide, with a dock of the same length by 250 feet wide. These works have required about 2,860 feet of crib work in the lake.

During the past year we leased the Dubuque and Sioux City Railroad, paying thirty-five per cent. of the gross earnings for the first ten years, and thirty-six per cent. for the balance of the term of twenty years—securing in the lease an option to make the same perpetual at the latter rate, if at any time during the term we elect to do so. No liability or guarantee is assumed. The risk is simply one of profit or loss by working the line at 65 per cent. In this we are safe, while the profit on our own line growing out of increased mileage is considerably augmented. The further extension of the Dubuque and Sioux City line by that company is a matter of great interest to us; it is a direct feeder to our business, and will, doubtless, be built. We assume no liability for its construction. The operations of this lease so far have been very satisfactory, leaving a net profit of $81,804 63. The gross earnings for the three months ending December 31st, were $303,720 85; rent, $109,757 17, and working expenses, $112,159 05.

A company has been formed to construct a bridge across the Mississippi River, between Dunleith and Dubuque. This bridge, with its approaches, will cost nearly one million dollars. Our company has subscribed $300,000 to the stock. The contracts for construction are let, and the bridge will probably be completed this year. This will lessen the expense of crossing the river and place us in easier and more available working relations with the line west.

The amount paid for dividends this year, including Government tax, was $2,460,731 58, being at the rate of ten per cent. on the capital stock; $859,277 63 for interest on funded debt and Sterling Exchange, and $444,007 74 for State tax, leaving a balance of $1,776,608 02, in cash assets, January 1st, out of which we have since paid a dividend of five per cent. We also reduced our funded debt $1,599,500, leaving it $10,544,500, against $12,144,000 at the date of my last report. It is intended to submit to the stockholders, at the next annual meeting, a proposition to distribute unissued shares of the capital stock, equal to eight per cent. of the present share capital. If this proposition is accepted the distribution will be made in August next.

After deducting working expenses and State tax, our net earnings are $2,480,667 72, against $2,175,447 38 in 1866, showing a gain of about 14 per cent. This gain was entirely from local sources, and I think will continue. The outlays on capital account have been limited solely to the growing wants of our business. Our shareholders will bear in mind that this railway was built in advance of the cultivation of the land. The demand for an efficient and well appointed line is more urgent as population increases, and, if prudently met, is the best index of our prosperity.

The operations of the year are shown more in detail in the following general statement, condensed from the various reports:

General Statement of Accounts.

Balance of net cash assets as shown in last Annual Report		$2,029,319 67
Gross earnings in 1867	$6,967,028 15	
Gross earnings Dubuque and Sioux City Railroad, after deducting rent	198,963 68	
		7,160,991 83
Net receipts of land department		2,967,823 02
Amount of 6 per cent. Sterling Redemption bonds exchanged for 6 per cent. construction bonds		4,500 00
Decrease in miscellaneous assets		33,123 09
		$12,195,757 61
Permanent expenditures:		
Masonry, bridging, new sidings, new station buildings, etc		$204,127 98
Chicago station grounds' extension.		109,464 05
New freight cars, tools, etc		60,427 92
		$374,019 95
Operation expenses—		
Maintenance of road	$1,237,327 48	
Maintenance of m'ch'y	1,118,880 91	
Train expenses	724,826 96	
Station expenses	538,553 85	
General salaries	131,303 63	
General expenses	169,797 61	
Claims and damages, fencing, insurance, etc	209,116 88	
	$4,124,257 32	
Working expenses Dubuque & Sioux City R. R.	112,159 05	
		4,236,416 37
State tax of 7 per cent. on gross earnings for the year ending October 31, 1867		444,007 74
Interest on funded debt		785,805 00
Sterling exchange on coupons payable in London		73,472 63
Dividends on shares, 10 per cent., and Government tax		2,460,731 58
Increase of stock of working supplies		203,026 55
Payment of optional right bonds		2,000 00
Reduction in construction bonds, as follows:		
6 per cents purchased	$5,000 00	
7 per cents purchased	1,592,500 00	
6 per cents exchanged for Sterling Redemption bonds	4,500 00	
	$1,602,000 00	
Premium paid	238,669 77	
		1,840,669 77
Balance, consisting of net cash assets in New York and Chicago, and exclusive of the working stock of supplies		1,775,608 02
		$12,195,757 61

The collections of the Land Department were $3,166,264 37, which, after deducting expenses, and the payment to the Operative Department for

lots and lands sold, left $1,936,049 72 applicable to the cancellation of construction bonds, and $1,031,798 02 applicable to the payment of interest and dividends. The collections derived from Construction Lands canceled $1,683,500 of bonds. The amount of bonds now in the hands of the Trustees, applicable to the issue of deeds, is $3,222,913, of which $1,808,500 are in advance of collections. The prosperity of the farmers encourages us to hope that our collections for the present year will exceed those of the past. The shipments of cereals over this line in 1867 amounted to 19,309,620 bushels. The sales were 203,532 acres, to 2,633 purchasers, or an average of about 80 acres to each purchaser, for $2,172,059 25, being at an average of $10.67 per acre. It will be observed, by reference to this and previous reports, that the lands sold for several years have averaged less than 80 acres to each purchaser, each of whom being an actual settler, the lands are rapidly brought under cultivation. This fact, in connection with the large shipments of lumber, which this year exceed those of last about twenty-five per cent., is indicative of the continued growth and prosperity of the State, and gives promise of increased local traffic in the future. The total amount owing for lands sold up to the 1st of January, 1868, was $7,143,515 01, which bears six per cent. interest until paid. The number of acres of land unsold January 1st, 1868, was 710,453, of which 649,060 acres were Construction Lands. The lands in the more settled districts are so much more valuable that we can now sell in less favored localities, and hence we look for a better demand for those south of the Ohio and Mississippi Railroad, which comprise about fifty per cent. of the whole.

The annual meeting of the shareholders will be held in Chicago on Wednesday, the 27th day of May next. The term of service of three directors will expire at that date.

General Balance Sheet.

Permanent expenditures		$31,328,472 61
Interest & dividend account	$10,979,918 20	
Less avails of interest fund	3,512,865 74	
		7,467,552 46
Net cash assets, New York	1,214,292 24	
Net cash assets, Chicago	561,315 78	
		1,775,608 02
Premiums paid on bonds delivered Land Department in anticipation		174,611 82
Working stock of supplies		816,035 09
		$41,562,280 00
Capital stock		$23,392,300 00
Canceled bond scrip		23,480 00
Funded debt—		
Construction bonds, due April 1st, 1875, 7 per cent	$5,090,500	
Construction bonds, due April 1st, 1875, 6 per cent	2,499,000	
Eight per ct. bonds, due March 1st, 1865	3,000	
Optional right bonds, due February 20th, 1868	26,000	
Redemption bonds, due April 1st, 1890	2,563,000	
Sterling redemption b'ds, due April 1, 1875	363,000	
		10,544,500 00
Bonds delivered Land Department	9,410,500	
Less in hands of Trustees	1,808,500	
		7,602,000 00
		$41,562,280 00

Capital stock has been increased during the year $5,850, by the conversion of canceled bond scrip.

Net Cash Assets.

Cash assets, New York office		$1,374,325 42
Less sundry coupons and dividends		160,033 18
		$1,214,292 24
Cash assets, Chicago office	$664,780 50	
Less liabilities	103,464 72	
		561,315 78
Total amount, as shown in General Balance Sheet		$1,775,608 02

Interest Account.

Construction bond coupons, April and October		$608,285 00
Interest on optional right bonds		1,960 00
Interest on redemption bonds, in currency		153,780 00
Interest on sterling redemption b'ds		21,780 00
Premium on sterling exchange to pay coupons in London		73,472 63
		$859,277 63
Dividends on shares—		
Dividend of Feb., 1867	$1,168,690 00	
Dividend of Aug., '67.	1,169,005 00	
U. S. tax on above	123,036 58	
		2,460,731 58
		$3,320,009 21
Add amount at debit of this account in last Annual Report		7,659,908 99
Total amount at debit. as shown in General Balance Sheet		$10,979,918 20

Permanent Expenditures.

Construction	$305,600 72
Equipment	60,427 92
Engineering expenses in Illinois	2,000 00
Right of way	5,991 31
	$374,019 95
Add balance at debit of this account in last Annual report	30,954,452 66
Total amount as shown in General Balance Sheet	$31,328,472 61

The motive power and rolling stock have been thoroughly repaired, and their efficiency in all respects maintained.

The number of engines owned by the company at the close of the year was 167—an increase of 17, acquired by the lease of the Dubuque and Sioux City Railroad; of these, 29 are on passenger, 88 on freight, and 41 on other trains; 9 are undergoing repair. During the year 57 engines have received general repairs; 27 thorough repairs, of which 14 have been rebuilt. One engine has been altered to burn coal, leaving 20 wood burners on the road.

The number of miles run by engines with passenger trains during the year was 996,807; with freight trains, 2,284,077; with construction trains, 89,182; switching, 395,150—total, 3,765,216, an increase over the previous year of 161,354. Cost of repairs, $544,007 18. Cost of repairs per mile, 14.45 cents. The total cost per mile, including oil, waste, fuel, wages of enginemen and firemen, repairing and cleaning engines, has been 29.62 cents, against 32.67 in 1866, and 37.44 in 1865—the total cost being $1,116,102 66, against $1,177,708 23 in 1866, and $1,313,337 26 in 1865. The cost of oil, waste and tallow per mile has been 0.71 cents; of wood, coal and coke, 7.13 cents. Average miles run to a pint of oil, 14.76; to a ton of coal, 34.98.

The company have 85 passenger, 39 baggage, mail and express, 7 sleeping, 1 officers', 1 pay, 2,254 grain, 50 Blue Line, 220 stock, 460 flat, 728 coal, 2 powder, 4 derrick, 3 tool and 2 tank cars, and 4 large and 10 small snow plows. There have been added to the rolling stock 50 new house freight cars; and acquired by lease of the D. & S. C. R. R., 9 passenger, 3 baggage, 2 mail and express, 20 stock, 148 house and 38 flat cars. The cost of repairing passenger cars was 2.75 cents, and of freight cars, 1.01 cents per mile run.

The expenditures in road department were for operation, $1,408,220 83; and for permanent, $299,077 69. There were used in repairs of road, 297,579 cross ties; 564,873 lbs. spike; 29,797 common chairs; 60,909 fish plates and bolts; 8,825 bars of new iron; 25,287 bars of re rolled iron; 28,662 bars of repaired iron; 14,157 bars of old iron replaced in track; and 7,890 tons of new and re rolled iron. The cost of repairing iron was 73.72 cents per bar—a decrease of 7.11 cents per bar from the cost of 1866.

The total number of passengers carried was 1,077,550—an increase over the previous year of 43,020. Number carried one mile, 42,492,795—a decrease of 14,320,141. Av. number of miles traveled by each passenger, 39.43—a decrease of 15.49. Av. rate received per mile per passenger, 3.89 cents. Av. fare of each passenger, $1 53.49.

Tons of freight transported, 1,330,836—an increase of 147,661. Tons carried one mile, 171,206,986—an increase of 35,978,203. Tons of local freight, 1,162,912. Tons of through freight, 137,924. Av. distance each ton was carried, 131 miles—an increase of 14. Revenue per ton per mile, 2.90 cents—a decrease of 0.29 cents. Av. revenue per ton, $3 81.70.

President.—John M. Douglass.

Directors.—His Excellency Richard J. Oglesby, Governor of Illinois. *Ex-Officio.* Abram S. Hewitt, William Tracy, W. H. Osborn, until May, 1868; Henry Chauncey, Leroy M. Wiley, John M. Douglass, until May, 1869; Thomas E. Walker, Wilson G. Hunt, A. E. Burnside, until May, 1870; R. Daniel Wolterbeek, Cunningham Borthwick, H. H. Hunnewell, until May, 1871.

Gen'l Superintendent.—Marvin Hughitt.

Treasurer.—Thomas E. Walker.

Land Commissioner.—John B. Calhoun.

Quincy and Warsaw Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: J. D. Morgan, Edward Wells, John Wood, O. C. Skinner, R. S. Benneson, C. A. Savage, Robert Tillson, of Quincy, Ills., B. E. Smith, of Columbus, Ohio, and C. E. Frost of New York. President Edward Wells; Secretary, C. A. Savage; Treasurer, J. D. Morgan. With this road built, and with a small gap filled from Peoria to Bushnell, Quincy will have a continuous through line of rail to New York and other Eastern cities.

Iowa Central Railroad.

We learn that 75 miles of grading has been done on the line of this road. Between Cedar Falls and Toledo, a distance of 39 miles, the whole is under contract and three-fourths done. Between Oscaloosa and the Missouri State Line, a distance of 60 miles, the grading is nearly completed. By this line, when completed, the distance by rail from St. Louis to St. Paul will be reduced to 575 miles. Hon. Peter Melendy is President of the company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..100	$1,675,139	---- ----	---- ----
Allegheny Valley 50	1,498,400	---- ----	---- ----
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ..100	5,745,225	---- ----	---- ----
Atlantic & Gt. Western .. 50	11,522,150	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ..100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,950,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	---- ----	Jan. '68 3
Bay de Noquet & Marq...100	---- ----	A. & O.	Apl.'68 2
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware 100	997,112	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	Apl.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do. do. pref..100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,300	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '6855
Boston and Providence ...100	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 50	326,000	J.A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	Feb.'68 3½
Brooklyn City & Newt'n..100	399,800	---- ----	---- ----
Buff., New York & Erie*.100	850,000	M. & N.	Nov 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	A. '68 4½
Camden and Amboy.....100	6,844,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Cape Cod Branch 60	721,926	J. & J.	Jan. 6'68½
Catawissa..... 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna..* 50	589,110	---- ----	Jan '68 4½
Central of Georgia..... 100	4,666,300	J & J	Jul. '67 5
Central of New Jersey....100	13,768,000	J.A.J&O	Ap'.'68 2½
Central Ohio..... 100	400,000	J. & D.	Dec.'67 3
Do. pref.....		J & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'61 2½
Charlotte & S Carolina....100	1,201,000	---- ----	---- ----
Chemung*..... 100	380,000	---- ----	Mar '68 2
Chesh're, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton..... 100	3,886,643	M & S.	Mar. '68 5
" " pref..100	2,425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy . 50	19,193,010	M. & S.	Sep'67 2½
Chicago and Gt. Eastern..100	4,390,000	---- ----	---- ----
Chicago, Iowa & Nebras*.100	1,000,000	---- ----	Jan.'68 5
Chicago and Milwaukee*..100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	13,160,927	---- ----	---- ----
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R I. & Pacific....100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68$2
" Street	---- ----	J. & J.	Jan.'6 $2
Cincinnati and Zanesville. 50	1,600,250	---- ----	---- ----
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	Nov.'67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,424,091	March.	M.'68 10
Cleveland and Toledo* 50	4,841,600	J & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 5
Concord 10	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. 68 3½
Coney Island & Brooklyn.100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	---- ----	---- ----	---- ----
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,980	A. & O.	Oct. '67 4
Danbury and Norwalk 100	306,900	---- ----	---- ----
Dayton and Michigan*....100	2,384,941	---- ----	---- ----
Delaware..... 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050	---- ----	---- ----
Detroit & Milwaukee.....100	454,355	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,673,641	---- ----	---- ----
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.)	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	654,600	---- ----	---- ----
East Tenn. and Georgia...100	---- ----	---- ----	---- ----
East Tenn. and Virginia...100	---- ----	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	---- ----	---- ----
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	---- ----	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	---- ----	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Apl. '68 2
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do. pref.100	5,253,830	---- ----	---- ----
Hanover Branch 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	J. & O.	Apl. '68 4
Hazleton 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top .. 50	494,390	---- ----	---- ----
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep.'67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000	---- ----	---- ----
Lehigh and Mahanoy..... 50	2,158,665	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A J&O	Apl.68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	---- ----	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200 000	A. & O.	Apl. '68 3
Macon and Western..... 100	1,500,000	---- ----	Apl '68 4
Mahanoy & B'd Mount n* 50	921,615	---- ----	---- ----
Maine Central..... 100	1,600,860	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'67 5
Marietta & Cincinnati..... 50	2,029,778	---- ----	---- ----
" " 1st pref. 50	6,886,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,061,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 68 2½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston)..... 100	400,000	---- ----	---- ----
Millville and Glassboro' ..100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,...	---- ----	---- ----	---- ----
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3,627,000	J. & J.	---- ----
" " " pref..... 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	---- ----	---- ----
Montgomery & W. Point..100	1,419,769	---- ----	---- ----
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N	Nov.'67 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck..... 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,588	---- ----	---- ----
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey 100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895 000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	---- ----	---- ----
New York Central..... 100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem..... 50	5,250,050	J. & J.	Jan.'68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 5
Ninth Avenue 100	797,400	---- ----	---- ----
North Carolina..... 100	4,000,000	---- ----	---- ----
Northern Central 50	4,648,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	155,000	---- ----	May '67 4
Northern of N. Hampsh,..100	3,06 ,400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800	---- ----	---- ----
North Missouri 100	2,369,80	---- ----	---- ----
North Pennsylvania..... 50	3,150,150	---- ----	F'b.'68 5
Norwich & Worcester 100	2,363,600	J. & J.	Jan.'68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	---- ----	---- ----
" " pref.100	3,607 197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri.....100	3,581,000	---- ----	---- ----
Panama..... 100	7,000,000	J.A J&O.	Apl. 68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,500	---- ----	---- ----
Philadelphia and Erie*.... 50	5,069,450	---- ----	Jan.'68 3
Philadelphia and Reading 50	21,191,087	J. & J.	Jan.'68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan.'68 5
Phil., Germ'n't'n & Nor't'n 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*.....1 0	999,200	F. & A.	Feb.'68 1
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby .. 50	160,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 25	217,897	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,791,623	---- ----	---- ----
Pittsb., Ft. W. & Chicago.100	11,000,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	1,000,000	---- ----	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	6 5,01	---- ----	---- ----
Rensselaer and Saratoga ..100	600.000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb'g..100	847,000	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	8,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,586,500	J. & J.	Jan.'68 5
Rutland preferred..... 100	---- ----	F. & A.	F'b.'68 2½
St. L., Alt. and T. Haute..100	2,800 000	---- ----	---- ----
" " " pref.100	1,700,000	Annual.	Mar.'67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati..100	2,089,000	---- ----	---- ----
" " pref.100	3 8,073	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000	---- ----	---- ----
Saratoga and Hudson R...100	1 0 0.000	---- ----	---- ----
Saratoga and Whitehall*.100	500.000	A. & O.	Apr. 68 3
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 10	1,289,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'67 5
South Carolina 100	2,819,275	---- ----	---- ----
South Shore 100	259,686	---- ----	---- ----
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi..... 100	1,000,000	---- ----	---- ----
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 100	---- ----	---- ----
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,680 000	---- ----	---- ----
" " " 1st pref.100	1,700,000	---- ----	---- ----
" " " 2d pref.100	908,176	---- ----	---- ----
Tol., Wabash and West.... 50	5,400 000	---- ----	---- ----
" " pref. 50	1,900,000	M. & N.	N. '67 3½
Troy and Boston..... 100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union Pacific..... 100	---- ----	---- ----	---- ----
Union Pacific (E. D.)..... 100	---- ----	---- ----	---- ----
Union Pacific (Cent. Br.)..100	---- ----	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	Jan.'68 2
Utica and Black River.....100	834,400	J. & J.	Jan.'68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central..... 100	8,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley..... 100	516,164	---- ----	---- ----
Virginia Central 100	3,353,675	---- ----	---- ----
Virginia and Tennessee...100	3,45 ,815	---- ----	---- ----
Western (Mass.)..... 100	6,710 800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	---- ----	---- ----
West Jersey 100	731,050	---- ----	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan.'68 5
Wilm. and Man chester.....100	1,130,470	---- ----	---- ----
Wilm. and Weldon.....100	1,340,273	---- ----	---- ----
Worcester and Nashua .. 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	3,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb.'68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'68 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	6,137,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'68 2
Morris (consolidated)..... 10	1,025,068	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,595	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,088	---- ----	---- ----
Union..... 50	2,907,850	---- ----	---- ----
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jan.'67 5
Mt. Pleasant Coal.....	200,000	J. A. J. O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'67 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	---- ----
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000	---- ----	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 508	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	MJS&D.	Dec.'68 3
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

Railroads and Canals of the State of New Jersey.

A tabular Statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the year ending December 31, 1867.

Compiled from the Annual Reports of the several Companies to the Legislature.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of road & equipm't.	Road oper.	Gross Earnings. Passenger.	Freight.	Mail, &c.	Total.	Operating Expenses.	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Belvidere Delaware	996,250	2,245,000	542,668	3,783,918	64.20	.....	8.90	3,673,040	79.20	160,806	317,112	100,261	578,179	405,397	172,772	.....	...
Camden and Amboy	.....	.....	.....	.....	61.20	42.40	81.60	.....	124.20	1,302,608	1,777,621	785,271	3,865,500	3,185,552	679,948	.....	10
Camden and Atlantic	1,103,043	1,034,380	127,871	2,265,294	60.20	.....	4.69	1,967,090	60.20	222,433	99,374	3,600	325,407	177,479	147,928	.....	...
Camden & Burlington County	331,050	319,000	44,437	694,487	23.00	7.12	2.10	694,487	13.00	47,333	30,231	639	78,203	56,808	21,395	10,665	6
Cape May and Millville	447,000	200,000	97,360	744,360	39.00	.....	.....	701,033	(Operated by West Jersey R. R. Co.)				100,576	80,557	20,019	.....	...
Central of New Jersey	13,768,600	1,500,000	663,554	15,932,154	75.00	.....	108.00	15,733,264	91.00	808,581	2,414,577	127,240	3,350,398	1,878,022	1,472,376	1,297,850	10
Flemington	150,011	100,000	132,349	382,360	12.00	.....	.....	382,360	12.00	8,984	7,508	606	17,098	21,746	(loss)	.....	...
Freehold and Jamesburg	230,845	.....	.....	230,845	11.50	.....	.....	230,845	11.50	19,005	36,624	962	55,591	44,209	11,381	13,348	6
Hackensack and New York	100,260	57,500	.....	157,700	4.88	.....	.....	178,016	8 50	.....	.....	.....	63 567	54,828	8,739	.....	...
Hibernia Mine	25,000	.....	.....	25,000	3.50	.....	.....	40,259	3.50	.....	.....	.....	39,139	38,283	856	.....	...
Long Branch and Sea Shore	178,232	.....	.....	178,232	9.00	.....	.....	182,680	9.00	44,492	12,889	.....	57,381	49,345	8,036	.....	...
Millstone & New Brunswick	102,365	.....	10,649	113,014	6.63	.....	.....	113,014	6.63	8,912	6,216	.....	15,128	10,038	5,090	.....	...
Millville and Glassboro'	405,020	.....	.....	405,020	22.30	.....	.....	490,366	(Leased to and operated by West Jersey Railroad.)						59,329	51,548	12
Morris and Essex	3,748,911	6,347,437	867,750	10,963,918	81.50	6.2	61.8	10,463,608	87.70	.....	.....	.....	1,382,840	1,118,293	264,547	128,947	3½
Newark and Bloomfield	103,850	.....	.....	103,850	6.00	.....	.....	118,031	6.00	.....	.....	.....	50,881	44,738	6,143	.....	...
New Jersey	6,000,000	850,000	512,614	7,362,614	33.80	.....	33.80	7,329,104	33.80	1,281,454	353,073	230,777	1,865,304	1,055,953	709,351	568,482	10
Northern of New Jersey	159,100	300,000	62,145	521,245	21.30	.....	3.00	495,044	35.00	169,352	68,442	14,572	252,366	237,561	14,805	.....	...
Ogden Mine	450,000	.....	.....	450,000	10.00	.....	.....	450,000	10.00	.....	.....	.....	44,559	21,102	23,457	13,500	3
Paterson and Hudson	630,000	.....	.....	630,000	14.50	.....	14.50	630,000	(Leased to and operated by Erie Railway Company.)						53,400	50,400	8
Paterson and Ramapo	248.000	85,000	.....	333,000	15.12	.....	.....	350,000	("	"	"	"	)		26,500	14,880	6
Perth Amboy & Woodbridge	57,200	100,000	57,381	214,581	7.00	.....	.....	214,581	7.00	13,276	2,824	.....	16,100	13,648	2,452	.....	...
Raritan and Delaware Bay	2,530,700	1,664,500	1,066,867	5,262,067	65.00	16.00	7.90	4,098,592	81.00	.....	.....	.....	431,862	424,698	6,664	.....	...
Rocky Hill	45,654	.....	.....	45,654	3.60	.....	.....	45,068	3.60	.....	.....	.....	11,361	8,495	2,866	.....	...
Salem	180,550	100,000	.....	280,550	16.00	.....	.....	278,328	16.00	.....	.....	.....	49,338	38,061	11,277	10,833	6
South Branch	438,300	.....	.....	438,300	16.00	16.00	.....	431,705	(Leased to and operated by Central Railroad Company.)						26,298	26,298	6
Sussex	258,140	200,000	1,239	459,379	12.00	.....	.....	459,379	12.00	.....	.....	.....	66,639	33,673	32,966	.....	...
Vincentown Branch	25,000	15,000	4,740	44,740	4.50	.....	.....	45,256	4.50	2,109	1,250	955	4,214	4,001	213	.....	...
Warren	1,547,650	511,400	.....	2,059,050	18.25	.....	.....	2,059,050	18.25	26,571	430,154	1,881	458,606	302,680	155,926	108,792	7
West Jersey	804,155	1,018,000	.....	1,821,555	38.05	.....	.....	1,259,172	115.35	.....	.....	.....	283,241	150,077	133,164	.....	14
Delaware & Raritan Canal	Included in Camden and Amboy.				43.00	22.50	.....	.....	65.50	.....	.....	.....	1,228,660	787,357	441,303	.....	10
Morris Canal	2,200,000	1,179,522	.....	3,379,522	101.00	.....	.....	3,379,600	101.00	.....	.....	.....	441,171	306,176	134,995	148,250	7

Railroads of New Hampshire, 1866.

Abstract of the Report of the Railroad Commissioners, June Session, 1867.

Companies:	Capital Account. Share Capital.	Funded Debt.	Floating Debt.	Total Capital.	Cost of road and Equipm'nt.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate
	$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
Ashuelot	201,000	195,000	.....	396,000	506,000	32.76	(Operated by Cheshire Railroad Company.)							
Atlantic and St. Lawrence	2,494,900	3,472,000	.....	5,966,900	7,654,089	149.00	257,283	768,805	54,661	1,080,749	874,196	205,553	99,796	4
Boston, Concord and Montreal	1,800,000	1,050,000	.....	2,850,000	3,113,800	93.54	175,089	277,185	15,440	467,714	320,592	147,122	.....	..
Boston and Maine	4,076,974	.....	.....	4,076,974	4,429,104	78.00	969,342	556,069	50,415	1,575,826	1,069,827	505,999	*438,619	10
Cheshire	2,085,925	673,200	.....	2,759,125	2,688,907	64.00	194,554	438,133	28,930	661,617	512,729	148,888	*55,263	2½
Concord	1,500,000	.....	.....	1,500,000	1,500,000	35.00	381,727	516,241	43,353	941,321	548,103	393,218	135,000	9
Hooksett Branch					27,000	3.00								
Contoocook River	200,000	30,000	.....	230,000	230,000	14.60	13,399	25,507	375	40,291	22,203	18,088	.....	..
Dover and Winnipiseogee	480,000	.....	.....	480,000	825,199	29.50	(Operated Boston and Maine Company.)						28,800	6
Eastern	4,070,800	1,764,300	.....	5,835,100	5,429,838	107.00	1,009,563	346,936	59,039	1,422,167	973,044	449,123	*314,790	8
Fitchburg	3,540,000	.....	.....	3,540,000	3,540,000	87.00	428,290	627,642	51,512	1,107,444	760,166	347,248	318,600	9
Manchester and Lawrence	1,000,000	.....	.....	1,000,000	1,000,000	26.00	(Oper. by Concord Co.)			97,925	.....	97,925	90,000	9
Manchester and North Weare	200,000	.....	.....	200,000	600 000	19.00	(Do. do.)			50,267	48,317	1,950	.....	..
Nashua and Lowell	600,000	.....	.....	600,000	651,215	16.00	182,376	251,852	7,101	440.829	353,936	86,893	54,000	9
Northern	3,068,400	145,400	12,586	3,226,386	3,068,400	92.50	204,790	467,961	8,550	681,301	438,304	242,996	*255,111	8
Portsmouth, Great Falls and Conway	170,000	200,000	.....	370,000	370,000	26.00	39,156	35,562	1,707	76,425	49,752	26,673	.....	..
Portsmouth and Concord	350,000	.....	.....	350,000	350 000	41.00	(Operated by Concord Co.)			25,000	.....	25,000	25,000	7
Sullivan	500,000	750,000	.....	1,250.000	1,622,248	26.00	(Operated by Vt. and Canada Co.)			.....	.....	.....	.....	..
White Mountains	200,000	.....	.....	200,000	200,000	20.00	(Operated by Boston, Concord & Montreal Co.)			.....	12,000	12.000	6	
Wilton	213,000	.....	.....	.....	233.000	15 50	(Oper. by Nashua and Lowell Co.)			14,800	767	13,533	13,846	6½
Worcester and Nashua	1,141,000	.....	.....	1,141,000	1,141,000	46.00	183,451	271,766	19,145	474,362	295,397	178,965	121,736	9½

* Including U. S. tax on dividends.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Apl. 1, 1868.					
Loan of Jan. 28, 1847 registered	8,903,642	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	140
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	110
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	119½
" " " coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113½
" " " coupon		6	" "	1881	113½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	264,246,150	6	Jan. & July.	1881	113½
" " " coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) registered	1,424,405,600	6	May & Nov.	1882	105
" " " (5-20s) coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106½
" " " (5-20s) coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	104½
" " " (5-20s) coupon		6	" "	1885	110½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	108½
" " " (5-20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	108½
" " " (5-20s) coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) registered	187,442,450	5	Mar. & Sept.	1904	102½
" " " (10-40s) coupon		5	" "	1904	102½
Pacific R. R. Bonds (currency)	23,582,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	185,884,100	7.3	June & Dec.	1868	107
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107
Matured Debt not presented	8,780,884	---	presentation.	---	---
Gold Certificates of Deposit	17,742,000	---	presentation.	---	---
Compound Interest Notes 1864 '65	46,010,530	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	356,144,727	---	---	---	---
Three per cent. certificates	26,290,000	---	---	---	---
Fractional currency	32,588,689	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	163,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July	1876	---
" — " " (") "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	103½
" — " " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	---
" — " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	90½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	74
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,637	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,829,936	5	" "	1866	93½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds coupon	99,945	---	Jan. & July.	'1875	---
" —War Loan Bonds "	500,000	---	" "	'76-'81	---
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	353,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	695,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'88	---
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1886	---
" — " " (New) "	892,800	6	"	'86-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	---
" — " " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	---
" — " " (Balt and Ohio R.R.) "	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	---
" — " " (R.R. various) "	120,000	5	" "	1889	---
" — " " (") currcy.	159,974	5	" "	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,616	5	" "	1840	---
" — " " (Ches. & Ohio Can.)	3,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.)	429,583	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" — " "	21,000	5	" "	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70-'72	121
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	118
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118
" —Union Fund Loan	660,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	888,000	5	" "	1883	108
" —Bounty Fund Loan	200,000	5	" "	1893	106½
" — " " "	4,379,500	5	May & Nov.	1894	108½
" — " " " sterling	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'72	---
" — " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	6	Jan. & July.	'68-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	---
" — " " " (stg.)	554,180	5	" "	'88, '90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	7	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	---	'41-'71	---
" — " " (Union Bank)	5,000,000	6	---	Var.	---
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	87
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —North Missouri R.R.	4,350,000	6	" "	'92-'87	---
" —Iron Mountain R.R.	3,500,000	6	" "	'88-'89	---
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	---
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108½
" — " " " registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,189,780	6	" "	pleas.	---
" — " " "	500,000	6	" "	1868	---
" — " " "	500,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " "	6,000,000	6	" "	1873	101
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 807	5	Jan. & July.	pleas.	---
" — " "	442,960	5	May & Nov.	1868	---
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	---
" —Cana und Bonds	1,163,000	5	J. A. J. & O.	1868	---
" — " " "	167,000	5	" "	1871	---
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	---
" — " "	650,000	6	April & Oct.	'90-'91	---
" — " " (new)	3,500,000	6	Jan. & July.	1900	60½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,600,000	6	" "	1875	101½
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	---
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	97
" — " " registered	5,093,052	5	"	'68-'70	99½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	---
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,480	5	" "	1882	---
" — " " 3d series	720,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	105½
" — " " 2d series	7,909,520	6	" "	1882	106
" — " " 3d series	9,270,017	6	" "	1892	109½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100½
" — " " " 1868	269,000	6	April & Oct.	1883	100½
" — " " " 1883	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	6	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	---
" — " (new)	1,210,803	6	" "	1887	---
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,167	6½	" "	Var.	---
" — " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67½
" — " endorsement	2,207,000	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	65½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	---
" — " " (sterling new)	466,250	5	" "	long.	---
" — " " registered	108,000	5	" "	long.	---
" — " " coupon	21,769,398	6	" "	long.	51½
" — " (new) registered	10,900,000	6	" "	long.	---
" — " (") coupon	1,379,500	6	"	1876	48½
" — " " (")	439,300	6	"	1886	---
Wisconsin—State Bond	39,600	6	"	1890	---
	406,100	6	Jan & July	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525 335
1866	475,641	433 279	385,991	412 521	464,507	493,243	466,898	568,589	533.150	599,670	474.056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	318,219	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153.294	1,673,706
1864	100,991	154,413	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	268,480	322,278	355,270	385,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,158	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271.247	3,695,152
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	380 169	3,892,861
1868	259,530	296,496	261,599	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	128,798	144,995	170,937	139.142	160.306	210.729	216,030	196.435	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	331.037	3,095.470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428.474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	361,600	4,163,912
1868	383,600	281,900	262,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281.334	296,169	473,186	551,122	435.945	407 683	2,811,544
1864	273,876	317,830	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	586,628	747,94x	702,691	767,508	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	896,712	899,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	915,088	11,532,348
1868	741,926	800,787	866,611	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41.212	43,580	65.035	80,588	73,140	50.296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	50,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	843,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,038,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,976	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522.472	1,429,765	15,434,776
1866 .....including Buffalo Division...	1,185,746	987,936	1,070,917	1,163,441	1,101,652	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416.001	1,041,116	14,596,415
1867 .....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,812	1,239,024	1,444,745	1,498,715	1,421,881	1,041,646	14,139,300
1868	1,031,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,043	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	425,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,569	643,887	518,088	7,181,208
1866	603,053	609,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588,219	504,066	6,646,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,856	488,089	409,649	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	93,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,626	96,585	106,694	114,716	121,217	142,823	132,387	123,583	1,286,971
1868	92,433	81,599	98,482	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348.048	3,302,545
1864	256,600	304,445	328,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,855	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	423,241	370,757	4,613,744
1868	371,041	339,736	381,497	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,970	4,520,550
1866	282,439	266,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	314,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,816	304,315	326,880	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	368,487	350,884	338,281	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,514	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	963,223	1,002,798	9,893,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,056,793	1,273,117	1,460,076	1,227,113	1,187.505	1,116,829	13,357,709
1865	957 869	613,381	956,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302.596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,219	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	356,901	379,367	336,065	272,053	3,440,542
1868	211,978	231,351	265,905	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,686	361,834	396,771	429,929	505,617	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,288	416,341	866,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,801	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	966,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,280	397,525	401,299	364,331	370,983	3,745,210
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	660,144	678,504	857,583	733,866	637,186	646,995	584,623	712,495	795,938	858,501	712,363	580,964	8,449,062
1866	859,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,698	573,727	7,242,126
1868	492,694	602,753	684,190	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153.470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218.236	224,194	204,785	202,966	204,726	2,056,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.301	162,094	2,240,744
1866	178,120	155,898	192,138	170,485	168,699	162,532	166,015	222,953	198.884	244,834	213 227	177,364	2,250,149
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,095	171,493	2,207,931
1868	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116.379	150,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	243,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,763	144,001	188,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,643
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,594,976
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,750	307,943	3,783,816
1868	278,712	266,793	268,259	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75.677	92,715	61,770	37,530	684,233
1866	45.102	38,005	39,301	43,382	86,913	02,918	85,276	66,698	84,462	100,313	76,248	54,468	814,086
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,496	120 263	79,434	64,719	774,957
868	46,415	40,703	39,198	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	160,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	393,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1581	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	98½
" " " 1850.	602,000	6	Jan. & July.	"	1880	96†
" " " 1855.	894,250	6	Jan. & July.	"	1875	98
" " " 1834.	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100†
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	98
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	498,000	6	April & Oct.	"	1870	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	87
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'80	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	100
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	98
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	102
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,100,00	7	April & Oct.		1883	92

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	87
Chicago and Great Eastern:						
1st Mortgage	6,600,000	7	Apr. & Oct.	New York.	1895	84
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort. (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95½
General 1st Mortgage	3,600,000	7	" "	" "	1885	87½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	89½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	194,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,260,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,800,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	600,000	7	Jan. & July.	New York.	1873	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	97
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	96
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	892,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	750,000	6	March & Sept.	Boston.	1878	98
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	600,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	800,000	7	May & Nov.	New York.	1883	87
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	66
1st M. (State) $75,000 a y'r after '64	125,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	186,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1890	97
Five per cent bonds	570,000	5	April & Oct.	"		90
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	87
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100¾
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	111½
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	547,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,006,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	98
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	95
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	91½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		73
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,294,000	7	May & Nov.	"	1880	
2d Mortgage	237,000	7	Jan. & July.	"	1 85	70
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct	" "	1882	111
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	111
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,563,000	7	May & Nov.	" "	1885	101½
2d General Mortgage	2,693,000	7	" "	" "	1877	95
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	90
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	73
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,000	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,760	8	" "	Mobile.	'62-'66	
" ten years	75,342	8	" "	"		
Mongomery and West Point:					'63-'65	
Mortgage (due 1863 and '65	30,500	6				
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York	1915	99½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		87
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
***New Albany and Salem:**						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	6				
1st Mort. Construction	1,730,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	99½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	435,000	7	Feb. & Aug	" "	1876	12
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec	" "	1887	97½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York	1875	95
N. York, Providence and Boston						
1st Mortgage	600,000		Feb. Aug.	New York		

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort. b'ds)	165,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86½
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct	"	1900	85
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89½
Chattel Mortgage	360,000	10	" "		1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	670,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'63–'70	90
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula*						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1893	84
Pennsylvania:						
1st Mortgage	4,930,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97
2d Mortgage Sterling	2,288,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
2d Mortgage (1862–'70–'72)	814,000	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (general)	5,000,000	6	" "	"	1881	91
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	97
" 1851, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	93
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72–'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	"	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	65
Mortgage (Registered)	504,000	7	"	"	1873	65
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1873	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,393	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do. "	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steuben & Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	83
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	74
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	77
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	80
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	6	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	6		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1873	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	998,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	700,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1876	98
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	90
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	
1st Mortgage guaranteed	200,000	6	" "	"	1890	
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	161,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	ALABAMA. *Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,955	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	164,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.8	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,291	17,922,359	482.5	8 mos	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	915,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	ARKANSAS. Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
30 Dec. '60	22.5	—	.....	—	...	...	.....	CALIFORNIA. Sacramento Valley	1,498,850	*	—	793,850	709,000	—	1,498,850	22.5	.....	230,251	104,894	—	—
31 July '65	23.8	—	1.9	—	6	5	47	CONNECTICUT. Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,955	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	70
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,834	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	272,500	150 848	2,787,594	124.0	192,989	478,095	95,463	—	70
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,066	.....	62.0	159,074	419,469	125,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	5.5	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,694	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	140
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	680,438	291,086	8	94
31 Oct. '60	84.3	—	10.7	—	—	—	—	DELAWARE. Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	188,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
— — '62	154.2	—	.....	150	...	...	.....	FLORIDA. *Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,817	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
30 Jun. '67	86.7	—	.....	—	18	6	68	GEORGIA. Atlanta and West Point	1,200,079	*	145,554	1,282,200	35,500	56,575	1,346,682	86.7	.....	301,477	68,880	8½	—
— — '62	92.6	—	5.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	53.0	.....	168,998	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,686,956	729.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	.....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,176,281	242.0	.....	1,136,142	246,356	6½	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	.....	1,028,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	8	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,383,131	414,195	53,395	3,203,900	437,000	146,067	3,856,721	228.8	308,236	1,006,955	332,551	9	—
30 Sep. '59	133.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,349	454,541	—	—
31 Dec. '67	280.0	—	.....	—	72	34	1,521	ILLINOIS. Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,533,307	280.0	1,672,966	3,892,861	1,743,733	10	123
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,827	2,753,986	10,399,010	5,458,250	385,542	18,967,024	400.0	2,421,566	6,146,862	2,798,468	20	160
31 May, '67	491.0	661 4	30.0	—	248	138	5,556	Chicago and Northwestern	41,871,570	*	3,992,762	28,021,621	16,251,000	1,123,476	45,864,222	1,152	.....	10,161,735	2,226,967	—	62½
31 Mar. '67	181.8	181.6	.....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,521	635,486	18,506,763	409.3	1,521,307	2,574,034	1,413,993	10	94½
31 May, '68	174.5	5.5	14.3	—	21	22	604	Great Western	4,039,561	*	—	1,648,561	2,360,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '67	454.8	252.6	.....	—	150	94	3,776	*Illinois Central*	31,328,478	*	10,232,807	23,415,780	10,544,500	.....	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	143
31 Dec. '66	111.0	—	.....	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600,000	121,668	5,289,683	111.0	288,524	561,663	171,967	—	—
31 Dec. '65	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	.....	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,240,744	488,558	—	45
— — —	224.0	—	.....	—	41	23	765	INDIANA. Chicago and Great Eastern	.....	.....	.....	4,390,000	5,000,000	.....	.....	224.0	.....	.....	.....	—	29
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	245,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	28	19	813	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,634	9	58
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,785,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,016,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,847	*	—	819,900	640,000	.....	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	2,000,000	2,000,000	6,000,000	288.0	.....	645,827	271,402	—	36½
30 Nov. '66	73.0	—	.....	—	26	28	662	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,834	1,049,720	297,126	12	156½
30 Apr. '66	75.5	—	.....	176.5	11	8	276	IOWA. *Burlington and Missouri Rive*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	663,935	5,429,203	156 5	319,880	805,271	287,861	—	—
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820.200	2,892,000	795,004	5,507,204	162.0	.....	735,557	209,685	—	58
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
31 Oct. '59	80.0	—	.....	—	...	...	.....	KENTUCKY. Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	337,582	4,275,993	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	.....
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,736	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	.....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,096	334 0	929,486	2,153,874	810,468	8	.....
31 Dec. '66	80.0	—	.....	178.0	10	17	126	LOUISIANA. *N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730.600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	2,551,000	281,167	12,089,633	206.0	.....	1,633,042	386,286	—	—
31 Aug '60	52.7	—	.....	185.3	...	...	—	*Vicsburgh, Shreveport & Texas*	1,662,691	*	—	1,282,015	248,969	108,434	1,710,819	52.7	.....	.....	.....	—	—
30 Sep. '62	57.0	—	.....	—	...	...	.....	MICHIGAN. Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,396	.....	—	—
31 May '6,	284.8	—	23.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,036,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	115
31 Mar. '67	346.0	277.8	.....	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,625,631	2,669,517	1,745,795	10,601,200	9,185,840	736,951	20,473,991	523.8	2,386,193	4,673,193	1,669,387	—	90½
31 Dec. '62	14.5	—	—	608.5	2	2	10	MINNESOTA. *Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	236.0	—	.....	—	25	22	336	MISSISSIPPI. *Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	395,992	6,331,899	236.0	.....	554,342	328,062	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	118,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	122,669	—	—
31 Aug. '63	66.8	—	13.2	—	31	24	525	MISSOURI. *Hannibal and St. Joseph*	12,963,740	*	—	7,158,336	7,177,000	.....	.....	206.8	579,224	1,047,567	420,026	—	75
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,261	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	8,609,115	9,200,000	1,856,135	16,598,445	309.0	1,199,660	2,675,876	719 230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,806,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.5	3.6	8.1	.....	16	13	219	*St. Louis and Iron Mountain*	5,427,063	260,029	—	1,971,222	3,501,000	40 558	6,362,109	90.1	286,180	899,291	130	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "no Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '66	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,331	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,039	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,878	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '6	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,527	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	103
								MARYLAND.													
30 Sep. '66	379.6	7.2	.....	—	213	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,993	10	129½
30 Sep. '66	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	584,848	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,643,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,69.,863	1,212 159	8	45½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.3	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,693,350	1,683,057	25,210,407	130.5	297,637	369,577	50,770	—	14½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,348	545,047	1,821,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	180½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,187	481,471	10	139
30 Nov. '67	47.0	7.0	45.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	140½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,214,615	5,000,000	—	36.362	6,144,616	68.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 50)	945,761	80,384	66,962	721,926	—	6,134	1,098,547	47.1	88,388	197,981	61,251	5	66½
30 Nov. '67	50.0	3.4	12.3	—	14	27	236	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	124½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,800	1,770,400	663,200	6,316,400	94.5	863,222	1,447,046	545,830	8	119½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,382	1,101,444	354,744	9	131
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333.884	13.9	36,195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O. b	y B. & L.	21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,684	81,122	720,000	—	15,000	855,725	74.5	381,529	440,241	74,679	10	182
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,982	47,018	5,475	500,000	174.000	—	674,000	21.6	75,756	152,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	887	Old Colony and Newport	6,214,824	496,805	908,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,881,065	836,810	6	92½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	62,543	6,679	243,305	226,900	486	470,692	(O b	y B & L.	17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.6	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,342	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	481,424	62,594	1½	57½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,726,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,388	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	58.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,067	63 6	433,650	688,507	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,898	9	75½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	128½
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northwestern	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	12.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	606,862	3,068,400	145,400	14,217	3,674,262	82.2	352,540	681,301	242,998	8	117½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,455,709	*	—	996,647	2,245,000	346,140	3,587,787	77 5	.....	586,742	128,939	—	—
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,391,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	125½
31 Dec. '66	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,931,434	—	—	1,001,998	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,944,600	5,250,728	13,000,000	1,500,000	250,400	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	118½
31 Dec. '66	53.0	—	.....	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '67	33.8	—	.....	—	35	98	180	New Jersey	4,077,493	858,314	3,024,434	6,000,000	350.000	1,374,000	7,560,241	33.8	677,201	1,865,393	846,149	10	182
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,961	—	—
31 Dec. '66	65.0	16.0	.....	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	oea.	—	65
31 Dec. '66	18 2	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,647,650	511,400	—	2,059,050	18.2	.....	451,297	154,045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	54.0	—	263,420	69,712	29	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19.643	4,628,691	98.5	191,672	385,199	180,002	—	—
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	140
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	308.576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 8.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,925	5,085,864	54,287,874	784.0	7,109,189	13,979,514	3,109,801	4	71
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,846,026	1,795,099	9	134½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,812	—	1,852,715	932,000	—	2,994,474	120.0	366,430	590,225	352,650	6	45
30 Sep. '67	297.8	296.0	452.5	—	289	296	5,620	New York Central	29,769,528	5,834,877	9,429,180	28,537,000	12,009,820	688,879	46,023,535	693.2	6,401,420	13,979,514	3,109,801	6	128½
30 Sep. '66	130.8	2.1	45.5	—	42	132	645	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,783,700	534,804	8	127
30 Sep. '66	118.0	4.0	13.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	3,818,331	122.0	451,196	851,783	284,606	—	63
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,850	—	—	206,300	222,000	157,080	585,380	—	—	—	—	—	—
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	356,000	19,375	1,057,737	36.3	90,260	252,175	59,372	8	—
30 Sep. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	94½
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	—
30 Sep. '66	141.1	43.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g	3,439,989	563,815	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,666	10	117
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	—
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	—
30 Sep. '66	40.9	6.7	8.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"	"	7	—
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	650,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	—
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957,620	81.0	299,025	510,917	174,456	—	—
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,836	2,479,997	112.0	408,408	641,486	211,178	—	—
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,848	65,284	—	811,000	—	—	936,581	34.9	83,548	141'888	78,882	7½	—
30 Sept. '66	10.3	—	.....	—	—	—	—	Warwick Valley	172,577	—	—	98,650	35,000	—	183,650	10.3	19,820	49,391	21,757	8	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— — '66	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	498 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.0	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,488	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '66	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '66	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '66	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,482	141.0	653,028	857,701	350,271	—	37
31 Mar. '67	60.3	—	.....	—	34	30	486	Cinc., Hamilton and Dayton	3,930,423	991,195	1 275,919	3,260,800	1,759,000	778,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '66	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,588	6,777,246	191.2	1,055,592	1,933 704	521,906	8	106
31 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,531	952,041	10	100
30 Nov. '67	101 0	102.5	.....	—	63	37	1,29(	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	276,869	9,961,700	203.5	.....	2,298,322	809,514	—	83½
31 May '67	109.:	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	138,692	8,673,761	188.6	1,223,528	2,492,215	1 107,377	14	103½
30 Nov. '66	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	—
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	*	1,515,128	3,572,400	1,400,000	35,790	5,225,435	153.2	1,160,900	1,936,038	469,205	9	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,298,032	445,202	—	—
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	27,385,000	*	*	23,500,000	3,888,000	.....	27,388,000	340.0	.....	3,44 .542	.....	—	31½
30 Jun. '66	163.5	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,168	1,218,972	109,318	4,972,746	205.9	246,071	694,520	134,700	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,628	900,286	2,041,600	28,228	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '66	413.0	46.2	—	—	102	47	1,692	Toledo Wabash & Western	19,550,000	*	2,263,900	6,700,000	14,345,000	795,301	22,113,900	250.6	.....	2,717,886	906,200	—	53

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	282,046	293,573	1,948,400	614,000	313,542	2,870,342	44.0	134.201	256,277	123,892	—	18
31 Oct. '67	387.3	38.2	35.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,186	27,798,923	29,950,900	1,049,166	58,838,989	565.7	"	5,195,265	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	602,918	443,361	—	13
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	—	—	1,316,900	356,100	—	1,691,037	74.0	236,078	684,286	94,147	8	85½
31 Oct. '67	113.0	—	92.0	—	98	17	6,718	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,803,000	703,205	17,402,225	204.5	2 034,524	2,618,979	loss.	10	115
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,604	36.0	221,129	538,531	259,992	—	—
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	215,37-	39-,149	4,588	5	31
31 Oct. '67	81.6	2.0	8.4	—	19	11	640	Erie and Pittsburg	1,945,691	772,407	200,000	664,300	1,270,900	578,450	2,917,998	100.6	268,004	640,766	202 865	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	133,294	7	—
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,914	*	—	686,130	1,656,245	.....	2,341,375	58 8	149,189	186,451	52,348	—	58½
31 Oct. '67	80.0	—	18.5	—	21	6	1,218	Lackawanna and Bloomsburg	3,231,358	521 772	—	1,335,000	2,278,295	68,860	3,753,1 0	80.0	508,071	790,908	23- 34[illegible]	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,819	9,739,800	7,990,2-5	—	16,730,085	—	91,140	834,154	193,776	8	—
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,378	3,580,764	1,272,069	10	51½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	861,000	—	3,514,100	oper	"	by Read	ing R.R.	—	80½
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	—	302,048	6	55½
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,012	898,574	361,694	5	32
31 Oct. '67	354.9	36.4	480.4	—	428	215	8,537	Pennsylvania	29,115,089	*	6,884,056	21,945,750	13,311 8:0	691,455	37,949,145	561.8	7,740,290	16 340,156	4,151,571	11	64½
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139.079	306,120	411,794	1,536,550	116,100	—	1,656,993	24.2	315 164	634,717	298,512	10	67
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469.165	*	1,545,700	5,496 700	13,000,000	22,473	19,019,173	287.5	1,604,828	2,334,731	loss.	—	24½
31 Oct. '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,893	7,907,514	3,099,019	23,856,101	6,560,825	—	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	45
31 Oct. '67	26.5	—	32-2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	33.3	—	863,705	299,82-	10	126½
31 Oct. '67	96.0	8 8	106.0	—	45	78	983	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432 531	890 730	9	5.[illegible]
31 Oct. '67	58.4	—	17.4	—	13	18	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	333,804	60[illegible],596	270 419	—	—
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25.118.927	*	—	11,497,402	12,564,560	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382 623	10	102½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,452	107,811	6½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390.888	180,693	10,000	684,036	962,600	183,966	880,602	35.4	167,552	375,6 0	189,705	—	18
31 Oct. '67	42.4	21 3	12.3	—	—	—	—	Western Pennsylvania	2,816,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	25-,000	35,000	1,107,476	34.6	124,206	262,569	123,671	8	48
								RHODE ISLAND.													
31 Aug, '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,431	486,140	111,838	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	828,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	80.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	—	.....	140.0	10 mos.	421,029	164,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	5,283,585	1,002,601	2,195,331	5,812,725	3,125 550	921,957	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,015,107	99.2	.....	357,252	173,729	—	—
1859	47.4	—	2.8	—	4	5	46	Mississippi Central and Tenn.	892,710	52,908	—	317,447	532,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	84.2	—	7.0	—	12	2	81	McMinnville and Manchester	633,307	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.116	337,284	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	168.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	309,000	.....	70.0	102,200	282,846	198,568	—	—
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	3,402,056	*	—	5,000,000	3,500,000	.....	8.500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	99½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516.164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	232,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	63,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	26,188	88,131	1,534,194	—	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	f months	79.2	47,702	54,121	16,332	—	—
30 Sep '58	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	694,000	.....	.....	103.5	436,729	758,883	42,878	—	26
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 661	—	18½
30 Sep. '66	123.3	10.1	.....	—	18	7	107	Petersburg and Lynchburg	3,838,272	*	—	1,365,600	1,681,900	124,981	3,565,187	123.4	.....	.....	289,581	49,581	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	.....	328,554	213,852	76
30 Sep. ' 67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	310,204	639,662	280,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,900	96,823	.....	78.6	159,981	279,945	145,386	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	879,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,833	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391.577	230,526	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540.788	541,814	296,425	3,353,679	1,919,550	87 ,297	6,879,046	221.8	800,405	554,511	135 648	—	—
30 Jun. '66	304.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,822	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,292	10,968,960	5,229,000	—	18,508,374	275.0	996,727	2,688,800	934,103	—	56½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462 589	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	73.0	204	130	2,899	Grand Trunk	[illegible],345	*	—	15,123,430	54,750,510	7,336,405	77,210.345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	1,096	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1[illegible]	—
11Dec. '64	229.0	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,616	*	—	.....	4,900,980	768,959	5,678,939	96.1	402,670	467,286	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	—
July,'61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	02,3[illegible]	—	1,380,000	13,100	136,000	1.709,232	60 0	.....	132 [illegible]	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	94.5	80.6	—	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	168,416	129,107	37,184	—	—
	61.6	—	—	—	11	22	120	NEW GRANADA. Pan ma	8,000,000	*	—	4,000,000	0	—	10 000,000	49	.....	127,438	1,923,924	—	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	----	----
Camden & Atlantic (preferred)	620,800	7	----	26⅞
Catawissa (preferred)	1,150,000	7	----	27
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	65½
Chicago & Alton (preferred)	2,425,400	7	7	132
Chicago & Northwestern (pref.)	14,789,125	7	7	74½
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1,973,300	10	10	84½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	72
Hannibal & St. Joseph (preferred)	5,253,856	7	----	84
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	29
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	97
" " (2d pref.)	841,400	7	7	93
Milwaukee & St. Paul (preferred)	7,370,900	7	----	76½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	3	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	68
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	----	----
" " " (2d pref.)	908,425	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	678,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	85½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	495,500	6	A. & O.	1876	97
2d Mortgage	302,750	6	----	----	93
Boat Loan	232,807	6	----	----	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	71
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	----	42
Chesapeake and Ohio	100	8,226,595	----	----
Delaware Division	100	1,633,350	----	48½
Delaware and Hudson	100	10,000,000	10	159
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	94½
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	----	19½
" " (preferred)	50	2,888,988	----	19
Susquehanna and Tide Water	50	2,048,260	----	14½
Union	----	----	----	----
Union (preferred)	50	2,787,000	----	----
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	39 — @ 42 —
Pig, American, No. 1	38 — @ 39 —
Pig, American, No. 2	36 — @ 37 —
Bar, Refined, English and American	87 — @ 91 —
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
	Store Prices.
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	85 — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Sand	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ¼ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s	— 16 @ — 17
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	52 — @ 53 —
Rails, American (at works)	78 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)	— 10 @ — 12½
English Blister.(2d and 1st qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½@ — 17
American, Cast, Tool, do.	— 21 @ — 22
American, Spring, do.	— 10 @ — 13
American Machinery, do.	— — @ — 14
American German do.	— 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — 42
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 22½@ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 35 @ 6 80
German Refined (gold)	6 35 @ 6 62½
English (gold)	6 35 @ 6 87½
Bar (net)	10 — @ — —
Pipe and Sheet (net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 27½@ — 27½
Straits (gold).	— 24 @ — 24½
English (gold).	— — @ — 24

	Gold.	Currency.
Plates, I.C.Charcoal-p.box	8 25 @ 8 50	11 75 @ 12 50
Plates, I. C. Coke	6 62½@ 7 37½	9 50 @ 10 50
Plates, Coke Terne	6 12½@ 6 25	8 75 @ 9 —
Plates, Charcoal Terne	7 62½@ 8 —	10 — @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 12½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 17 @ — —
Refined, free, S. W.	— 34 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 24½
Refined, in bond, Standard White	— 26½@ — 26½
Refined, in bond, prime White	— — @ — 27½
Naptha, Refined, (60 @ 65 gravity)	— 17 @ — 19
Rosidnum per bbl.	— — @ 3 25

New York Stock Exchange.

Actual Sale Prices for the week ending April 22.

	Th. 16	F. 17	Sat. 18.	M 20.	Tu. 21.	W. 22
Atlantic M. S. S. Co.	----	20	----	----	----	----
Boston, Hartford & Erie 14½	----	----	14½	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	45	----	----	----	----	----
Central of N. Jersey	----	115	115	115	47	48
Chicago & Alton	----	----	----	120	122	122½
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Ins. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q. 150	----	----	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m.	----	----	----	----	----	----
Chic. & Northwest'n 60	----	61½	----	62	62½	----
" " pref. 68½	69½	72	72	74	76	----
" " 1st M. 85	----	88½	87½	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl. 85	86½	90½	89½	92	94	----
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	94½	----	----	----	----	----
Clev., Col. and Cin.	----	106½	106	----	----	----
Clev. and Pittsburg 82½	85½	88	86	82	83½	----
" " 2 M. 97	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	80	----	----
Clev. and Toledo 99	99½	102½	102½	103½	104	----
" "S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	99	----	----	100	100½	----
Cumberland Coal, pref.	29½	----	----	----	----	----
Del. & Hudson Canal 159½	----	159	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c.'71-5.	----	----	97	----	----	----
" 2M. 8p.c.'81	----	----	----	----	----	----
Erie 65½	66½	68	66½	69½	69½	----
" pref. 69	----	71	----	72	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83 95½	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	90	----	----	----	----
Great Western 2d mort.	76	----	----	----	----	----
Hudson River 123	123½	126	129	131½	134½	----
" 1 M. 7p.c.'69	----	----	----	----	101½	----
" 2 M. S.F.	----	105	----	----	106	----
" 3 M. 7p.c.'75	----	----	----	----	----	----
Illinois Central 141	141	140	----	----	143	----
" bonds.	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref.	----	9½	----	10	10½	----
Michigan Central 113½	115	----	----	----	114½	----
" S.F. 8p.c.'82	----	----	----	----	----	----
" conv. 8p.c.'69	----	----	----	----	----	----
M. S. and N. I. 85½	85½	88½	89	89½	91	----
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul 56	58	60½	61½	62	63½	----
" " pref. 69	70	73½	72½	74½	76	----
" " 1st mort.	----	----	----	90	90	----
" " 2d mort.	----	----	84	----	----	----
Missouri 6s	86	87	87	87	87½	----
" iss. to H. & St. J. R. 85½	85½	----	86½	87	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	87	----	----	----	87	----
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central 111½	110½	114	118½	118½	119½	----
" " 7s, S.F.'76	----	----	----	----	104	----
" " 7s, conv.'76	----	----	----	----	----	----
" " 6s, S.F.'83. 96½	----	----	----	----	----	----
" " 6s, S.F.'87	----	97½	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7p.c.'78	----	----	----	----	----	----
" "3M. 7p.c.'67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	137	----	----
N. Carolina 6s ex-coup.	----	----	60½	60½	62	----
" new	58½	60	----	----	61½	----
Ohio & Miss. 28½	30	31	30½	31½	31½	----
" " pref.	----	----	----	----	----	----
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co. 88½	89½	94½	91½	91½	92½	----
Panama	----	----	----	301	----	----
Phila. and Reading 87½	86½	87½	87	87½	88½	----
Pitts. Ft. W. & Chicago 99½	100½	102	101½	102	102½	----
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	25½	28½	26½	----	28½	----
St. L., Alton & T. H.	----	----	----	----	45	----
" " pref.	----	----	----	68	68	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	82½	----	----	83½	----	----
" " Inc. b'ds.	----	81	----	----	----	----
Tennessee 6s, ex-coup.	65½	66	66½	68½	----	----
" new	65½	66	66½	67	67½	----
Tol. Wab. & Western. 46	47½	----	48½	49½	50	----
" Pref. 71	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M. 82	----	82	82	82½	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	50	50	----	----	----	----
" new	----	----	----	48	48	----

New York Stock Exchange.

Actual Sale Prices for the week ending April 22.

	Th.16.	F.17	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	120¼
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	115
U. S. 5s, 10-40s., coup.	101¼	101¼	102	102	102⅜	102⅜
U. S 5s, 10-40s, reg.	101¼	101¾	101¾	102¼	102¼	102⅜
U. S. 6s, 1881, reg.	111¼	----	112	112	----	----
U. S. 6s, 1881, cou.	112¼	----	112¼	112¾	----	112¾
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	109	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	104	104	104	104¼	104¼	----
U. S. 6s, 5-20s, c. '62	110¼	110¾	111	111¾	112¼	112
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	109¼	----	----	109¾	110¼	110¼
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	109¼	109¾	----	110	110¼	110¾
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '66.	107⅜	107¾	107⅞	108	108¼	108¼
U. S. 6s, 5-20s, r. n. '67.	----	108	----	----	----	----
U. S. 6s, 5-20s, c. n. '67.	107⅜	108	108	108¼	108¼	108¼
7.30 Notes, 2d series.	106	106¼	106¼	106¼	106¼	106⅜
" " 3d series.	106	106⅜	106⅜	106¾	106¾	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 21.

	W.15	Th 16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa	----	----	----	----	----	----
" preferred	26¼	26¼	25¾	26	----	----
Camden & Amboy	125¾	----	126	125¾	125¾	125¾
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'88	97¼	----	----	----	98	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	97	----	----	----	----	----
Lehigh Navigation	24¼	22¾	23	23	22	21¾
" " 6s, '84	85¼	----	85¼	85¼	85¼	----
" " Gold L.	89¼	88¾	88¾	89	89	88
Lehigh Valley R. R.	51¼	51¼	51¼	51¼	51¼	51¼
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	94¼	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	31¼	----	----
" " 6s. 90	----	----	----	89½	89¼	----
" " 10s.	----	----	----	----	----	----
Northern Central	45¼	----	45¾	----	----	45¼
Pennsylvania R. R.	56	56¾	55¼	55¾	55¼	55¼
" 1st m.	101¼	101	101	----	101	----
" 2d m.	97	97	97	----	97	----
Penn. State, 6s 1st series	----	----	----	105¼	105¼	----
" " 6s, 2d series	107¼	107¼	107	----	----	107¼
" " 6s, 3d series	----	----	----	----	----	109
" " 6s, W. L.	102¼	102¼	102¼	----	----	102⅜
Philadelphia City, 6s	100¼	----	----	----	100¼	100¼
" " new	103	103	103	103¼	103¾	103¾
Philad. Germ. & Nor.	68	----	----	----	67¾	----
Phila. & Reading	44	43¼	43¼	43¾	43¾	43¾
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	97	----	----	----	----	----
Philadelphia & Erie	25¼	23¾	23	23	----	23¾
" " 6s	----	----	----	91	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	9¼	----	----	----	----	----
" " pref.	18¼	17¼	17¾	18¼	18¼	19
" " 6s '82	----	----	----	----	----	71
" " 6s '76	----	----	----	----	----	----
" " 6s '72	88	----	----	----	----	----
Susq. Canal	----	14¼	14¼	----	----	----
" " 6s '78	----	----	----	61	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	9¾
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	31
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 21.

	W.15	Th.16	F.17.	Sat.18.	M 20.	Tu.21
Baltimore City 6s, 1875	----	----	97	----	97	----
" " 1886	----	----	99	----	----	----
" " 1890	98¼	98¼	98¾	98¾	98¾	98¼
" " 1893	99	----	----	----	97	96
Balt. and Ohio	----	----	----	120	----	----
" " b'ds, '75	----	----	----	----	----	----
" " " '80	----	----	----	----	96¼	----
" " " '85	----	----	----	96¼	96¼	----
Marietta & Cin. 1st m.	92	92¼	92¼	----	----	91¾
" " 2d m.	----	73¼	73¼	----	----	73
Northern Central	----	----	45¾	----	45¼	45¾
" " b'ds, 1885	84¼	----	----	----	----	----
" " " 1900	----	84	----	----	85	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	95	----	----
City Passenger R. R.	----	----	----	----	----	19¼

Boston Stock Exchange.

Actual Sale Prices for the week ending April 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21	W.22
Boston and Albany	149¼	----	148¼	----	149¼	149¼
Boston and Lowell	----	----	130	130	----	130½
Boston and Maine	138¼	----	139¼	----	139	139
Boston and Providence	141	140¼	----	----	----	140¼
Boston, Hartford & Erie	14¼	14¼	14¼	14	14¼	14¼
Cheshire, pref.	----	65	----	----	----	65¼
Concord	75	----	----	75	----	----
Connecticut River	----	----	----	----	----	----
Eastern	----	120	119¼	----	----	119¼
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	126¼
Michigan Central	114	114	114	----	114¾	115
Northern, N. H.	----	----	118	117¼	----	----
Ogdens. & Lake Champ	62¾	62	62	----	63	----
Old Colony & Newport	----	----	92	----	92	92¼
Ph., Wil. & Baltimore	----	----	----	----	----	54½
Portl'd, Saco & Ports.	----	----	----	----	103¾	103
Vermont & Canada	99¼	99	99	99¼	99¼	----
Vermont & Mass.	56¼	----	----	----	----	57¼
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	94½
Metropolitan "	----	63	63	----	----	64
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	28	----	----
Copper Falls "	23¼	----	----	22¼	----	22¼
Franklin "	14	----	----	----	----	14¼
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	8	----	7¼	7¼	8	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	23	----	24	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Mar. 27th, and April 3:

	Closing Prices. April 3.	Mar. 27.
United States, 5-20s, 6 per cent 1882.	72¾@ 72¾	72 @ 72¼
Do. do. 6 do. 1884.	69 @ 71	69 @ 71
Do. do. 6 do. 1885.	71¼@ 71¾	70½@ 71¼
Do. do. 6 do. 1868.	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874.	72 @ 74	72 @ 74
United States 10-40s, 5 per ct. 1904.	66¾@ 67¼	66¼@ 67
Massachusetts State 5 per cent	90 @ 91	88 @ 90
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	32 @ 34	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	57 @ 62	57 @ 62
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	57 @ 62	57 @ 62
Do., consolid. mort. bonds, 1890	30¼@ 31½	29 @ 30
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)	49 @ 49¼	46¼@ 46¾
Do., Preference ditto	70 @ 72	70 @ 72
Do., 3d mort., 1883, 7 p. c.	60 @ 65	60 @ 65
Illinois Central, 6 p. c., 1875	85 @ 90	88 @ 92
Do., $100 shares (all paid)	90¾@ 91¼	89½@ 89¾
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
Panama R. R. 2d mort., 1882, 7 p. c.	103 @105	102 @104
Do., General mortgage, 7 p. c.	104¼@105¼	103¼@104¼
Penn. R.R. bonds, 2d mort. con. 6 p c.	91 @ 93	93 @ 95
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 85	86 @ 88
Do. with option to be paid in Phil.	83 @ 85	86 @ 88

American Railroad Journal.

Saturday, April 25, 1868.

Stock Exchange and Money Market.

Money has been working steadily in favor of borrowers during the past week, under augmenting supplies available both on call, and for mercantile purposes, while there has been a much less urgent pressure for accommodation. The city banks, which opened the week with a diminishing legal tender reserve, owing mainly to the drain into the Treasury, in payment for gold marketed on account of the Government; are now gaining in this line, chiefly from the influx of lawful money, as well as national bank currency from the country. The cessation of Government gold sales tends to strengthen their position in this respect, and they are more liberal of aid to responsible applicants. Call loans close easy at 6@7 per cent., and prime to good discounts at 7@9 per cent. per annum. The Sub-Treasury added some four millions to its cash reserve last week, and thus far in the current week, it has not materially lessened the aggregate, though it has been a purchaser of maturing Seven Thirties, to a moderate amount. The last weekly bank statement indicated an increase of $1,884,261 in loans and discounts, $433,492 in specie, $24,309 in circulation, and $1,980,643 in net deposits with a decrease of $1,148,949 in legal tenders.

The specie reserve of the city banks is now $16,776,642, against $7,622,535 same time last year. The city bank deposits are now $181,882,523, against $184,060,256 week ending April 20, 1867. The legal tender reserve amounts to $50,833,660, against $64,696,913 same time last year. The circulation now stands at $34,218,581, against $33,648,571 same time last year. The loans are now $254,817,986, against $247,561,781 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $103,952,322 a day, against a daily average of $82,062,000 the preceding week, and $94,630,528 the week ending with April 4, 1868. The current week's exchanges average about $103,307,123 a day. The city banks, last week, lost $1,148,949 of legal tender, while they gained $1,980,643 in the deposit line, and $433,492 of their specie reserve. They reduced their loans, $1,881,261; and their circulation, $24,309.

The New York Gold Exchange Bank reports for the week ending Saturday, the 18th day of April, 1868, the average amount of loans and discounts as $1,757,647; average amount of specie, $1,220,331; average amount of deposits, $2,410,678.

The Philadelphia Bank movement the past week shows an increase in loans of [$732,831; a decrease of $28,011 in specie; an increase in legal tenders of $298,901; an increase of $1,695,281 in deposits; and a decrease of $444 in circulation. The Bank Clearings show an increase of $983,192, and the balances, an increase of $915,460.

National Bank notes to the amount of $70,700 were issued last week, making the total issue to 1,678 banks thus far, $307,292,301, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $7,582,861, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,845,790,) an actual circulation at this date, of $299,759,440. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,651,409; and for the public deposits, $38,277,950—making a total of $379,929,359. The Treasury Department last week redeemed and destroyed $369,100 of worn and mutilated fractional currency, and issued $942,225 of new. The outstanding amount of fractional currency on the 1st inst. was $32,588,690, against $32,307,947 on the 1st of March, and $32,246,439 on the 1st of Feb. 1868.

The U. S. Sub-Treasury receipts, week ending with April 18, were $13,397,798, including $2,527,388 from customs duties; payments, $9,402,955, including $55,000 of coin interest; balance at the close of the week, $104,754,879, against $100,760,036, at the close of the preceding week, showing an increase of $3,994,844. The business

of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,873,852 including $345,247 from customs; and payments, $3,115,678; on Tuesday, receipts, $803,760 including $397,193 from customs, and payments, $428,733. The balance at the close of business on Tuesday stood at $104,888,081, against $102,569,236 a week previous; and $100,082,930 on April 7, 1868.

Of the cash in the Treasury on the 1st inst., amounting to $122,509,645, the Sub-Treasury office in this city held $98,161,876.

The aggregate issue of coin certificates by the U.S. Sub-Treasury, in this city, up to date of latest published local report was $245,369,740; aggregate redemptions, $209,565,000; leaving outstanding certificates to the amount of $35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 1st of April $17,742,060 against $25,699,360, on the 1st of March, and $29,619,280 on the 1st of February, 1868. The Sub-Treasury issued $3,124,020 of coin certificates in March. It reported an issue, last week, of $1,698,000 of these certificates. It received $2,424,388 of coin certificates, in payment of duties at the Custom House, during the week.

Moderate receipts from excises, and a liberal customs yield, have been reported by the Treasury Department, during the week. The excises, last week, yielded only about three millions against $2,057,000 the preceding week; customs at the port of New York, $2,527,388 and at the outports, about $830,000 (in coin) more, making the grand total income for the week equal to about $7,690,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $155,000,000 or equal to about 3¾ millions a week, of the current fiscal year, equal to a yearly aggregate of about 195 millions. The are becoming more prolific as the spring advances.

Government received from customs, through the port of San Francisco, from Jan. 1, to March 30, 1868, $1,974,071, against $1,510,000 same time last year.

Gold has been in more active speculative and export demand, and has advanced to 139⅞@140, the latest figures on Wednesday. The growing ease in money facilitates speculative operations. The floating supply is more controlable, because of the retirement of the Government, as a seller of coin. The export and customs drain is increasing. The shipments on Tuesday and Wednesday of the current week, reached $590,000. The *Arizona* arrived here on Wednesday, with a treasure freight of $948,020 from California.

It was recently offensively asserted in Congress by the opposition to the present administration, that since the 20th of February "ten millions of gold had been sold at from one and a half to two per cent. below the market rates." We have carefully examined the official tables of the highest and lowest quotations of gold on each day during this period, in connection with the prices at which the Treasury sold, and we have found that the rates obtained by the Government were in every case fully up to, and in most instances slightly above, the average price in the market. We cannot find room for the details required for the proof of this statement; but any one can satisfy himself of the fact by an inspection of the tables published by the local press on Saturday and Sunday last. When we consider the prompt effect generally produced on the market by the knowledge of the fact that Government is a seller of gold, and the difficulty, if not impossibility, of keeping this circumstance entirely secret, it is really a matter of surprise that such rates were in each case realized. Nothing in fact could better illustrate the rare tact with which the delicate operations of the Sub-Treasury office are managed by the Assistant Treasurer at this port, Hon. Henry H. Van Dyck.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $2,738,414, against $665,578 same time last year. The customs demand for Gold last week, averaged $421,231 a day; thus far, this week, it has been equal to $371,224 a day, or equal to a weekly aggregate of $2,227,344. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $49,143, and from California, $1,288,020. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $91,437,202, against $102,208,132 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $28,072,319, against $33,343,649 same time in the preceding fiscal year, showing a decrease of $5,271,330 in 1867–'68. The exports of specie from this port, last week, were $1,625,498, against $880,223 same week last year. The exports of specie, hence, since July 1, 1867, have been $46,075,185, against $24,984,520 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $55,000, and since July 1, 1867, $54,572,162, against $36,607,764 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to March 30, 1868, were $8,592,887, against $8,982,835 same time last year.

A further slight rise has been noted in prices of foreign exchange, on, however, a very modebusiness, both for Saturday's and for Wednesday's steamers. The market closed firm but comparatively dull. Bankers' prime sixty day bills on London closed on Wednesday at 110@110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills have been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,111,405, against $4,473,844 same week last year; total, since July 1, 1867, $145,462,317, against $159,098,338 same time in 1866–'67.

A decidedly livelier investment inquiry has been experienced for the public funds, since our last; and prices have advanced fully 1@1½ per cent., the market closing quite strong and buoyant, on much reduced offerings.

U. S. sixes of 1881 closed here on Wednesday at 112¾@112; U. S. Five-twenties of 1862, 112@112¼; U. S. Five-twenties of 1864 at 110@110¼; U. S. Five-twenties of 1865 at 110¼@110⅜; U. S. Five-twenties of 1865, consolidated, 108¼@108½; U. S. Five-twenties of 1867, 108¼@108¾; U. S. Ten-forties at 102¾@103, and U. S. Seven-thirties at 106⅞@107. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865 .....118½	September, 1865..117
August, 1865....117⅛	October, 1865 ....116¾
U. S. three per cent. certificates 100¼	

Government paid off $474,550 of the matured loan of 1847–'67, in March.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 8.	April 15.	April 22.
Consols..... .....93⅜		93½	93⅜
U. S. 5-20's of 1862....72¾		73	*70¼
Erie..... .....48½		46½	46½
Ill. Central..... 95		94	93½

* Ex May coupon.

There has been increased activity in the railway and miscellaneous share market, and prices have rallied sharply. The probable adjustment of the Erie conflict on equitable terms for all parties in interest, and the relaxation in money have tended to strengthen the confidence of operators for a rise.

A fairly active week's business has been reported in domestic produce at generally buoyant prices. Middling upland cotton closed buoyantly on Wednesday at 31½ cents, per lb. The stock of cotton now here is estimated at about 97,500 bales. The receipts at the port this week, have averaged about 2,000 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,021,000 bales, against 1,623,000 bales same time last year; exports, same time 1,413,000 bales, against 1,128,000 bales same time last year; stock on hand at latest dates, 265,000 bales, against 435,000 bales same date last year. At the Live Stock markets this week, Beeves have been in less demand at from 14@19¾c. per lb.; week's receipts, 5,487. Veal calves, salable at from 8@12c. per lb.; receipts, 2,521. Sheep and lambs heavy and drooping, at from 6½@9½c. per lb.; receipts, 17,837. Swine in active request at from 8½@10½c. per lb., all live weight; receipts, 13,534. General merchandise has been attracting more attention. Groceries have been quite freely purchased at very full rates. Dry goods have been in quite moderate request; seasonable fabrics have been held firmly. The total imports of foreign dry goods, last week, were $1,261,409, and the total amount marketed $1,599,269. The value of foreign merchandise imported last week, was $3,399,049—making the grand total specie value of last week's imports of dry goods and merchandise, equal to the unusually large sum of $4,660,458, against $5,102,880, same week last year; total since July 1, 1867, $190,103,457, against $218,854,729 same time in 1866–'67. The ocean freight market has been moderately active and firmer, since our last. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s. 6d. by steamer, per bbl.; grain at 4d.@4½d. by sail, and 6d.@6½d. by steamer, per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$ by sail, and $\frac{3}{16}$@¼ by steamer, per lb.; and heavy goods at 15s.@35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday 571.

The New York exports, exclusive of specie, for the week ending April 21, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$4,473,844	$4,111,405
Prev. reported.....	59,932,857	50,208,027
Since January 1.....	$64,406,701	$54,319,432

The imports for the week ending April 18th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,236,966	$1,261,409
Gen. merchandise.....	3,865,914	3,399,049
Total for the week.....	$5,102,880	$4,660,458
Previously reported....	74,341,038	65,850,660
Since January 1.....	$79,443,918	$70,511,118

The balance in the Sub-Treasury on Wednesday was $105,567,410 43.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 90⅛; do., 6s, 74; Ohio 6s, 1870, 99; New York State 7s, Bounty Loan, coupon, 108⅜; do., reg., 108⅜; Buffalo, New York and Erie 1st mort., 96; Peninsular 1st mort., 84; Chicago and Milwaukee 1st mort., 87; New York and New Haven 6s, 95; Galena and Chicago 1st mort., 100½; Hannibal and St. Joseph, 73; do., pref., 84; Norwich and Worcester, 94; N. Y. City 6s, 1876, 101; do., 1873, 102½; Brooklyn 6s, W.L., 97¼; do., Park Loan, 96; Adams' Express Co., 65; Wells-Fargo Exp., 29½; Merchants' Union Exp., 32¾; U. S. Exp., 65; American Exp., 65; Union Navigation, 29; Boston Water Power Co., 19; Central Coal, 40; Western Union Telegraph, 37½; do., 7s, 83; Merchants' Bank, 125; Importers' and Traders' Bank, 127; Central National Bank, 106; Fourth National Bank, 104; Tenth National Bank, 102; Ocean Bank, 103½; Bank of Commerce, 120; Am. Ex. Bank, 116; Bank of Commonwealth, 109; Merchants' Exchange Bank, 119; Bank of America, 142; Phœnix Bank, 107; American Flag, 0.50; Buchanan Farm, petroleum, 0.41; Bennehoff Run, oil, 1.25; Benton Gold, 0.20; Consol. Gregory Gold, 2.55; La Crosse Gold, 0.40; Montana Gold, 0.37; Quartz Hill Gold, 1.00; Smith and Parmalee, 2.20; United States, petroleum, 1.40; Walkill Lead, 0.20.

Philadelphia.—Pennsylvania State coupon 5s, 97; Allegheny County comp. 5s, 75½; Warren and Franklin 7s, 82; Belvidere Delaware 3d mort., 81; West Jersey R. R., 6s, 90; Lehigh Coal and Navigation 6s, R. R. loan, 88; Sunbury and Erie 7s, 100; Morris Canal Boat Loan, 85; Union Canal, ¼; do., pref., ½; Chesapeake and Delaware Canal, 42; Phila. and Trenton R. R. 126¼; West Phila. R. R., 66; Fifth and Sixth streets R. R., 35; Lehigh Zinc, 37½; Ocean Oil, 2⅛; Fulton Coal, 5⅜; Green Mt., 3½; Big Mt., 4⅛; Western Bank, 97; Girard Bank, 52; Bank North America, 250; Mechanics Bank, 31⅞; Farmers' and Mechanics' Bank, 134. The latest quotations are: City 6s, 100¼@100¼; do., free of tax, 103¼@103½; State 5s, reg., 96@100; do., coupon, 97@97; do., 6s, W. L., 102¾@103; Reading, 44½@44⅝; do., 6s, 1870, 96@97; do., bonds, 93@94; Camden and Amboy, 125½@126; do., mort. 6s, 1889, 97¾@98¼; do., 1883, 88@89; Penn. R. R., 55⅜@55⅝; do., 1st mort., 101@101; do., 2d mort., 96@97; Little Schuylkill R. R., 30¼@31; Morris Canal, 40@50; do., pref., 92@95; do., bonds, 86@89; Wyoming Valley Canal, 39½@45; do., 6s, 80@81; Susquehanna Canal, 15@15¾; do., 6s, 60½@61½; Sch. Nav., 10@13; do., pref., 19@20; do., 6s, 1882, 71@71; Union Canal bonds, 14@15; Delaware Div. Canal, 47@48; do., bonds, 80@89; Elmira and Williamsport, 30@33; do., pref., 40@41; do., 7s, 1873, 96¾@97; do., 5s, 59½@60½; Lehigh Coal and Navigation, 21¼@21½; do., bonds, 1884, 84@85; North Pennsylvania, 29@31; do., 6s, 89@90; Philadelphia and Erie, 25@25½; do., 6s, 91@91¼; Minehill, 55½@55⅞; Catawissa, 5@10; do., pref., 25½@26; Lehigh Valley, 51@51¼; do., bonds, 96⅞@97; Fifth and Sixth streets, (horse,) 35@37; Second and Third, 56@57; West Philadelphia, 64@66; Spruce and Pine, 23@24; Green and Coates, 30½@31¼; Chestnut and Walnut, 44@45¼; Thirteenth and Fifteenth, 15¾@18; Girard College, 26@27; Tenth and Eleventh, 64@64½; Union, 37@41; Hestonville, 9⅞@10.

Boston.—Ogdensburg 1st mort., 99½; Vermont Central 1st mort., consolidated, 77; New York and Boston Air Line 6s, 56; Old Colony and Newport 6s, 1875, 95½; do., 7s, 1877, 102¾; Central Pacific 6s, 1896, gold, 98; do., 7s, 1883, 107½; Vermont and Massachusetts 6s, 1883, 95; Eastern R. R. 6s, 1874, 96; do., 1885, 95¼; Rutland and Burlington 1st mort., 140; 2d mort., 60; Central Branch Union Pacific R. R. 6s, 1895, 1st mort., 80; New York Central 6s, 1883, 96½; Boston, Hartford and Erie 7s, 62; do., new, 49½; Ogdensburg and Lake Champlain pref., 102; do., Equipment 8s, 1878, 101½; Summit Branch R. R., 18; Conn. and Pass. Rivers R. R., 84⅛; Rutland R. R., 82; Pittsfield and North Adams R. R., 80; Cape Cod R. R., 66⅞; Berkshire R. R., 75¼; Boston Water Power Co., 20¾; Cary Imp., Co., 8¼; East Boston Co., 10; Waverly Land Co., 1⅜; Tudor Lead Co., 2.20; Palmerston Gold, 1½; Bullion Consol. Co., 70c.; Ophir (N. S.) gold, 1.35; Connecticut 6s, 1881, 100⅛; Rhode Island 6s, 1883, 100¼; New Hampshire 6s, 1875, 99⅝; Maine 6s, 1889, 100⅛; Massachusetts 5s, 1883, gold, 108; do., 1893, 106½; Louisville 6s, 1887, W. L., 80; Portland 6s, 1887, Building Loan, 98; Boston 6s, 1874, currency 103¼; do., 1876, 102⅞; do., 5s, 1884, gold, 108⅛; Chicago 7s, 1892, School Bonds, 97⅛; do., sewerage, 98½; do., Municipal, 97⅜; St. Louis 6s, 1887, 83; do., 1880, 82½; do., 1882, 82; do., 1886, 82¼; Bangor 6s, 1874, 93½; Salem 6s, 1877@1898, W. L., 100; Lynn 6s, 1886, 100⅛; Hartford 6s, 1880, W. L., 100½; Roxbury 6s, 1874, 101¾; Boston National Bank, 120½; Blackstone National Bank, 131¼; City National Bank, 106; Eagle National Bank, 114; Eliot National Bank, 108¼; Exchange National Bank, 150; First National Bank, Safety Fund, 170½; Hide and Leather National Bank, 145½; Howard National Bank, 108; Massachusetts National Bank, 120¼; Merchants' National Bank, 118⅝; Market National Bank, 108; Maverick National Bank, 110⅞; National Bank of Commerce, 118; National Bank of Redemption, 113¼; North National Bank, 113½; Second National Bank, Granite, 145; Suffolk National Bank, 115½; State National Bank, 105¾; Shawmut National Bank, 108; Traders' National Bank, 99; Tremont National Bank, 111; Webster National Bank, 145½.

Baltimore.—Virginia 6s, old, reg., 44; do., 1866 and 1867, reg., 40¾; Western Maryland 1st mort., 75; do., guaranteed, 79; North West Virginia 3d mort., 92; Parkersburg R. R., 27; Atlantic Coal, 0.82; Liberty Copper, 0.10; National Exchange Bank, 97¾; Farmers' and Merchants' Bank, 45½; Union Bank, 61; Farmers' and Planters' Bank, 31; Third National Bank, 104¼. The latest quotations are: Balt. and Ohio, 121@125; do., 6s, 1875, 96@98½; do., 1880, 97¼@99; do., 1885, 96¾@97; Northern Central, 45@45⅝; do., bonds, 1885, 84½@85; do., 1900, 84@84; Parkersburg Branch, 27@28; N. W. Va., 1st mort., 95¼@—; do., 2d mort., 95@95½; do., 3d mort., 1873, 91@94¼; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 91¾@91⅞; do., 2d mort., 73@73½; Central Ohio, 87@87½; do., 1st mort., 85@86½; Western Md. 6s, 1890, 79½@80; do., guar., 94@95; Maryland 6s, coupon, 1870, 101@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 97@97¼; do., 1886, 98@99½; do., 1890, 98½@98¼; do., coupon, 100@—; do., Park, 97½@98; do., 1893, 96@97; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19@19½; Canton Co., 56½@—; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 65@70; Santa Clara, 1.50@2.00; Atlantic Coal, 0.73@0.85; Baltimore Coal, 290.

The Credit of Massachusetts.

Under authority of an act recently passed by the Legislature of this State, providing for the funding of the debt created in the construction of the Troy and Greenfield Railroad and Hoosac Tunnel, the executive department of the State, through the Treasurer, sent recently circulars to prominent banking houses for a loan of $3,000,000. The circulars called for a sterling loan of £610,000, for which the State propose to give scrip running 20 years, bearing interest at four per cent., and payable either in London or Amsterdam, but allowing a commission of only one-half of one per cent. Four different proposals were received, but the Executive Council have finally decided in favor of Baring Brothers. The negotiations have been completed with the agents of that house, Messrs. S. G. & G. C. Ward, they paying $563 for scrip representing £100, dated April 1, 1868, and also accrued interest up to the time of actual payment. Proposals were received from parties to take the scrip for sale in foreign markets on commission, but in view of the events which might occur to depreciate its value, it was thought better to accept Baring Brothers' proposal.

The amount realized by the premium at which the scrip has been disposed of goes to the formation of a sinking fund for the redemption of scrip heretofore issued in the construction of the Troy and Greenfield Railroad, &c., and of that now issued for this loan.

Dorchester and Delaware Railroad.

Workmen are now busily engaged constructing the bridge over the river at Federalsburg, Md. It is to be 400 ft. long and 14 ft. wide. A large force is also at work grading between Federalsburg and New Market. Track laying commenced at Seaford, Del., on the 11th inst.

☞ The Canal Board announces that the New York State canals will be opened on the 4th May, with the exception of two sections of the Genesee Valley Canal.

Railroad Earnings.—Weekly.

The earnings of the Atlantic and Great Western Railway for the second week in April, 1868, were $107,667 00
Corresponding week previous year ... 111,848 00

Decrease $4,181 00

The earnings of the Chicago and Alton Railroad for the 2d week in April, 1868.. $74,001 34
Corresponding period previous year .. 72,361 33

Increase $3,640 01

The earnings of the Detroit and Milwaukee Railroad for the second week in April 1868, were $34,115 86
Corresponding week of 1867 ..... 32,236 11

Increase $1,879 75

The earnings of the Toledo, Wabash and Western Railroad for the second week of April, 1868, were $68,556 35
Same week in 1867 ..... 68,881 40

Decrease $325 04

The earnings of the Michigan Central Railroad for the 2d week in April, 1868, were... $88,498 83
Corresponding week of previous year.. 84,206 27

Increase $4,292 56

The earnings of the Chicago and Northwestern Railroad for 2d week in April, 1868.. $258,734 20
Corresponding week previous year .. 178,296 90

Increase $80,437 30

The earnings of the Marietta and Cincinnati Railroad the 2d week in April, 1868... $24,329 00
Corresponding week previous year 21,941 00

Increase $2,388 00

The earnings of the Chicago and Rock Island Railroad for the second week in April, 1868, were $63,400 00
Corresponding week of previous year.. 71,406 00

Decrease $8,006 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week in April, 1868, were $110,616 00
Corresponding week of 1867 ..... 87,280 00

Increase $23,336 00

The earnings of the Western Union Railroad for the week ending April 14, 1868 .... $11,219 53
Corresponding week previous year 9,008 33

Increase $2,211 20

Brockville and Ottawa Railway.

A meeting of the directors of this company was held at Brockville, Ca., on the 31st ult., when possession of the road was restored by the "Trustee of the Preferential Extension Bondholders" to the company, in accordance with the recent act of re-organization passed by the Legislature of Ontario. Some changes took place in the Board of Directors, which is now constituted as follows: John G. Richardson, President; H. Abbott, Vice President and Managing Director; R. F. Cooke, J. B. Rivert, A. B. Dana, A. M'Arthur, and B. Rosamond, Directors; William R. Worsley, Secretary and Treasurer.

☞ The Committee on Railways of the Boards of Trade lately convened at Ottawa, Canada, have granted the application for a charter to enable certain parties to build a foot passenger and carriage bridge over Niagara river two miles below the present Suspension bridge.

☞ Sam Tate has been appointed Government Receiver of the Meridan and Selma Road.

Journal of Railroad Law.

CATTLE PITS—CONVENIENT DISTANCE FROM HIGHWAY—NEGLIGENCE OF COMPANY.

The facts in the late case of The Indianapolis, Pittsburg and Cleveland R. R. Co. *vs.* Irish, (26 Ind., 268,) sufficiently appear in the following opinion:

RAY, J.—This was an action against the appellant for killing a horse while he was running at large along the line of the road. The animal was struck by a locomotive of the appellant on a point of the road a short distance from a public highway, which crossed the railroad track obliquely. A cattle guard was placed near the crossing. It seems from the diagram introduced in evidence, and the testimony on the trial, that it would have been possible for the appellant to have constructed a cattle guard immediately along the line of the highway, and crossing the road bed at the same angle, and to have made a fence therefrom between the railroad and the highway. But the construction of such a cattle guard would have been unusual, and would have involved a considerable expense, and caused great inconvenience to the company in the repair of its road, requiring, perhaps, at that point, the removal of the iron rail in order to withdraw defective cross ties and substitute new ones, because the fence, which would be required to separate the public road from the track would not leave sufficient space for the withdrawal of the timbers at the side. Nor would there be a sufficient space remaining along the line of the road bed for the deposit of materials required in the repair of the track. The requirement that cattle guards shall be placed near public crossings, where a fence cannot be erected, is derived by construction from the words "securely fenced," used in the statute, and the expense in which railroad companies are required to involve themselves in the construction of such pits should bear some reasonable proportion to the fencing required by the act.

We think from the evidence before us, that the company has brought itself within the requirements of the statute, having constructed such a cattle guard as is common, as near to the highway as could conveniently be done. The special statement made by the judge who tried the case below, as the result of his personal examination of the premises, cannot be considered, as it is no part of the finding, but was made after the overruling of a motion for a new trial, and is not included in the bill of exceptions. It is not properly in the record.

The judgment is reversed with costs, and the cause remanded for a new trial.

Union Pacific Railroad.

The Union Pacific Railroad reached the highest point of the Rocky Mountains on the 16th inst. The rails on the summit were laid by T. C. Durant, Vice President; Sidney Dillon, Director; General Dodge, Chief Engineer; Colonel Seymour, Consulting Engineer; Webster Snyder, General Superinteudent; S. B. Reed, Superintendent of Construction, assisted by a large number of United States army officers.

☞ The New York Legislature has passed a bill empowering railroad conductors to make arrests, and giving them the authority of special policemen, the better to preserve order on their railway trains.

Commerce of the United States.

We have received from Hon. Alexander Delmar, Director of the Bureau of Statistics, his monthly report of the returns embraced within his department up to the close of February. We could wish that these were in such a shape that they could be used without the laborious compilation necessary to make the report intelligible, but we have been at some pains to bring the figures into shape, and now present the result. We have been obliged to make corrections in nearly all the monthly totals as heretofore published by the same authority, but this, we are told, is not the fault of the Director, but of the Custom House officials who forward him the returns.

The following will show the result of our labor in a comparison of the total imports and exports for the first eight months of the current fiscal year:

IMPORTS INTO THE UNITED STATES.

1867–'8.	Dutiable Goods.	Free Goods.	Total.
July	$31,936,990	$2,453,786	$34,390,776
August..	31,905,788	2,595,507	34,501,295
Sept.....	29,098,714	2,673,127	31,771,841
Oct.....	27,986,396	2,652,820	30,639,216
Nov.....	24,022,927	1,792,029	25,814,956
Dec.	19,198,397	2,166,799	21,365,196
Jan..	20,216,690	1,795,636	22,012,326
Feb.	24,888,193	1,494,200	26,382,393
8 mos..	$209,254,095	$17,623,904	$226,877,999

EXPORTS FROM UNITED STATES TO FOREIGN PORTS

1867–'8.	Domestic.	Foreign.	Total.
July	$42,147,004	$2,469,355	$44,616,359
August..	24,894,948	1,715,131	26,610,079
Sept.....	23,624,058	2,328,877	25,952,935
Oct.....	31,643,223	1,598,296	33,241,519
Nov.....	37,425,707	1,344,030	38,769,737
Dec.	44,025,495	1,586,391	45,611,886
Jan.	39,419,265	1,779,735	41,199,000
Feb.	34,148,558	1,034,294	85,182,852
8 mos..	$277,328,258	$13,856,109	$291,184,367

The above includes the specie imported and exported. The imports are all given at their foreign gold cost, freight and duty unpaid. The exports of produce and merchandise are given chiefly at their currency valuation, and we have reduced those to gold at the rate of 140. This may seem too great a reduction in view of the supposition that some of the California shipments may be reckoned in gold, but as it is the rate heretofore adopted, we let it stand. The shipments of this class amounting in currency to $238,152,684 would thus be reduced to $170,036,202, and the whole account would stand as follows:

Imports eight months.		$226,877,999
Exports mdse., net	$170,036,202	
" domestic specie	47,071,618	
" foreign specie..	5,960,065	
Specie value exports		223,067,885
Excess of imports		$3,810,114

It is not unfair to reckon the returns as about even up to the first of March. That month at this port left an unfavorable balance, but the returns for the whole country may improve upon that exhibit. These figures are quite valuable to all engaged in mercantile or banking transactions, and should be carefully preserved.—*Journal of Commerce.*

☞ The contract for the Kent County road has been signed, and the work will be commenced immediately. It will probably run by Sassafras and Warwick to Middletown, thus securing, in connection with the roads to be built, a through route to New York.

☞ A company has been chartered by the New Jersey Legislature to build a railroad from Camden to Medford, in Burlington county.

The Baltimore Route to Europe.

The establishment of a new steamship line between Baltimore and Europe is not only a matter of importance bearing on the welfare of that city, but also upon the fortunes of inland cities, and the interests of a large agricultural region at the West, penetrated by the Baltimore and Ohio Railroad. The commercial metropolis of Ohio, Cincinnati, is especially interested, and is making large calculations of the increase of traffic which this new line is to create for her. When the bridge over the Ohio river is completed freight will be taken from Cincinnati, without change of cars, directly to the wharf of these steamers at Baltimore. The same will be done with goods imported from Europe. They will be laid down at Cincinnati without breaking bulk, and entered at the Custom House there.

This route to the seaboard is much nearer than that to New York, and the saving of time and expense is obvious. For a large part of Ohio, Indiana, Illinois, Kentucky and Tennessee, this will be the shortest and cheapest route, and therefore Cincinnati will become the centre of a large trade in breadstuffs and provisions that now seek other avenues to the seaboard and European markets, while foreign merchandise will naturally seek Cincinnati preparatory to being distributed over the same region. And if freights can be made lower by this route than by the more northern roads (and it is said they are already so), then the prolific regions of the Northwest will pour their wealth into the lap of Cincinnati and draw thence their supplies of foreign merchandise. The Cincinnati *Gazette* estimates that when the Baltimore and Ohio Railroad connections are perfected to that city, corn may be shipped to Baltimore at about 40 cents per 100 pounds. It now costs 60 cents per 100 pounds to ship from Toledo on the Northern route. If these anticipations are realized, and there seems to be a substantial basis for them, Cincinnati has a great and prosperous future before her.

Erie Railway.

The following is a copy of the Erie Railway Bill which passed the State Senate on the 18th inst., the Assembly on the 20th, and which was signed by the Governor on the 21st:

SECTION 1. It shall not be lawful for the Erie Railway Company to use any money realized from the convertible bonds issued by said company on the 19th day of February, 1868, and on the 3d day of March, 1868, the said bonds amounting in all to $10,000,000, except for the purpose of completing, furthering and operating its railroad, and for no other purpose. Nothing in this section contained shall affect any right of action of any person against any officers or agents of the Erie Railway Company, nor shall it affect any action or proceeding now pending, save as herein provided; nor shall anything herein contained be held or construed to affect any liability, civil or criminal, of any officer or agent of the said Erie Railway Company or of any other person. The use of the moneys in this section mentioned by any officer or agent of said Railway Company for any other purpose than is herein mentioned, shall be a felony, punishable, upon conviction thereof, by imprisonment in a State-Prison for not less than two nor more than five years.

SEC. 2. The future guaranteeing by the Erie Railway Company of any other railroad corporation necessary and proper to secure a connection of said Erie Railway with other railroads so as to form a continued line of communication between New York and Chicago, for the purpose of securing better facilities for the traffic of said Erie Railway Company, and contracts hereafter made for that purpose, shall be deemed and taken to be within the power of said Erie Railway Company. Nor shall any stockholder, director, officer or agent of the Hudson River, Harlem or New York Central Railroad Company enter into any agreement with any stockholder, director officer or agent of the Erie Railway Company to fix the price for carrying freight or passengers through, or to or from any point in this State. Any stockholder, director, officer or agent, or other person authorizing, aiding or consenting to such an agreement shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by fine or imprisonment, or both, in the discretion of the Court.

SEC. 3. No stockholder, director or officer in either the New York Central Railroad Company, the Hudson River Railroad Company or Harlem Railroad Company, shall be a director or officer of the Erie Railway Company; and no stockholder, director or officer of the latter company shall be a director or officer of either of the three first-named companies.

SEC. 4. It shall not be lawful for the Erie Railway Company to consolidate its stock, or any part thereof, to divide its earnings, or any part thereof, with the New York Central Railroad Company, or with the Hudson River or Harlem Railroad Companies; and any contract made between the Erie Railway Company and either of the above companies for such consolidation or division shall be void.

SEC. 5. This act shall take effect immediately.

Illinois and Michigan Canal.

The Canal Commissioners held a meeting with the Board of Public Works at Chicago, Ills., on the 15th inst., for the purpose of considering the proposals made in accordance with the advertisement for bids for the performance of such of the work of excavating the Illinois and Michigan Canal, from Chicago to Lockport, a distance comprising sixty-five sections, and about twenty-nine miles. Of this great work, which is so full of importance to the welfare and prosperity of Chicago, after the forfeiture of the contracts under which the improvement was originally begun, sections 1 to 16 inclusive, were re-let, and since that time the work of excavation has progressed rapidly and steadily to the present. Not long since the contracts for the performance of the work of removing the rock, which extends at intervals along the line of the canal from section 45 to section 64, were also let. This left the distance included between sections 17 and 44 to be let, and for the fulfillment of this portion of the work proposals were received, and awards made as follows:

Contractors.	Sections.	Total Amount.
Ball & Hill	17–21	$224,815
Manning & Co	22–23	108,726
Manning & Co	24–25	
Fox, Howard & Walker	26–32	234,230
Carkin & Kimball	33–36	205,923
H. T. Stock	37–41	309,845
Fox, Howard & Walker	42–44	168,800
Total		$1,241,339
Amou't of contracts for excavation from Section 1 to Section 16, inclusive		482,680
Amount of contract for rock work from Section 45 to Section 64, inclusive		538,597
Total cost of improvement		$2,262,616

The total number of yards of earth work is 1,484,800; and of rock work 99,000.

The contractors are all engaged to complete their work within three years from the time of commencement.

The removal of the rock will, of necessity, be suspended during the season of navigation. The contractors, however, have all made extensive preparations for pushing the earthwork with despatch. A large force of men have been engaged, and by the help of dredges, the improvement, it is expected, will be far advanced by the close of the present summer.

American Industrial League.

A Conference of the friends of American Industry, convened by PETER COOPER, Esq., President of the American Industrial League, for the purpose of taking counsel as to the present industrial and financial condition of the country, and of promoting the objects of the League, will be held at the Metropolitan Hotel, New York, on Tuesday, April 28, 1868, at 12 o'clock.

The object contemplated by this association, as defined in the second article of its constitution, is as follows, viz: "To promote, protect and encourage the interests of American labor—to stimulate and render profitable domestic production, whether agricultural, mining, or manufacturing; to keep faithful watch over all questions affecting the industrial or financial condition of the country, and thus to secure the industrial independence and prosperity of the United States."

This is a national organization, recognizing the unity and the harmony of all our industrial interests, and maintaining that the entire country sympathizes with, and is affected by, the prosperity or adversity of any of its parts. Vindicating the great truth that *all production is one*, it does not seek to promote the prosperity of any one department of the National Industry, nor to advance the interests of any one section of the country, before or at the cost of any other. It is not a selfish device for promoting the objects of any special class, but rests upon a basis as broad as the entire industry—agricultural, mining, and manufacturing—of the land; appealing for sympathy and support not only to the patriotism but to the interest of every American citizen.

It is hoped that the call of the venerable President will meet with a hearty and general response, and that the meeting on the 28th inst., will be attended largely by warm and sympathizing friends of the cause of home industry.

☞ The Lafayette (Ind.) *Courier* says it is proposed to extend the Evansville and Crawfordsville Railroad from Rockville, Indiana, to Attica, and thence by air line *via* Oxford, Benton County, to Crown Point, where it will intersect the Great Eastern Railroad, forty-one miles from Chicago.

☞ The directors of the Queen Anne's Railroad Company have decided to connect their road with the Delaware Railroad at or near Massey's Cross roads.

☞ HOLDERS OF THE CENTRAL PACIFIC RAILROAD Bonds are joint investors with the United States Government in the Grand Continental Pacific Railroad Line, having the prior claim thereon. These securities are highly commended to persons desiring good, safe, steady investments. They are for sale, for the present, at par and accrued interest in *currency*—the interest and principal being repayable in GOLD—and now yield nearly nine per cent. upon the outlay. All information, &c., furnished on application by

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The character of the work turned out of the shops of this company is well known, and has a high reputation on most of the leading railroads in the United States. Adjoining and connected with these works are also offered for sale, 26 lots of ground with the buildings thereon, and which, added to the property of the Jersey City Locomotive Works, make the whole one of the most desirable establishments for the manufacture of locomotive engines and other machinery in the country. The price and terms will be made highly favorable, as the parties interested are solicitous to close up the concern. Apply to

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PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., Feb. 10, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the Office of the Company, until the 15th day of April, 1868, at noon, for the GRADING, MASONRY, and BRIDGING of that portion of the NEW YORK AND OSWEGO MIDLAND RAILROAD, extending from the CITY OF OSWEGO to the VILLAGE OF SIDNEY PLAINS, a distance of ONE HUNDRED AND TWENTY MILES, and passing through the Towns of VOLNEY, HASTINGS, WEST MONROE, CONSTANTIA, VIENNA, LENOX, STOCKBRIDGE, EATON, LEBANON, SMYRNA, NORTH NORWICH, NORWICH, OXFORD AND GUILFORD, and that portion known as the Branch, from at or near EAST GUILFORD, in the town of GUILFORD, to MT. UPTON, in the same town.

The line will be divided into Sections of about One Mile each, and proposals may be made for separate Sections or for the Entire Work. The Company will entertain separate proposals for Bridging only.

The line passes through a desirable section of country of Central New York, and the work will be worthy of the attention of Contractors.

Plans, Profiles and Specifications will be ready for examination at the Office of the Chief Engineer, in Oneida, N. Y., where all necessary information may be obtained, on and after the 6th day of April.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

POSTPONEMENT.

In consequence of the unfavorable weather for field work for the past three weeks, the above Letting will be Postponed until THE FIRST DAY OF MAY, AT NOON. Plans, Profiles and Specifications will be ready for examination as above noticed, on and after the 22d day of April.

Dated Oneida, March 20th, 1868.

D. C. LITTLEJOHN, President.
4t14 W. B. GILBERT, Chief Engineer.

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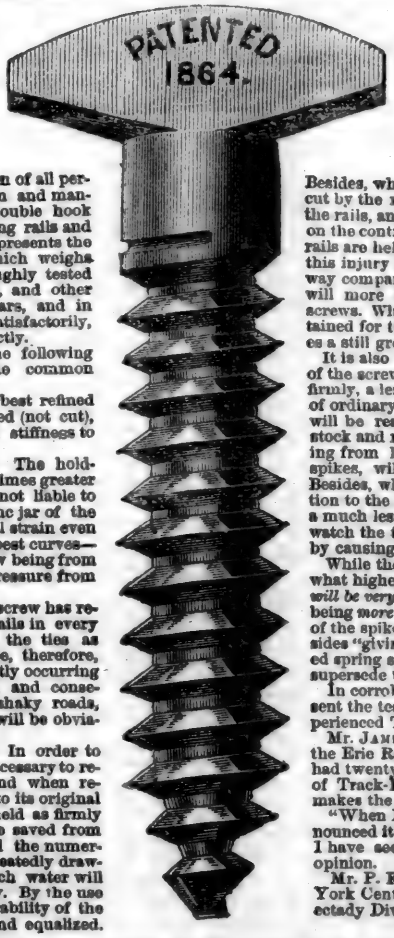
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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Leon. W. Jerome,	George Osgood,	S. D. Bradford,
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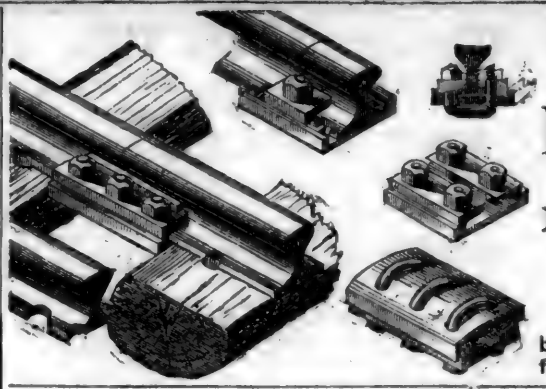
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STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, May 2, 1868.

Memphis and Little Rock Railroad.

The Little Rock *Gazette* says that the completion of the unfinished portion of the Memphis and Little Rock Railroad within the time specified in the contracts—January 1st, 1869—is probable.

There are two contracts in process of completion at the present time: one, with Mr. Edward Denmead, entered into in July last, for the completion and thorough repair of the first and third divisions, comprising the sections between Memphis and Madison on the east, and Little Rock and Devalls Bluff on the west; the other, with Willis Gaylord, Esq., of New York, for building the middle division, or that portion lying between Madison and Devalls Bluff, and for its complete equipment. By the terms of the first, Mr. Denmead undertook to complete the work by the 1st of January last, at an estimated cost, originally, for the eastern division of $71,280, and for the western, $34,550, to be paid for mainly out of the net earnings of the road. Sickness and high water delayed the work somewhat, but it is now about finished.

The contract with Mr. Gaylord is of a more important character. By its terms the company are to give $2,200,000 of its capital stock, to be issued monthly as the work progresses, and furthermore, to loan to Mr. Gaylord the present and prospective assets of the road, comprising the first mortgage bonds, and the bonds authorized by our legislature at its last session, the payment of this loan to be secured on the stock issued to the contractor. The cost of the work is estimated at $1,450,424, taking the present cash prices of material and labor.

The progress made thus far in pushing forward the work under these contracts is as satisfactory as could be expected. Under Mr. Denmead's contract the western division has been put in thorough repair by the construction of new bridges throughout, and the supplying of new ties, and iron where it was necessary. The eastern division is also in running order, and trains are daily passing over it.

The construction of the middle division was advanced considerably by the work done under the Forrest and McCreanor contract, which terminated about the time the Gaylord contract was entered into. It now stands thus: Stone for White river bridge, cut and ready to be laid; twelve miles of grading beyond Madison and ready for the track; twenty miles of ties prepared, and one thousand tons of iron purchased and on the way to its destination. Also, nearly the entire route cut out. The deep cut through Crowley's ridge is nearly completed and the only serious impediment that remains to delay a rapid progress is a bridge over Cache river of 360 feet and trestle work for a distance of about 1,200 feet.

The exact distances taken from the engineer's report are as follows:

	Miles.
Eastern Division	38.56
Middle "	45.80
Western "	46.76
Total	131.12

It will thus be seen that only about 33 miles remain to be built, over which a mail route is to be established until the road is finished.

☞ Governor Evans, President of the Denver Pacific Railroad, reports that the contracts for completing the entire road from Cheyenne to Denver were let on the 27th ult.

Union Pacific Railroad.

Another section of twenty miles of the Union Pacific Railroad has been completed, and the line now extends five hundred and fifty miles west of Omaha. Trains are now running over the highest point of the Rocky Mountains that will be traversed by the line, and it is expected that before the close of the year more than eight hundred and fifty miles of road will be in actual operation, while it is estimated that the entire line between Omaha and Sacramento, a distance of 1,721 miles, will be in operation in 1870. The Central Pacific Company is advancing from the California side and the Union Pacific Company from the Atlantic terminus.

Central Pacific Railroad.

The CENTRAL PACIFIC RAILROAD has now an important and valuable traffic on both slopes of the Sierra Nevada range, and will command the through overland business. The Company offer their First Mortgage Six Per Cent. Bonds (to the same amount only as the United States Subsidy Bonds granted them) at their par value and accrued interest in currency, both interest and principal payable in gold coin.

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Boston, Hartford and Erie Railroad.

The Hartford *Times* says that this road is being pushed along as fast as possible. Fifty large dump-cars, to be drawn by locomotives, are being put upon the road, and two locomotives will soon be put upon a temporary track. These arrangements will insure the rapid progress of the work of excavating and filling, of which there is a large amount to be done in the Valley of the Natchaug, as well as at other points. Workmen are at work digging the foundations for the abutments of the bridge across the Natchaug, and laying a temporary track for the conveyance of the stone from the quarry a short distance up the stream. They have there large quantities of the finest stone for the purpose. It is expected that the road will be finished to Willimantic by the close of 1869.

Union Pacific Railroad, Eastern Division.

The Secretary of the Interior has submitted to the President the report of the commissioners appointed to examine the fourteenth section of twenty-five miles of the Union Pacific Railroad, Eastern Division, representing that the said fourteenth section is ready for present service, and completed and equipped as a first-class railroad; and that the telegraph line is completed for the same distance, which commences on the three hundred and thirty-fifth, and terminates on the three hundred and sixtieth mile post on the Missouri river at the state line.

The Secretary recommends the acceptance of the report, and the issue to the company of bonds and patents for the lands on account of the section which has been approved by the President, and the Secretaries of the Treasury and the Interior are directed to carry it into effect.

Boston and Worcester Railroad.

The gross income from operations of this road for the years ending November 30, 1866 and 1867, was as follows:

	1866.	1867.
From passengers	$1,028,695 85	$1,003,725 27
" freight	772,534 15	739,184 45
" mails	14,164 26	17,448 50
" expresses	57,414 15	136,479 92
" rents	18 383 97	33,699 78
" interest, etc	23,537 16	11,963 68
Totals	$1,914,729 54	$1,942,501 60
Working expenses:		
Repairs of road	$237,025 48	$170,159 09
" engines	103,728 00	85,758 37
" cars	145,629 64	52,459 02
" buildings	146,904 55	70,051 45
" bridges	21,490 61	4,947 42
Fuel	131,641 78	130,661 60
Oil and waste	18,877 26	15,380 92
Wages of watchmen, switchmen and signal men	25,903 44	25,338 82
Taxes, state on franchise	74,169 28	74,794 04
Taxes, state, city, town and county	17,144 43	31,106 92
United State tax on receipts, etc	48,370 07	29,974 87
Water tax at Boston and Worcester	5,771 58	6,555 89
Passenger expenses	131,496 86	144,354 87
Freight expenses	228,591 16	223,278 76
Gratuities & damages	18,364 33	9,034 25
Rent of Agricultural Branch	21,695 23	9,039 67
Salaries, law exp., etc.	47,724 51	50,331 00
Additional expenditures charged operating account	.....	27,853 50
Totals	$1,424,528 21	$1,161,080 46
Net earnings	$490,201 33	$781,421 14
Dividends, 10 per ct., and U. S. tax	473,684 20	499,999 99
Surplus	$16,517 13	$281,421 15

Expenditures were made for additions and improvements in 1867, as follows:

For lands	$193,600 64
New buildings	157,403 55
New rolling stock	135,396 40
New bridges	21,051 41
Additional track for freight purposes	20,401 50
Total	$527,853 50
Deduct for construction	500,000 00
Balance to operating account as above	$27,853 50

The total income per mile of road in 1867 was $28,152 20; total expenses, $16,827 25, and the net income, $11,324 95. In 1866 the total income per mile of road was $27,749 70; the expenses, $20,645 39, and the net income, $7,134 31. The report says:

The Grand Junction Wharf property in East Boston was conveyed to this Corporation by order of the Court, upon our bid of $521,500, by deed bearing date March 6, 1867. Since that date the storage room has been increased by 300,000 cubic feet; some of the docks dredged, and a sea wall rebuilt, at total cost to $53,182 71.

Five thousand shares of new stock were issued to the old stockholders July 1st, at its par value, one hundred dollars per share.

At your last meeting the directors were authorized to increase the construction account. A thorough revision of that account since 1850, would require additions which they have not deemed it advisable to make at present—and they have modified it only by adding the items which appear in the report to the Legislature, all incurred during the past year. The addition of these items makes the construction account equal to the present capital stock, viz.: $5,000,000.

The road, road bed, bridges and rolling stock are in excellent condition.

We have put down 300 tons steel rails; 890 tons new iron; also 420 tons repaired rails; and have on hand 27 tons steel; 129 tons new iron, and 835 tons second-hand rails for future use.

We have used 47,248 chestnut sleepers, and have on hand 31,529.

We have used 5,977 cords of wood, and 11,906 tons of coal; and have on hand 4,303 cords of wood, and 5,983 tons of coal.

The charter of the Boston and Worcester Railroad corporation was approved on the 23d of June, 1831. Among the persons named in the act, are George Bond, Henry Williams, Eliphalet Williams, George Morey and Nathaniel Hammond, who were subsequently directors.

The corporation was organized on the 25th day of July, 1831, and Nathan Hale, David Henshaw, George Bond, Thomas Motley, Daniel Denny, Joshua Clapp, and Henry Williams, were chosen as its first board of directors. Nathan Hale was chosen President, and George Morey Clerk and Treasurer; John M. Fessenden, Esq. was appointed Engineer. The construction of the road was commenced in July 1832. It was opened for travel to Newton on the 16th day of April, 1834; to Needham, on the 3d day of July; to Hopkinton (now Ashland), on the 20th day of September; to Westboro', on the 15th day of November, 1834; and to Worcester, on the 3d of July, 1835.

A railroad from Boston to Albany was contemplated at an early period. Under the administration of Gov. Lincoln, in 1826, a committee of the Legislature, one of whom is still a member of this board, investigated the subject and reported in favor "not only of the practicability, but of the expediency of building a railway from Boston to the Hudson." An able board of commissioners examined the various routes, and gave a preference to that upon which, with variations, the Worcester and Western Roads were subsequently constructed.

The Commonwealth, however, did not pursue the enterprise, and the charter of this corporation was granted, as before stated, to private individuals. But it was the purpose and desire of those who engaged in this enterprise that the road should be extended to the State of New York. In the first annual report, the directors remark:—"It is, however, hardly reasonable to suppose that after the proofs which will be given of the advantages of the railroad, both to the public and to the stockholders, it will fail to be continued in a very few years to the Connecticut River, and thence to Albany, in pursuance of the projects which have been long before the public." And in their next report we find the statement that a "petition was presented to the Legislature of this Commonwealth, at their last session, praying for the incorporation of a company with the necessary powers for extending the railroad from Worcester to the western boundary of the State towards Albany."

The charter of the *Western Railroad Corporation* was granted March 15th, 1833, to the individuals who then composed the board of directors of the Boston and Worcester Railroad Corporation. That Corporation was organized January 4th, 1836. The road was opened from Worcester to Springfield October 1st, 1839, and to Albany December 21st, 1841. Since that time various efforts have been made to effect a consolidation of the two roads, until under the act of 1867, a copy of which is appended, this corporation, on the 19th day of June last, passed the following vote:

Voted, That the stockholders of this corporation agree to unite and consolidate the same with the Western Railroad Corporation, in accordance with the act passed by the General Court of the Commonwealth of Massachusetts, entitled, "An act to authorize the extension of the Western Railroad to the City of Boston, and for other purposes," approved May 24, 1867.

Voted, That the directors be authorized and requested to endeavor to ascertain upon what terms such consolidation can be effected, and either to report the same, if ascertained, to the stockholders of this corporation at a special meeting to be called for that purpose, or, if said directors shall deem it expedient, to petition the Supreme Judicial Court for the appointment of commissioners, when and as provided by said act, and to take such measures as they shall deem expedient to protect the interest of said stockholders and corporation in reference to such consolidation.

On the 4th day of September following, the Western Railroad Corporation concurred in this action by a similar vote, and after various meetings of the boards and committees it was agreed that the stock in the two corporations should be equalized by the payment of ten dollars on each share in this corporation to its stockholders.

These terms were approved and ratified at your meeting on the 16th day of December current.

Thus has been finally effected a consolidation of the two roads forming the line from Boston to Albany, and the purpose of the first board of directors of this corporation has been carried out.

The separate existence of the Boston and Worcester Railroad Corporation has thus terminated. The report ends the record of thirty-six years, and the Boston and Albany Railroad Company has taken the place of the Boston and Worcester, and Western Railroad Corporations.

Some, whose names were placed upon your subscription list when it was first presented, amid doubts and fears and urgent appeals to a capital city of about sixty thousand inhabitants, and a Commonwealth counting some ten times that number, that lived to see the former more than trebled, and the latter doubled in population. They have lived to see the United States bound together by the creation of a network of thirty-eight thousand eight hundred and fifty-one miles of completed railroads, representing one thousand six hundred and fifty-five million, four hundred and eighty-three thousand, eight hundred and twenty dollars (1,655,483,820.) However barren the record, year by year presented to the changing body which has constituted this artificial person, may seem to be of anything calculated to awaken emotion, it is impossible for those to whom it represents so long a period of life and labor, to close it without feeling.

The success of the undertaking has demonstrated the sagacity of those who conceived and commenced it. Of those who have recently managed and developed it, it is not for us to speak.

For an unbroken period of thirty-three years, with unvarying regularity, the stock has yielded its annual product. A large debt has been paid from its earnings. The property has vastly increased in value, and passes into the hands of its new holders without incumbrance and in an admirable condition.

These results may be stated in a few words, but it is not easy to describe the toils, labors and

anxieties which they suggest, and the accumulated mental and physical exertions by which they have been accomplished. Massachusetts may well be proud of its railway operatives—men upon whose watchfulness and fidelity the lives of millions daily depend—whose duty is discharged without the stimulus of praise, and often under unjust and indiscrimate censure. Among those whose task, less physically laborious, it has been to watch and direct these labors, we may recall with honor the names of some of the dead:—and even this brief sketch of the origin and history of the corporation may not be without interest.

The list of the officers of the corporation appended to this report, furnishes ample evidence of the care with which your predecessors selected their representatives, as well as of the public interest and importance attached to the road.

Nathan Hale was intimately associated with other public enterprises, and for a long period of years enjoyed in the highest degree the respect and confidence of the community, justly yielded to his wisdom, integrity and public spirit.

Thomas Hopkinson, after acquiring a high reputation at the bar, left the bench to give the last years of the prime of his life to the management of your interests—during which he retained and increased the confidence and respect of the community already given him.

George Morey, although less known as the incumbent of official station, was a man of marked ability, and exercised a great influence in the management of public affairs, as well as of those of this corporation. Among their associates on the board of directors, the names of David Henshaw, George Bond, William Jackson, William Sturgis, Addison Gilmore, Israel Lombard and others, cannot but be familiar to those who best know the history of our city and State, and the public and private enterprises which have promoted the prosperity of both.

Two persons have been connected with the corporation for an unusual period. Daniel Denny was a member of the first board of directors, and has given to the corporation for more than thirty-six successive years the benefit of his sound judgment and his accumulated experience.

Horace Williams closes with the current year a long, faithful and honorable service, commenced in March, 1833, as a clerk of the corporation, of which he became the Treasurer in 1837—an instance not often paralleled.

But we should go too far were we to mention all those who have deserved an acknowledgment of their capacity, fidelity and useful services.

Nor do we feel at liberty to delay you longer with these reminiscences, but with our congratulations on the gratifying success of the undertaking and on the prosperous condition in which it passes ito other hands, we close an official connection which leaves with all of us agreeable memories—for some associated with the recollections of many years—and present to you the last annual report of the Directors of the Boston and Worcester Railroad Corporation.

Not one of the 2,887,244 passengers transported during the year, has been injured in the cars.

We repeat our comment made in the last annual report, thus confirmed by this continual evidence of its justice, that "this is the best testimonial that could be given of the care and fidelity with which the employes concerned in the management of the trains have performed their duty."

The company have 40 locomotives, 62 eight wheel and 1 four wheel passenger cars, also 2-5ths of 6 on steamboat train, and 44-234ths of 32 on land route; 11 eight wheel baggage cars, and 2-5ths of 2 on steamboat train, and 44-234ths of 15 on land route train; 408 eight wheel and 4 four wheel freight cars, also 44-234ths of 13 on land route train; 25 four wheel gravel cars.

Miles run by passenger trains, 459,364; by freight trains, 304,714; by other trains, 19,588—total, 783,666, an increase over the previous year of 54,196.

Number of passengers carried in the cars, 2,887,244; do., carried one mile, 44,117,876. Tons of merchandise carried, 597,400; do., carried one mile, 21,976,025. Increase in passengers carried, 223,419; increase in passengers carried one mile, 2,108,551, increase in tons of merchandise carried, 28,081; increase in tons carried one mile, 712,064.

Estimated weight in tons of passenger cars (not including passengers) hauled one mile, 22,871,310; do., freight cars (not including freight), 30,329,026.

Length of main line 44⅝ miles. Length of double track, 44⅝ miles. Length of branches, 24 miles. Length of sidings and other track, 22 miles.

STATEMENT OF ACCOUNTS, NOV. 30.

	1866.	1867.
Construction & equipment	$4,500,000 00	$5,000,000 00
Fuel, iron, etc., on hand	165,200 85	261,497 64
Loans and notes receivable	289,519 22	87,604 84
Freight uncollected	176,030 19	.....
Grand Junction R. R. 1st & 2d mort. b'ds	354,930 00	488,975 93
Land not charged in construction acc't.	109,698 92	106,270 80
Balances due from other roads, etc	128,297 38	186,547 15
Cash	36,133 54	113,719 24
	$5,759,810 10	$6,244,615 60
Capital stock	$4,500,000 00	$5,000,000 00
Reserved income	600,338 20	915,885 20
Insurance fund	21,110 25	29,220 25
Div'd payable Jan. 1.	236,842 10	263,157 89
Unclaimed dividends.	7,914 00	4,670 00
Bills unpaid	318,430 17	.....
Balances due to other roads	75,175 38	31,682 26
	$5,759,810 10	$6,244,615 60

President.—GINERY TWITCHELL.

Directors.—Ginery Twitchell, Daniel Denny, Nath'l Hammond, Benj. F. White, Emory Washburn, Peter T. Homer, D. Waldo Lincoln, William Claflin and George P. Upham.

Vice President.—D. WALDO LINCOLN.

Superintendent.—ABRAHAM FIRTH.

Treasurer.—HORACE WILLIAMS.

Michigan Southern and Northern Indiana Railroad.

At the annual meeting of the stockholders of this company at Toledo, on the 22d ult., the following gentlemen were unanimously elected directors for the ensuing year: E. B. Phillips and Albert Keep, of Chicago; Philo Morehous, of Elkhart, Ind.; J. S. Barry, of Constantine, Mich.; T. H. Hoag, of Toledo; Wm. Williams, of Buffalo; N. Beardsley, of Auburn, N. Y.; LeGrand Lockwood, Henry Keep, Jesse Hoyt, J. P. Acker, A. Havemeyer, and D. N. Barney, of New York. At a subsequent meeting of the board, E. B. Phillips was re-elected President; LeGrand Lockwood, Treasurer; and D. P. Barhydt, Secretary.

☞ The Governor of New York has signed the bill authorizing the erection of the proposed new Railroad Bridge across the Hudson River at Albany. After its completion the old bridge is to be removed.

☞ A company has been formed to build a branch line from the Norwich and Worcester Railroad, at Jewett City, 23 miles from Norwich, to the Rhode Island State line at Voluntown, in Windham Co., Conn.

Woodstock Railroad.

Ground was broken on the 22d ult., at Shallie's Hill, Vt., by P. T. Washburn, Esq., President of the company, in presence of the directors, engineers, contractors, and others. Five hundred laborers are called for, and it is stated that a thousand will be required, as it is the intention of the contractors to push on the work with energy. Engineers are now surveying the route from Woodstock to Rurland, and expect to commence work on that part of the route in the fall.

☞ The Pittsburg and Temperanceville Horse Railroad was organized at Pittsburg on the 25th ult., by the election of the following board of directors: B. H. Painter, J. K. Morange, N. Ballentine, C. H. Love, and Thomas Hershberger. W. R. Brown was elected President; Samuel H. French, Secretary; and J. K. Morange, Treasurer. The act authorizing the construction of this road was approved on the 7th of March last. The road will be about three miles in length, and should the stock be taken as rapidly as is expected, it will be constructed during the present season.

☞ The "Camden and Mt. Clair Cut-off" of the Baltimore and Ohio Railroad has been completed. It is one mile, seventeen hundred and twenty feet in length, and saves about one mile and three-quarters of road. Its junction with the main road at Clare street is called Carroll Switch, and at its other terminus as Camden Junction. The cut-off is double track, the same as the main road. The fastest trains will, hereafter, run the distance from Baltimore to Washington in one hour and fifteen minutes.

☞ The stockholders of the Bellefontaine Railway will meet at Galion, Ohio, on the second Wednesday of May, to vote upon a consolidation with the Cleveland, Columbus and Cincinnati road. The basis is that the Bellefontaine stock shall go into the consolidation, dollar for dollar, but the Cleveland, Columbus and Cincinnati road shall receive a dollar and twenty cents of the consolidated stock.

☞ Work upon the Montpelier and Wells River Railroad was commenced at Montpelier, Vt., on the 27th ult. The contractors will endeavor to have it completed within the present year. The books for subscription will be opened on the 6th inst.

☞ The Appleton (Wis.) *Crescent* says that "Winneconne has put 'the finishing stroke' on the extension of the St. Paul Railway from Omro to that point, by giving nearly a unanimous vote for a tax of $4,000 for that purpose. The right of way is now secured not only to but through the village of Winneconne, pointing straight toward Appleton."

☞ The town of Thorndike has voted to subscribe ten thousand dollars to the stock of the Belfast and Moosehead Railroad Company, by a vote of 118 yeas to 53 nays.

☞ Contracts have been made for the construction of the Lebanon and Pine Grove Railroad.

☞ H. C. Moore, Esq., has been appointed Superintendent of the Pacific Railroad of Missouri, vice T. McKissock, Esq., resigned.

Illinois Central Railroad.

The statement of this Company for the month ending March 31, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	17,306.28 for	$167,980 62
Acres Int. Fund Lands sold	120.00 for	1,680 00
Acres Free Lands sold	3,636.16 for	50,096 91
Total sales during month of March, 1868	21,062.44 for	$228,610 36
To which add Town Lot Sales		915 00
Total of all	21,062.44 for	$229,525 36
Cash collected in March		$219,701 17

TRAFFIC DEPARTMENT.

Receipts from Freight		$205,526 00
do.	Passengers	123,764 49
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	70,000 00
Total Receipts in March, 1868		$409,648 82
Total Receipts in March, 1867		$417,070 90
Estimated earnings in the month of March on the D. & S. C. R. R., not included above		$52,668 40

English Railway Law.

An important question with reference to the practice of stock brokers has been decided in England by Vice-Chancellor Malins, in the case of "Langton *vs.* Waite & Co." The plaintiff borrowed £6,000 for three months, and deposited £22,000 stock in the Grand Trunk Railway of Canada, which, as a collateral security, was transferred to Mr. Waite. On repayment of the loan the same stock was not restored, but other stock of the value of £22,000; and, plaintiff finding defendants had sold the deposited shares at a high price, and bought again at a much lower when they had to re-transfer, making a profit of £3,000 by the transaction, brought an action to recover that sum, his contention being that the profit belonged to him. The Vice-Chancellor, in giving judgment, said that in the absence of an express contract to the contrary, a pawnee could not sell the pawned property until the debt became payable, and if he did so, the owner was entitled to any profit which the pawnee made by the sale. The Court, therefore, decided in plaintiff's favor, giving the costs of the suit also against defendants.

New Free Railroad Law of Pennsylvania.

An act to authorize the formation of Railroad Corporations.

SECTION 1. *Be it enacted*, That any number of citizens of Pennsylvania, not less than nine, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property, or for the purpose of maintaining and operating any incorporated railroad already constructed for the like public use, and for that purpose may make and sign articles of association, in which shall be stated the name of the company, the number of years the same is to continue, the places from and to which the road is to be constructed or maintained and operated, the length of such road, or as near as may be, and the name of each county in the State through, or into which it is made, or intended to be made, the amount of capital stock of the company, which shall not be less than ten thousand dollars for every mile of road constructed, or proposed to be constructed, and the number of shares of which said capital stock shall consist, and the names and places of residence of a President, and not less than six or more than twelve of the Directors of the company, who shall manage its affairs for the first year and until others are chosen in their places; each subscriber to such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company; on compliance with the provisions of the second section of this supplement, such articles of association shall be acknowledged by at least three of the directors, before some officer competent to take acknowledgement of deeds in the county where the principal office is designed to be located, and may be filed in the office of the Secretary of the Commonwealth, who shall indorse thereon the day they were filed, and record the same in a book to be provided by him for that purpose; and thereupon the said articles of association shall become and be a charter for the said company, and the persons who have so subscribed such articles of association, and all persons who shall become stockholders in such company shall be a corporation by the name specified in such articles of association or charter, and shall possess the powers and privileges following, to wit:

First. To have succession by its corporate name, or the period limited in its articles of association.

Second. To sue and be sued, complain and defend, in any court of law or equity.

Third. To make and use a common seal and alter the same at pleasure.

Fourth. To hold, purchase and convey such real and personal estate as the purposes of the corporation shall require, not exceeding the amount limited in the articles of association.

Fifth. To appoint subordinate officers and agents as the business of the corporation shall require, and to allow them a suitable compensation.

Sixth. To make by-laws not inconsistent with any existing law for the management of its property and regulation of its affairs and for the transfer of its stock.

SEC. 2. Such articles of association shall not be filed and recorded in the office of the Secretary of the Commonwealth until at least nine thousand dollars of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per centum paid thereon in good faith, and in cash to the directors named in said articles of association, nor until there is indorsed thereon or annexed thereto an affidavit made by at least three of the directors named in said articles that the amount of stock required by this section has been in good faith subscribed, and ten per centum paid in cash thereon, as aforesaid, and that it is intended in good faith to construct or to maintain and operate the road mentioned in such articles of association, which affidavit shall be recorded with the articles of association, as aforesaid.

SEC. 3. A copy of any article of association filed and recorded in pursuance of this act, or of the record thereof with a copy of the affidavit aforesaid indorsed thereon, or annexed thereto, and certified to be a copy by the Secretary of the Commonwealth, or his deputy, shall be evidence of the incorporation of such company, and of the facts therein stated.

SEC. 4. When such articles of association and affidavit are filed and recorded in the office of the Secretary of the Commonwealth, the directors named in said articles of association shall, in case the whole of the capital stock is not before subscribed, keep open books of subscription at their general office, and at such other places as they may deem expedient, to fill up the capital stock of the company, giving such notice as they may deem expedient, and shall continue to receive subscriptions until the whole capital stock is subscribed; at the time of subscribing every subscriber shall pay to the directors ten per centum of the amount subscribed by him in money, and no subscription shall be received or taken without such payment.

SEC. 5. Whenever the foregoing provisions have been complied with, the persons named as corporators in such articles of association are fully authorized to carry into effect the objects named therein, as fully as any corporation heretofore created under any special act of the Legislature, and said corporation thus created shall be entitled to exercise all the rights, powers and privileges, and be subject to all the restrictions and liabilities of the act regulating railroad companies, approved the 19th day of February, 1849, and the several supplements thereto as fully and effectually as if said powers were specially incorporated in said charter; and the company shall commence their proposed railroad, if not more than fifty miles in length, with at least one track, within two years from their organization, as aforesaid, and prosecute the same work with due diligence, and complete and open the same within five years, and shall have an additional six months to complete their road for each twenty-five miles more than the fifty miles aforesaid; *Provided*, that the road shall be opened for use, in all cases, when fifty miles in length in track are laid.

SEC. 6. Whenever any railroad company created or incorporated under the provisions of this act, shall, in the opinion of the directors thereof, require an increased amount of capital stock in order to complete and equip their road, and carry out the full intent and meaning of their charter, they shall, if authorized by a majority of the stockholders, at a meeting called for that purpose, file with the Secretary of the Commonwealth a certificate setting forth the amount of such desired increase, and thereafter such company shall be entitled to have such increased capital as is fixed by said certificate. *Provided*, That the original amount of stock and increased capital shall in no case exceed the sum of sixty thousand dollars per mile.

SEC. 7. That the number of *managers* of any company incorporated in pursuance of this act shall be a president and not less than six nor more than twelve directors, as shall be fixed by the corporators thereof, at their first meeting to choose directors of said company, a majority of whom shall be citizens of this Commonwealth.

SEC. 8. The president and directors of any railroad company created under this act shall have power to borrow money not exceeding the amount of capital stock subscribed, and issue the bonds of the company therefor, in such amounts as shall not exceed double the amount actually paid up of the capital stock subscribed, the proceeds whereof shall be actually expended in the construction and equipment of their road, these bonds to be payable at such time not exceeding fifty years after the date thereof, and at such place and at such rate of interest not exceeding 7 per centum as said directors may deem best, and may secure the payment of said bonds and interest by a mortgage on the said road and franchises.

SEC. 9. Any company incorporated under this act shall have authority to construct such branches from its main line as it may deem necessary to increase its business and accommodate the trade and travel of the public.

SEC. 10. Companies formed under the provisions of this act, or chartered under the laws of this Commonwealth, shall have the right to construct their roads so as to cross, at grade, the track, or tracks, of any other railroad in this Commonwealth. *Provided, however*, That the cost of making and keeping such crossing in repair shall be borne by the company whose road crosses the track, or tracks, of any other; *And provided further*, That the company whose road crosses the track, or tracks, of another shall keep at such crossing as many persons as may be requisite, to give the necessary signals to prevent accidents.

SEC. 11. That companies whose roads shall be constructed under the provisions of this act shall have the right to connect their roads with roads of a similar character within this Commonwealth, or at the line thereof, upon such terms as may be agreed upon by those who have the management of said roads; and in case of failure of an agreement on the part of those having the man-

agement of said roads, then and in that case either of said parties may apply to the Court of Common Pleas within the jurisdiction in which said connection is proposed to be made, whose duty it shall be to appoint a jury of three men, who shall determine and fix said terms, which, when approved by said Court, shall be conclusive.

SEC. 12. This act shall not be so construed as to authorize the formation of street passenger railway companies to construct passenger railways under, or by virtue of its provisions, in any city of this Commonwealth, nor to authorize any corporation formed under this act to enter upon, and occupy any street, lane or alley in any incorporated city in this Commonwealth, without the consent of such city being first obtained.

SEC. 13. All acts or parts of acts inconsistent herewith, are hereby repealed, so far as they may affect any corporation that may be organized under this act; and the Legislature hereby reserves the right to alter, amend or repeal this act at any time, in such manner, however, as to do no injustice to the corporators.

Approved the 4th day of April, 1868.

JOHN W. GEARY.

Cleveland, Columbus and Cincinnati R. R.

The earnings of this road for the years ending December 31, 1866 and 1867, were as follows:

	1866.	1867.
From passengers	$628,230 33	$527,037 99
" freight	1,072,325 09	1,106,879 92
" express	43,009 21	85,728 26
" mails	31,243 00	31,243 00
" rents of tracks, etc	75,714 85	72,426 65
" mileage of cars.	10,303 70	408 04
" Berea Branch	7,758 98	8,327 83
" division of earnings with L. M. & C. & X. R. R.	16,867 31	
" dividends Bellefontaine R. R. stock	45,270 00	73,563 75
" other sources	2,677 48	4,298 04
	$1,933,699 95	$1,907,913 48
Less paid L. M. & C. & X. R.R. on division of earnings		4,474 94
Totals	$1,933,699 95	$1,903,438 54
Expenses, viz:		
Transportation exp	$435,910 64	$418,510 42
General expenses	27,044 69	32,458 49
Repairs of track	349,110 26	279,142 82
" locomotives	104,869 07	147,574 80
" cars	79,900 92	104,309 05
" buildings	20,223 81	24,942 50
" bridges	17,945 45	12,788 54
" fences	13,452 60	14,555 89
Fuel	147,455 09	148,699 01
Gratuities & damages.	28,041 94	21,864 16
Oil and waste	21,298 21	14,616 19
Telegraph expenses	8,764 26	8,972 47
Totals	$1,254,016 94	$1,228,434 34
Earnings less exp.	$679,683 01	$675,004 20
Taxes	$137,577 40	$110,660 29
Balance of interest	20,199 97	9,836 82
	$157,777 37	$120,497 11
Net earnings	$521,905 64	$554,507 09
Dividends, 8 per cent.	479,748 00	479,816 00
Balance	$42,157 64	$74,691 09
Add balance from previous year	39,200 10	81,357 74
Surplus as in General Balance Sheet	$81,357 74	$156,048 83

Compared with the previous year there has been a decrease in gross earnings and receipts, of $30,261 41; with a decrease in operating expenses of $25,582 60. The entire expenditure shows a decrease of $62,862 86, and the net earnings an increase of $32,601 45. Upon the gross earnings, the operating expense was 64.5 per cent., and the total expenditure 70.8 per cent.—being a reduction of 3.8 per cent. from the previous year. There has been a decrease in passenger earnings of $103,192 34; and an increase in earnings from freight and other sources of $72,930 93. In the freight and transportation service there is a decrease in the expenses for the year of $17,400 22, and in other operating expenses a decrease of $8,182 38. The increase in the total quantity of freight transported was 52,902 tons; and in the quantity of freight transported one mile, 6,128,767 tons. The decrease in the number of passengers carried was 64,225; and in the number carried one mile, 3,865,795.

The repairs and maintenance of the track has been fully kept up during the year, and it is safe to say that at no time in the history of the road has the permanent way been in better condition than at the close of the year. There was expended in addition to labor, &c., during the year, for materials, as follows:

51,018 cross ties	$25,729 75
3,511 $\frac{97}{100}$ tons re-rolled rails	139,843 65
6,611 repaired rails	5,627 54
9,190 joint chairs	4,204 58
219,658 lbs. iron joint splices	10,699 00
86,900 lbs. bolts and nuts	6,999 00
114,260 lbs. R. R. spikes	6,407 21
Frogs and switches	5,383 49

834 perches of masonry were put in cattle guards and culverts on the main line, at a cost of $9,761 97, and 150 perches for bridge foundations on the branch, costing $750. The side track extensions were 9,534 feet. About 17 miles of track were thoroughly ballasted with gravel, and stone ballast was distributed and put under about 8½ miles.

The number of engines in service at the close of the year was 47. Three new freight engines were purchased, and five rebuilt during the year in addition to general repairs. The renewals of tires were extensive, mostly of Steel, which have thus far proved of superior durability. The mileage service was as follows: passenger, 342,478; freight, 501,069; fuel, 31,002; track repairs, etc., 49,214; switching, 199,987—total, 1,123,750, an increase over the previous year of 68,158. The cost for repairs per mile run was 13.2 cents.

There were added to the rolling stock during the year 2 new first class coaches, 1 new baggage car, 21 stock cars, 52 platform cars, and a sleeping car for the wood train service; 8 house, 21 stock and 12 platform cars were broken up. The company now have 22 first class and 4 second class passenger coaches, 6 baggage, 4 mail, 109 stock, 460 house, 202 platform and 9 caboose cars.

The number of passengers carried, (including 3,008 soldiers and 1,396 excursionists,) was 334,336, of which 285,221 were way, and 49,115 through. Number of passengers carried one mile, 18,477,257. Average rate received per mile, 2.841 cents. Tons of freight transported, 570,101. Tons carried one mile, 51,281,857. Average rate per ton per mile, 2.158 cents.

During the year, $25,000 of the bonded debt has been paid, leaving $425,000 yet due, which matures at the rate of $25,000 per year until the whole sum is paid.

The assets and liabilities of the company, as appears on its books, are as follows:

ASSETS.	
Cost of roads and depots	$4,047,509 37
Cost of equipment	843,350 00
Bellefontaine Railway Co. stock	1,131,750 00
Material on hand	277,231 35
Cash	395,623 41
Bills receivable	2,503 75
Balances due from other companies	56,962 26
Bellefontaine Railway Co. bonds	51,000 00
Real estate not required for roads and depots	13,037 02
Wood lands	1,219 67
Insurance scrip	770 00
Total assets	$6,820,956 88
LIABILITIES.	
Capital stock	$6,000,000 00
Mortgage bonds	425,000 00
Dividend due and payable Feb. 1st.	239,908 00
Surplus	156,048 83
	$6,820,956 83

President.—L. M. HUBBY.

Directors.—David Dows, New York City; Erastus S. Prosser, Buffalo, N. Y., Amasa Stone, Jr., Stillman Witt, Martin B. Scott, Sam'l Williamson, Joseph Perkins, Solomon D. McMillan, Leander M. Hubby, Cleveland, Ohio; Hosea Williams, Delaware, Ohio; John Miller, Columbus, Ohio.

Vice President.—S. WITT.

Superintendent.—E. S. FLINT.

Secretary & Treasurer.—GEO. H. RUSSELL.

Little Schuylkill Railroad.

This company has disposed of its coal lands for about the amount of its debt, and as those funds added nothing to the company's revenues, the net profits of the concern will necessarily go to the shareholders in the shape of dividends.

The following figures, from a reliable source will show the receipts and expenses of the company:

Receipts:		
Average from Reading Railroad		$220,000 00
Interest on stock held by the Co.		9,494 00
Interest on East Mahanoy stock held by company		2,895 60
		$232,389 60
Expenses:		
Capital stock, $2,646,100, at 6 per cent	$158,766 00	
Taxes on same	16,712 21	
Interest on East Mahanoy R. R. stock	25,000 00	
Interest on $67,500 bonds, 7 per cent.	4,725 00	
Contingent expenses and office	3,000 00	
		208 203 21
Balance		$24,186 39

The average receipts from the Reading Railroad Company for the last four years have been $227,500.

☞ An election will be held in Frederick City, Md., on the 4th inst., to take the sense of the voters of that municipality in reference to the proposition to subscribe to the capital stock of the Frederick and Pennsylvania Line Railroad.

☞ L. CARPER, Esq., of Burlington, Ills., has been appointed Superintendent of the Chicago, Burlington and Quincy Railroad, and will enter upon his duties the 15th of May.

☞ Books of subscription to the capital stock of the Paterson and Passaic Horse Railroad were opened in Paterson on the 28th ult.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,952	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	----------	Jan. '68 3
Bay de Noquet & Marq...100	----------	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J.A.J&O	Apl.'68 1½
Bloomsburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..150	459,600	----------	----------
Do., do. pref.100	1,340,400	M. & N	Nov.'67 3
Boston and Lowell.....500	1,830,000	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '685
Boston and Providence ...100	3,680,000	J. & J.	Jan. '68 5
Boston and Worcester....100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 50	325,000	J.A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	A. '68 4½
Camden and Amboy..... 100	6,842,200	F. & A.	Feb.'68 5
[illegible]	[illegible]	[illegible]	[illegible]
Cape Cod Branch 50	1,150,000	----------	----------
Catawissa..... 50	2,400,000	M. & N.	May '68 2½
Catawissa, pref..... 50	2,400,000	M. & N.	May '61 5
Cayuga & Susquehanna..* 50	589,110	Jan '68 4½	
Central of Georgia.....100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey....100	13,768,000	J.A J&O	Ap'.'68 2½
Central Ohio..... 100	400,000	J. & D.	Dec. '67 3
Do. pref.....	----------	J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S Carolina....100	1,201,000	----------	----------
Chemung*.....100	380,000	----------	Mar '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton..... 100	3,886,643	M. & S.	Mar. '68 5
" " pref...100	2 425,576	M. & S.	Mar. 68 5
Chicago, Burl. & Quincy ..50	19,193,010	M. & S.	Sep'67 2½
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	13,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68 2½
" Street.....	----------	J. & J.	Jan.'68 2½
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 5
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.... 50	2,044,800	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,424,091	May.	M.'68 1½
Cleveland and Toledo* 50	4,841,800	J & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 5
Concord 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. 683½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	300,000	----------	----------
Dayton and Michigan*.....100	2,384,941	----------	----------
Delaware..... 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,650,050	----------	----------
Detroit & Milwaukee.....100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia....100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570.100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	----------	----------
Fitchburg..... 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	----------	M. & N.	M'y'67 5
Forty Sec. St. & G. St F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Grand [illegible] 100	----------	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Apl. '68 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do. pref.100	5,253,830	----------	----------
Hanover Branch 50	116,850	M. & N.	Nov.'67 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4½
Hudson River.....100	13,937,100	A. & O.	Apl.'68 4
Hazleton 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N	M'y. '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Maine Central..... 100	1,600,860	----------	----------
Manchester & Lawrence...100	1,000,000	M. & N.	May'61 5
Marietta & Cincinnati..... 50	2,029,578	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,061,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J.& J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	May.	M. 68 10
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000	----------	----------
Millville and Glassboro'...100	388,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 5
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J.	----------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. 68 4
Mobile and Ohio	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N	Nov.'67 5
Nashville & Chattanooga..100	2,066,544	----------	----------
Naugatuck 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey 100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem..... 50	5,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400	----------	----------
North Carolina.....	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	Feb.'68 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh...100	3,06 .400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800	----------	----------
North Missouri 100	2,389,307	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 5
Norwich & Worcester ...100	2 363.600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri.....100	3,581,000	----------	----------
Panama.....	7,000,000	J.A J&O.	Apl. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Rivlod	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	Nov.'67 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,500	----------	----------
Philadelphia and Erie*.... 50	5,069,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,047	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'68 5
Phil., Germ'nt'n & Nor'th 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*.....1 0	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,628	----------	----------
Pittsb., Ft. W. & Chicago.100	11,000,000	J.A J&O	Apl.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcest'r..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	665,019	----------	----------
Rensselaer and Saratoga ..100	600,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb'g..200	847,000	----------	----------
Rich., Frod. and Potomac.100	1,041,200	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan.'68 5
Rutland preferred.....100	----------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,078	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 050,000	----------	----------
Sarntoga and Whitehall*.100	500,000	A. & O.	Apl. '68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
South Carolina 100	2,819,275	----------	----------
South Shore 100	259,685	----------	----------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	----------	----------
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	500,924	[illegible]	[illegible]
Terre Haute and Indiana. 50	1,683,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650,000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " pref. 50	1,600,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific..... 100	----------	----------	----------
Union Pacific (E. D.).....	----------	----------	----------
Union Pacific (Cent. Br.)..100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'68 2
Utica and Black River.....100	834,400	J. & J.	Jan.'68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Dec.'67 4
Vermont Central.....	8,000,000	----------	----------
Vermont and Massachu'ts 100	2,500,000	J. & J.	J'n.'68 1½
Vermont Valley 100	516,164	----------	----------
Virginia Central 100	2,353,675	----------	----------
Virginia and Tennessee....100	3,452,815	----------	----------
Wes ern (Mass.).....100	6,710,800	J. & J.	Jan.'68 5
Western Union 100	2,087,237	----------	----------
West Jersey 100	731,050	----------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan.'68 5
Wilm. and Ma. chester....100	1,150,470	----------	----------
Wilm. and Weldon.....100	1,340,203	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	6,228,595	----------	----------
Delaware Division..... 50	1,033,550	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'68 8
Delaware and Raritan.....100	2,208,400	F. & A.	Feb.'68 5
Erie of Pennsylvania..... 40	64,000	----------	----------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,565	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rut and Marble..... 25	1,000,000	----------	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr. '68 5
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2 horse.	Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	.....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	.....	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	.....	94½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,880	—	1,686	27,268	5,538	—	.....	.....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	.....	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,135	loss.	—	.....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	.....	.....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	.....	65½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	.....	40
30 Nov.'67	3.25	—	28	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,278	1,125	—	.....	.....
30 Nov.'67	2 18	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	.....	.....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,692	28,226	loss.	—	.....	.....
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,288	38,637	loss.	—	.....	.....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	.....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	.....	.....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	.....	.....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	363,370	200,000	24,000	117,842	368,851	13 015	6	.....	85½
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	.....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,500	72,000	26,000	—	—	—	.....	.....
						CONNECTICUT.									
31 Jan. '61	3.0	3.0	45	7	—	Baltimore and Washington	200,000	200,000	—	—	—	—	6	.....	.....
31 Dec. '67	8.5	—	11	3	—	Hartford and Wethersfield	100,000	100,000	—	—	—	—	6	.....	.....
						NEW YORK.									
30 Sep. '66	0.65	—	67	6	6	Albany	160,000	99,650	40,000	.....	46,365	1,841	—	.....	.....
30 Sep. '66	25.00	—	.....	49	—	Bleeker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	251,424	105,590	—	100	.....
30 Sep. '66	10.76	—	.....	33	—	Broadway (Brooklyn)	236,759	200,000	27,500	5,910	98,266	23,408	8	100	.....
30 Sep. '66	14.00	—	.....	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	.....
30 Sep. '66	8.00	—	.....	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	.....
30 Sep. '66	24.00	—	.....	51	22	Brooklyn Central & Jamaica	995,78	488,100	462,810	32,185	196,041	25,709	—	100	.....
30 Sep. '66	57.68	1.90	.....	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,05124	356,656	12	10	.....
30 Sep. '66	11.75	4.00	.....	37	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,666	—	100	.....
30 Sep. '66	0.09	9.41	.....	—	—	Brooklyn City & Ridgewood	187 200	164,000	20,000	3,200	—	—	—	100	.....
30 Sep. '66	4.50	—	.....	14	—	Brooklyn City & Roos. Beh	124,586	102,150	35,000	.....	8,667	4,567	—	.....	.....
30 Sep. '66	24.00	—	.....	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,303	535,008	127 893	2½	100	.....
30 Sep. '65	—	2.00	.....	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	.....	.....
30 Sep. '68	—	2.00	.....	—	—	Cohoes & Waterford	.....	5 0	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	19.75	—	.....	—	—	Coney Island & Brooklyn	643,099	500,000	143,000	36,545	123,014	loss.	—	100	.....
30 Sep. '66	23.23	—	.....	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,631	89,549	—	—	100	.....
30 Sep. '65	—	6.00	.....	—	—	East & North River (W.Co.)	650	650	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	18.00	—	.....	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	.....
30 Sep. '65	12.00	—	.....	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	.....
30 Sep. '65	4.52	—	.....	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	10.00	—	.....	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	.....
30 Sep. '66	3.00	—	.....	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	.....	—	.....	.....
30 Sep. '66	12.20	—	.....	80	—	Ninth Avenue	445,295	797,320	112,000	.....	78,276	loss.	—	100	.....
30 Sep. '65	11.00	—	.....	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	11.00	—	.....	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	.....
30 Sep. '66	16.00	—	.....	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	51,026	—	100	45
30 Sep. '66	8.37	—	.....	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	17.50	—	.....	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,280000	70,000	1,09863	260,333	12	100	.....
30 Sep. '65	—	5.00	.....	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	4.46	—	.....	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	.....	.....
30 Sep. '66	—	—	.....	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	.....	.....	—	.....	.....
30 Sep. '66	6.50	—	.....	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	.....	.....
30 Sep. '66	1.76	—	.....	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	.....	.....
30 Sep. '65	—	—	.....	—	—	Westchester	5.949	7,370	.....	.....	.....	.....	—	.....	.....
30 Sep. '65	—	4.00	.....	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	.....	7	—	Hoboken and Hudson City	32,000	30,000	.....	2,000	.....	.....	—	.....	.....
31 Dec. '62	5.05	2.50	.....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	.....	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,586	—	50	.....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	.....	.....
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	280,480	166,000	56,300	7,700	144,008	52,180	24	50	.....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	.....
31 Oct. '67	10.50	—	—	—	—	Frankford and Philadelphia	138,267	99,635	50,000	11,664	16,786	loss.	—	50	.....
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	8	50	35
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	.....	.....	112,204	15,978	12½	50	26½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	.....	170,439	9,604	10	50	30½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9 760	2,248	9,777	loss.	—	25	.....
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,045	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	57,718	880	49,980	loss.	—	50	.....
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	.....	.....	4,600	2,382	—	100	.....
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	45
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	.....	.....	9 888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	.....
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	.....
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	.....	40,759	6,725	2	50	.....
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	.....	.....	.....	.....	—	50	.....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	57
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	.....	.....	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	.....	.....	131,725	22,160	31½	50	64½
31 Oct. '67	9.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	.....	.....	208,984	84,648	—	50	17
31 Oct. '67	25.00	—	529	70	18	Union (Philadelphia)	764,927	400,000	300,000	.....	386,348	42,591	7½	50	37½
31 Oct. '67	0.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	.....	281,058	50,692	10	50	65½
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	.....	8,500	12,119	7,423	—	50	.....
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	.....
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	.....	.....	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	5.00	—	.....	.....	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	.....	.....
31 Dec. '62	3.81	—	.....	.....	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	.....
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' Pittsburg):					
1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	.....	7	.....	.....	.....
Dry Dock:	.....	6	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E. B'dw, & Battery					
1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	.....
Forty second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,600	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	.....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1860	.....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount:					
1st Mortgage	163,600	7	J. & J.	1860	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose:					
1st Mortgage gua anteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	..
Malden & Melrose bonds	46,971	..	.....	.....	..
Real Estate	6,000	..	.....	.....	.....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	58,400	..	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	98
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	480,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	"	.....	.....	.....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Apl. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	8,903,642	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" " "	1868	138
" " " " coupon		6	" " "	1868	142
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	110
" " " ..... coupon		5	" "	1874	115
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	119½
" " " ..... coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	113½
" " " ..... coupon		6	" "	1881	113½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July,	1881	----
Loan of July 17, 1861 ..... registered	264,246,150	6	Jan. & July.	1881	113½
" " " ..... coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,424,405,600	6	May & Nov.	1882	105
" " " (5-20s) ..... coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	104½
" " " (5-20s) ..... coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	105½
" " " (5-20s) ..... coupon		6	" "	1885	110½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	108½
" " " (5-20s) ..... coupon		6	" "	1886	108½
" " 3d series (5-20s) ... registered		6	" "	1887	109
" " " (5-20s) ..... coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) ... registered	137,442,450	5	Mar. & Sept.	1904	102½
" " " (10-40s) ..... coupon		5	" "	1904	102½
Pacific R. R. Bonds ..... (currency)	23,582,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64 : 2d series	185,884,100	7.3	June & Dec.	1868	107½
" " (7-30s) Mar. 3, '65 : 3d series		7.2	Jan. & July.	1868	107
Matured Debt not presented	8,780,384	---	presentation.	------	----
Gold Certificates of Deposit	17,742,060	---	presentation.	------	----
Compound Interest Notes 1864-'65	46,010,530	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,144,727	---	------	------	----
Three per cent. certificates	26,290,000	---	------	------	----
Fractional currency	32,588,689	---	------	------	----
Navy Pension Fund	13,000,000	---	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,090	5	May & Nov.	1872	----
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	649,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	133½
" " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861 ...	2,000,000	6	Jan. & July.	'71-'81	99½
" — " " Oct., 1861 ...	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863 ...	2,000,000	6	" "	1883	----
" — " " May, 1864 ...	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	war	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	90
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	74
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " ..... registered	1,229,687	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	'1870	----
" —Military Bonds ..... "	253,000	5	April & Oct.	'67-'73	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99
" " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 ..... "	455,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1879	99½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6	"	abt '74	100½
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan ...	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	121
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	118
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	898,000	5	" "	1883	108
" —Bounty Fund Loan	200,000	5	" "	1893	106½
" — " " "	4,379,500	5	May & Nov.	1894	106½
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " "	2,250,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,189	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	'41-'71	----
" — " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	88
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861 ..	600,000	6	May & Nov.	'84-'89	99½
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1866 ..	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	109
" — " " ..registered	27,726,560	7	" "	1877	108½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " "	6,000,000	6	" "	1873	101
" — " "	2,250,000	6	" "	1874	101½
" — " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	63½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,600,000	6	" "	1875	101½
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	97
" — " " ..... registered	5,093,052	5	"	'68-'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	6	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105½
" — " " 2d series	7,909,520	6	" "	1882	107½
" — " " 3d series	9,270,017	6	" "	1892	109½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	262,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67½
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,469,398	5	" "	long.	51½
" — " " ..... coupon	10,900,000	6	" "	long.	----
" — " (new) ..... registered	1,379,500	6	"	1876	49½
" — " (") ..... coupon	489,300	6	"	1886	----
" — " (")	39,600	6	"	1890	----
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	2,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,554	541,481	675,446	634,243	576,365	5,525,336
1866	475,641	438 279	385,991	412,521	464,507	493,243	468,898	568,589	533,150	599,670	474,056	388,573	5,696,110
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,560	461,879	483,177	488,917	474,134	360,641	5,167,371
1868	404,467	393,251	518,219	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149.137	157,948	170,044	170,910	156,869	153,294	1,673.706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	356,270	335,985	409,251	401,280	357 956	307,919	236,924	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	167 832	235,961	282,165	335,510	342,368	354,244	415,982	408,999	426,762	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216.039	196.435	201,134	1,959.287
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,057	3,095.470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	163,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,666,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	416,400	351,600	4,153,912
1868	283,600	281,900	262,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,365	421,663	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,623	747,942	702,681	767,503	946,707	932,682	754,671	547,342	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	792,859	9,299,430
1867	696,147	574,664	765,898	774,279	896,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,848
1868	741,926	800,787	855,611	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,468	39,630	41.212	43,580	65,035	80,588	73,140	50,296	580.271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,678	68,867	64,965	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,036,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,172	1,429,765	15,434,776
1866 ..... including Buffalo Division	1,186,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ..... including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,286	505,465	411,605	569,250	567,679	490,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,007	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,059
1866	90,411	85,447	84,351	61,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,386	1,286,971
1868	92,438	81,529	98,482	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,985	241,236	189,145	238,012	308,106	375,567	332,260	348.018	3,202,545
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	361,489	337,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384.684	338,858	384.401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	539,435	423,341	370,757	4,613,744
1868	371,041	339,736	381,497	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,855	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	287,241	401,456	365,063	329,105	413,501	476,631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	328,986	359,646	429,161	493,640	414,004	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,893	464,778	606,296	412,934	330,373	4,371,073
1868	343,316	304,315	328,880	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	368,487	350,884	333,281	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,361	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,576,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,106	935,857	14,143,215
1867	901,571	845,853	1,075,778	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,443	224,957	218,242	268,176	302,596	332,400	278,006	346,243	275,960	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247.262	305,454	278,700	310,762	302,426	261,613	3,360,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,688	313,165	355,901	379,367	336,065	272,063	3,440,542
1868	211,973	231,351	265,905	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,565,510
1865	653,053	608,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,684	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	985,358	903,974	884,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	660,144	678,504	857,583	738,866	637,186	646,996	884,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	854 926	757,441	679,935	556,223	7,467,217
1867	542,416	525,497	627,960	590,657	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	502,753	684,190	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,608	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,745	162,921	1,554,913
1864	109,872	147,485	160,497	157,786	149,855	155,730	144,942	218,256	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	163,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,896	192,138	170,485	168,690	162,532	166,016	222,953	198,884	244,834	212 727	177,364	2,250,142
1867	149,658	149,342	174,162	168,162	171,736	156,066	172,933	220,788	219,160	230,340	204,095	171,493	2,207,931
1868	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,538	139,626	244,114	243,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,894,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	307,943	3,783,816
1868	278,712	266,793	263,259	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	38,972	62,862	82,147	68,189	59,862	75,677	92,715	61,770	37,630	669,333
1866	45,102	35,005	39,301	43,332	56,918	62,918	85,276	60,698	84,462	100,313	75,248	54,468	814,026
1867	39,078	37,667	36,392	40,710	57 862	60,558	58,262	73,525	128,495	120 268	79,431	44,719	774,967
1868	46,415	40,703	39,193	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,383,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850	602,000	6	Jan. & July.	"	1880	97
" " " 1855	594,250	6	Jan. & July.	"	1875	98
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $300,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct	"	1875	90
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	89½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1890	93½
Camden and Atlantic:						
1st Mortgage Coupon	400,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W. Div.	450,000	7	May & Nov	Zanesville.	1890	87
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1886	85
4th Mortgage (S. F.)	1,205,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'67–'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	100
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	675,200	6	Jan. & July.	Boston.	'75–'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	2,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort a. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Fr'nkfort a. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1896	102
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	92½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	84
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Income bonds	47,000	8	May. & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95½
General 1st Mortgage	3,600,000	7	" "	" "	1885	88
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	89½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1886	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1,000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	97
3d Mort. (M. L.) or 2d Extension	1,608,000	7	May & Nov.	" "	1875	95
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64–'00	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	125,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	682,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	750,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	8	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	106½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1852	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1878	97
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,999,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,200					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96½
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	77
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'78	88
Land Security	3,344,600	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1863	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	97
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'80-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	91½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		75½
Scioto & Hocking Val. R. mort.	800,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	$10,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,580	6	Jan. & July.	New York.	1892	
1st Mortgage	1,264,000	7	May & Nov.	"	1890	
2d Mortgage	1,000,000	7	Jan. & July.	"	1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1868	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	112
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	112
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	107½
2d General Mortgage	2,693,000	7	" "	" "	1877	95
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	91
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	83
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,600	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1895	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1881	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York	1915	99½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		87
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	6				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	96½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	97½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	90½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	95½
N. York, Providence and Boston.						
1st Mortgage	500,000		Feb. Aug.	New York		

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86½
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct	"	1900	85
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	111
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	670,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	386,000	8	Jan. & July.	Oswego.	70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	90
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	84
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., German't'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (general)	5,000,000	6	" "	"	1881	91
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	6	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	96
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	93
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	$11,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond,	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	65
Mortgage (Registered)	504,000	7	"	"	1873	65
Richmond and Petersburg:						
Mortgage bonds	180,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145
2d Mortgage	937,500	7	" "	"	1868	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Steri. 8kg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	81½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,800,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	83
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	74
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	77
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	30
Vermont and Massachusets:						
Mortgage Bonds	924,906	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1864	
State Loan 1858-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	66-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	598,300	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98
West Jersey:						
1st Mortgage	233,000	6	March & Sep.	Camden,	1883	90
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	79½
1st Mortgage guaranteed	200,000	6	" "	"	1890	
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	500,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	169,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	----	----	-----	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	----	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	80,991	—	335,010	109,500	21,632	518,966	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	—	171.3	----	----	-----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,778	21,006	—	----
31 Dec. '66	469.3	13.5	----	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,691,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	125	Montgomery and West Point	2,439,420	308,967	215,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	----	----	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	----	----	----	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	----	----	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,994	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	----	23.8	53,855	108,333	26,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	----	----	122.4	319,433	644,725	166,788	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,096	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	59,263	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	272,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	70
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,055	----	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50.0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	----	----	62.0	----	67,143	loss.	—	----
30 Nov. '67	93.0	5.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	----
30 Nov. '67	100.0	—	----	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,694	8	85
31 Mar. '67	61.3	1.0	68.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	142
30 Nov. '67	59.4	7.0	9.5	—	29	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	680,438	201,086	8	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	-	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	----	----	-----	*Florida*	----	----	----	----	----	----	----	----	----	----	----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	196,000	75,894	619,112	32.0	----	7,877	3,535	—	----
— — '62	59.9	—	5.0	—	----	----	-----	*Fla., Atlantic and Gulf Central*	----	----	----	----	----	----	----	----	----	----	----	—	----
— — '62	100.0	3.9	10.0	153 5	----	----	-----	*Pensacola and Georgia*	----	----	----	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '67	86.7	—	----	—	18	6	88	Atlanta and West Point	1,290,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	----	291,477	68,880	3½	----
— — '62	92.6	—	8.7	70.9	----	----	-----	Atlantic and Gulf—M. Trunk	----	----	----	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	----	-	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	----	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	43.5	—	—	23.7	----	----	-----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	31.0	----	----	----	—	----
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	193 940	6,686,956	229.0	----	1,734,749	459,214	—	----
31 Mar. '67	171.0	71.0	----	—	46	26	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,176,281	242.0	----	1,136,142	246,356	6½	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,028,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,336	1,006,958	332,551	9	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----	138.0	----	832,345	454,541	—	----
								ILLINOIS.													
31 Dec. '67	280.0	—	----	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,965	3,992,861	1,743,733	10	126½
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,758,986	10,399,010	5,458,250	365,542	18,957.024	400.0	2,421,566	6,146,862	2,793,463	20	150
31 May, '67	491.0	661 4	30.0	—	248	133	5,566	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	----	10,161,735	2,226,987	—	63
31 Mar. '67	181.8	181.5	----	42.1	77	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,456	18,606,763	409.3	1,621,307	3,574,034	1 413,999	10	93½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,089,561	*	—	1,648,561	2,350,000	----	4,214,542	180.0	----	742,097	377,476	—	----
31 Dec. '67	454.8	252.5	----	—	150	94	3,776	*Illinois Central*	21,328,478	*	16,231,807	23,415,780	10,544,500	—	41,562,280	708.3	3,765,216	7,160,992	3,312,366	10	147½
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,883	111.0	288,524	561,663	121,967	—	----
31 Dec. '66	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----	—	4,000,000	6,700,000	—	10,700,000	209.0	----	2,240,744	488,558	—	45
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----	----	----	4,390,000	5,600,000	----	----	224.0	----	----	----	—	20
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	28,641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	54
31 Dec. '64	84.0	—	----	—	15	----	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	----	335,172	117,941	6	100
— — '58	288.0	—	----	—	----	----	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,402	—	86½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73 0	448,854	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,130	3,662,123	960,000	653,958	5,429.203	156 5	319,880	805,271	237 861	—	58
31 Dec. '67	162.0	—	----	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,892,000	795,004	5,507,204	162.0	----	745,567	309,685	—	----
30 Jun. '65	135.0	95.0	----	312.0	----	----	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	----	----	----	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	----	----	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	426,408	227,534	—	----
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,986	52,300	36,711	514,646	63,000	1,790	630,976	29.0	248,321	510,319	163,217	7	----
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	----
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,080	444,172	12,841,095	334 0	929,486	2,158,874	810,468	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,990	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	206.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	----	1,583,042	386,268	—	----
31 Aug '60	58.7	—	----	135.3	----	----	----	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,235,016	248,969	108.434	1,710,819	58.7	----	----	----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	----	----	-----	Chic. Detroit & Can.G.T.June.	built and	equipped	by G'r. Tr'k R.	R. Co. of	Canada	----	----	----	----	----	----	—	----
30 Jun. '62	188.0	—	----	—	----	----	-----	*Detroit and Milwaukee*	8,270,623	617,596	—	2,950,000	4,250,000	----	9,008,369	188.0	----	340,898	----	—	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,669	7,268,989	234,438	16,017,543	329.3	1,902,098	1,325,490	1,498,718	10	115½
31 Mar. '67	246.0	277.8	----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	16,825,531	2,669,517	1,745,796	10,601,200	9,135,849	736,951	20,473,991	523.8	2,886,193	4,678,193	1,609,387	—	90
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550.000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----	----	----	----	575,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	----	----	----	600,000	----	----	----	----	----	----	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	----	----	----	800,000	----	----	----	----	----	----	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----	884,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	----	----	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	260,047	121,859	—	----
								MISSOURI.													
31 Aug. '63	96.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	----	----	206.8	579,324	1,047,567	420,926	—	73
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,236	8,026,361	182.0	----	1,020,089	287,804	—	----
31 Dec. '62	152.0	—	3.6	—	----	----	-----	*Platte County*	1,206,000	*	—	500,000	700,000	----	----	52.0	----	----	----	—	----
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	8,609,115	9,200,000	1,355,135	16,598,448	309.0	1,199,660	2,675,875	719	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	----	----	----	—	----
28 Feb. '64	26.5	2.6	8 2	----	16	13	219	*St. Louis and Iron Mountain*	5,437,068	360,029	—	1,971,222	3,501,000	40 558	6,852,10[illegible]	90.1	280,199	300,291	129	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	.....	.....	—	6	4	74	Androscoggin	1,030,000	*	—	151,533	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	2,471,560	1,986,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	.....	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,894	529,325	230,825	6	103½
								MARYLAND.													
30 Sep. '65	379.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	13,616,717	16,151,962	9,756,011	1,090,221	43,063,124	286.8	3,798,823	10,096,706	4,437,983	10	124½
30 Sep. '65	30.0	.....	.....	—	.....	.....	.....	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,368,013	39.0	584,843	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,868	1,212 159	8	45½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	266.5	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,693,350	1,633,057	25,210,407	180.5	297,637	369,577	50,770	—	14½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,008	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	138
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	140½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	89,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6½	66½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	123½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,324	415,090	3,883,350	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	119
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	131½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,845	200,000	73,000	2,160	368,503	(O. by B. & L.)		21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,684	81,122	720,000	—	15,000	855,725	74.9	381,529	440,241	74,679	10	182
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	95,756	182,954	43,061	8	101½
30 Nov. '67	130.6	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	696,805	908,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,881,065	336,810	6	92½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,355	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O. by B & L.)		17,500	16,688	14	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	.....	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	60.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	14	57½
30 Nov. '67	166.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	98.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	20,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689.807	*	280,780	2,086,925	672,200	—	2,970,087	63.6	433,660	688,(00	128,462	3	—
31 Mar. '67	60.2	—	4.7	—	8	28	93	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72½
31 Mar. '67	75.0	—	98.0	—	71	57	1,123	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,400	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10	115½
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,492,912	1,013,617	3,616,350	6,347,437	1,618,438	11,477,225	87.7	827,520	1,382,840	164,547	5½	70
31 Dec. '67	33.8	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,366,393	846,150	10	132
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	159,100	300 000	62,145	495,044	21.3	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,564,500	1,066,367	5,262,067	31.0	—	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.3	.....	458,606	155,936	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,639	119,287	14	—
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	243,098	—	1,675,138	2,114,000	19,643	4,628,691	93.5	191,672	385,199	180,002	—	—
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,350,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	140
30 Sep. '66	88.3	—	20.0	—	38	28	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	—
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	19,122,686	*	5,165,188	25,101,121	22,429,927	5,085,364	54,287,874	784.0	7,100,139	13,979,514	3,109,801	4	70½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,325	150.0	1,720,519	4,845,528	1,795,099	9	136½
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,812	—	1,852,715	932,000	—	2,994,474	120.0	366,433	590,235	352,650	6	45
30 Sep. '67	297.8	296.0	462.5	—	289	296	5,620	New York Central	29,759,528	6,884,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	693.2	6,401,420	13,979,514	3,109,801	6	127
30 Sep. '66	130.6	2.1	45.5	—	42	132	648	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,783,700	534,804	8	127
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	3,818,334	122.0	451,196	851,783	284,606	—	62½
30 Sept. '66	18.0	—	0.5	10.3	—	—	—	Oswego and Rome	585,880	—	—	206,900	222,000	157,080	585,880	—	—	—	—	—	—
30 Sept. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.327	135,910	—	482,400	386,000	19,875	1,057,737	36.3	90,260	252,175	89,372	8	—
30 Sep. '66	25.2	—	5.5	—	29	60	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	96
30 Sept. '66	18.5	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	Included in Erie.		53,959	—	—	—
30 Sep. '66	141.1	48.5	20.7	—	36	27	423	Rome, Water'n & Ogdensb'g	3,439,999	563,315	—	2,385,500	1,575,794	55,988	4,008,304	189.6	555,492	1,066,366	364,668	10	117
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	Included in Central.		—	—	—	—
30 Sept. '66	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	Included in Rens. & Sara.		—	—	7	—
30 Sep. '66	40.9	6.7	3.9	—	—	—	—	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"		"	"	7	—
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	807,004	45,576	600,000	660,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	—
30 Sep. '66	31.0	—	3.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	58,132	2,957,620	31.0	299,025	510,917	174,456	—	—
30 Sep. '66	34.9	—	9.2	—	18	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	406,408	641,486	211,173	—	—
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811,000	—	—	936,581	34.9	53,548	141'888	78,832	7½	—
30 Sept. '66	10.3	—	.....	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,879	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,178	*	493,366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	256,351	—	—
15 Mar. '66	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,075	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	280,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,482	141.0	653,028	857,701	350,271	—	35
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,201,537	343,700	10	75
31 Dec. '64	131.9	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	104½
31 Oct '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3,882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	952,041	10	102
30 Nov. '67	101 0	102.5	.....	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	83
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,222,523	2,492,218	1,107,377	14	105
30 Nov '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,435,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494,543	64,292	2,388,064	2,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	—
30 Nov. '66	83.6	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,986,036	469,205	9	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,386	315,424	17,429,777	250.8	739,960	1,224,658	445,302	—	—
31 Dec. '67	340.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	27,388,000	*	—	23,500,000	3,888,000	—	27,388,000	340.0	.....	3,440,542	.....	—	80½
30 Jun. '66	153.5	16.0	.....	—	28	17	423	Sandusky and Cincinnati	3,968,354	598 400	391,992	3,382,163	1,218,972	109,813	4,972,748	205.9	346,671	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,868,435	*	106,628	900,286	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,806	—	—
31 [illegible]	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,268,900	6,700,000	14,345,000	795,301	22,113,900	250.6	—	2,717,386	906,200	—	51

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	282,046	293,573	1,948,400	614,000	313,842	2,876,242	44.0	134.201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,960,900	1,049,166	58,838,989	565.7	—	5,195,265	1,620,325	—	73
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	73
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	93	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,761	4,517,820	13,386,020	3,308,000	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	114
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,998	—	—
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,870	396,140	4,238	5	31
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	133,284	7	—
31 Oct. '67	44.0	14.8	—	—	16	4	69	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	—	2,341,375	58 8	149,189	186,451	52,348	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,858	521,772	—	1,335,000	2,273,295	68,880	3,753,1 0	80.0	508,071	790,408	235,345	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	534,154	193,770	8	—
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,106	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,378	3,580,764	1,272,064	10	118
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	863,000	—	3,514,100	oper	by Read	ing R.R	—	—	40
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	"	202,048	8	56
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,012	898,574	361,894	5	52
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,8 4,056	21,945,750	13,311 840	591,155	34,949,145	561.5	7,740,290	16 340,158	4,151,5.1	11	57
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,656,993	24.2	315 164	634,717	298,518	10	66½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,000,000	22,473	19,019,173	287.6	1,604,825	2,334,731	loss.	—	25
31 Oct. '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907 514	3,099,019	23,856,101	6,560,825	—	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	45
31 Oct. '67	26.5	—	32 2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	33.3	—	863,705	299,32	10	126½
31 Oct. '67	96.0	3 8	108.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,200	1,826,000	—	10,884,300	99.8	876,241	2,432,531	890 730	9	54½
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	286,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	60 ,696	270 44	—	—
31 Oct. '67	468.3	61.9	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564 566	83,778	25,118,927	544.2	4,618,501	7,278,846	2,382 623	10	103
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,459	*	—	869,450	700,000	—	1,569,459	28.0	154,008	280,45	107 811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,888	180,603	10,000	684,036	982,600	123,966	880,602	26.4	167.552	375,6 0	189,705	—	18
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,9 5,990	ope	rated by	Penn.	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	256,180	22,301	576,400	200,000	35,000	1,107,476	34.6	124,200	262,569	138,671	8	66
								RHODE ISLAND.													
31 Aug, '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,835	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	196,266	197,005	1,099,636	51.9	.....	.....	.....	.....	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,534	6	.....
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	.....	.....
28 Feb. '67	102.6	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,068	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,776	66,687	—	—
31 Dec. '66	136.0	106.0	—	—	47	34	343	South Carolina	8,511,967	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	.....	1,312,738	287,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	805,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	441.029	154.081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,964	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,481,617	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	625,390	1,069,600	962,059	3,015,107	99.2	—	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,176	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,066	25,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734.118	237,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	596,922	860,000	204,544	.....	45.8	57,960	127,963	87,245	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	.....
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	.....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	.....	.....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,569	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	.....
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,662	—	—
31 Aug. '68	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,283,376	3,257,471	806,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '68	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.6	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	109
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	31,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	43,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,408,018	86,188	88,131	1,554,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep '65	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	694,000	.....	.....	103.5	436,729	758,833	42,878	—	—
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	—	*	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	27½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	18½
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	136.5	310,204	639,662	280,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	146,386	7	—
30 Sep. '66	22.2	2.8	5.1	—	3	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	61,764	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	—	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,087	391,577	230,526	—	—
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,640,788	541,814	266,428	3,353,679	1,919,550	377,297	6,379 046	221.8	300,405	854,611	136 646	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	276	Virginia and Tennessee	7,190,560	*	171,670	3,497,291	1,839,500	520,822	7,382,250	214.9	278,839	856,022	96,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,983,950	5,229,000	—	18,508,374	278 0	996,727	2,638,800	884,103	—	68½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '68	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,988,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,652	—	15
31 Dec. '52	49.0	—	—	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242.798	117,847	—	62
30 Jun. '68	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	1,,10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '68	229.0	115.5	68.0	—	92	126	1,689	Great Western	28,983,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,648,510	1½	—
31Dec. '64	94.5	1.6	.....	—	18	20	387	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,239	58,777	—	—
July,'61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	02,338	—	1,380,000	13,100	186,000	1,709,232	60 0	—	132 455	36,870	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	13	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	87,181	—	—
	8.				11	22	120	Panama	9,000,000	*	—	5,000,000	—	—	10,168,776	48.0	—	317,438	1,196,224	—	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7		----
Camden & Atlantic (preferred)	620,800	7		13
Catawissa (preferred)	1,150,000	7		25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7		65½
Chicago & Alton (preferred)	2,425,400	7	7	128½
Chicago & Northwestern (pref.)	14,789,125	7	7	74½
Cochecho (preferred)	177,750	8		----
Ct. & Passumpsic Rivers, (pref.)	1,573,300	10	10	84½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40
Erie (preferred)	8,536,910	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7		84½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7		----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	29
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	737,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99
" " " (2d pref.)	841,400	7	7	93
Milwaukee & St. Paul (preferred)	7,370,900	7		75½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8		130
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	68
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,661,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18...	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	84
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	97
2d Mortgage	302,750	6	----	----	93
Boat Loan	232,307	6	----	----	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	13
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,568	---	42
Chesapeake and Ohio	100	8,226,595	---	---
Delaware Division	100	1,633,350	---	48½
Delaware and Hudson	100	10,000,000	10	158
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	6,968,146	10	19½
Monongahela Navigation	50	726,800	3	---
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	92
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	---	11½
" " (preferred)	50	2,888,988	---	20
Susquehanna and Tide Water	50	2,048,260	---	16
Union	---	---	---	½
Union (preferred)	50	2,787,000	---	½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1	per ton.	39 — @ 42 —
Pig, American, No. 1		38 — @ 40 —
Pig, American, No. 2		36 — @ 38 —
Bar, Refined, English and American		87 — @ 91 —
Bar, Swedes, assorted sizes	(gold).	87 50 @ 90 —
Bar, Swedes, ordinary sizes		— — @150 —
Bar, English and American, Refined		95 — @100 —
Bar, English and American, Common		85 — @ 90 —
Scroll		125 — @170 —
Ovals and Half-round		120 — @150 —
Band		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ⅜ @ 3-16 inch		100 — @160 —
Hoop		133 — @185 —
Nail Rod	per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s		— 16 @ — 17
Sheet, Single, D. and T. Common		— 5 @ — 7
Rails, English	(gold) per ton.	52 — @ 53 —
Rails, American (at works)		78 — @ 80 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring (2d and 1st qlty.)		— 10 @ — 12½
English Blister (2d and 1st qlty.)		— 11½ @ — 20
English Machinery		— 15½ @ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½ @ — 17
American, Cast, Tool, do.		— 21 @ — 22
American, Spring, do.		— 10 @ — 13
American Machinery, do.		— — @ — 14
American German do.		— 10 @ — 12

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — 42
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 28
American Ingot		— 23 @ — 24

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 37½ @ 6 50
German Refined	(gold)	6 37½ @ 6 62½
English	(gold)	6 37½ @ 6 87½
Bar	(net)	10 — @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

		Gold.	Currency.
Banca	(gold). per lb.	— 27½ @ — 27½	
Straits	(gold).	— 23½ @ — 24	
English	(gold).	— 24½ @ — 24½	
Plates, I.C. Charcoal, p. box		8 25 @ 8 50	11 75 @ 12 50
Plates, I. C. Coke		6 62½ @ 7 37½	9 50 @ 10 50
Plates, Coke Terne		6 25 @ 6 37½	8 75 @ 9 25
Plates, Charcoal Terne		7 62½ @ 8 —	10 75 @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— 17 @ — 17½
Refined, free, S. W.		— — @ — 33½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 24½
Refined, in bond, Standard White		— — @ — 2 ½
Refined, in bond, prime White		— 27½ @ — —
Naptha, Refined, (60 @ 63 gravity)		— 17 @ — 19
Residuum	per bbl.	— — @ 3 25

New York Stock Exchange.

Actual Sale Prices for the week ending April 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29
Atlantic M. S. S. Co.	35	----	35	----	----	----
Boston, Hartford & Erie	14½	14½	14½	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	48½	49	49	49½	49	49
Central of N. Jersey	115½	115½	115½	116	115½	115½
Chicago & Alton	123	----	127	128½	128½	----
" " pref.	125	----	----	128½	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Ins. b'ds	----	92½	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c 113	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	84	----	----	----	----	----
Chic. & Northwest'n	62½	----	62½	62½	62½	63
" " pref.	74½	74	74½	75½	74½	74½
" " 1st M.	----	----	88	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	89½	----	----	----	----	89½
Chicago & Rock Isl.	94½	93½	94	93½	94	94
" '1st M. '70	----	----	----	----	101½	----
Chi., R. I. & Pa. 7s 1896	----	----	----	94½	----	----
Clev., Col. and Cin.	105	----	----	106	----	----
Clev. and Pittsburg	83	82	81½	83	83½	83½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	95	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	104½	104	104½	105	106½	106
" " S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	----	----	----	100½	----	102
Cumberland Coal, pref.	----	----	32	32½	32½	----
Del. & Hudson Canal	158	158	----	159	----	----
Del., Lack. & West.	115½	115	----	114½	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	71	69½	70½	71½	72	70½
" pref.	75	----	74	----	74	74
" 1 M. 7 p.c. '67	----	----	----	----	----	105
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	90	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	77½	----	77½	77	----	----
Hudson River	136	135	136	137	138	137½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	101	----	----	----	----	----
Illinois Central	143½	----	144	----	145½	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	6½	----	6	----	----
" " pref.	12	12	11½	----	11½	----
Michigan Central	----	115½	115	115	115½	----
" S. F. 8 p.c. '82	----	----	----	----	112	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	90½	89½	89½	90½	90½	90
" " 1 M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	93	----	----	----	----	----
Milw. and St. Paul	63½	62½	62	64½	----	64
" " pref.	76½	----	76	76½	----	76
" " 1st mort.	91	91	----	----	----	----
" " 2d mort.	83	83	----	----	----	----
Missouri 6s	87½	87	87½	87½	87½	87½
" iss. to H. & St. J. R.	87½	88	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	99½	----	99½	----	----	----
" " 2d mort.	----	----	----	----	----	----
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	123½	124½	124½	129½	129	127
" " 7s. S. F. '76	----	----	----	----	104	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1 M. 7 p.c. '78	101	----	----	----	----	----
" " 3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	140	----	142	----	----	----
N. Carolina 6s ex-coup.	61½	62	----	62½	65	64½
" new	----	----	----	62½	63½	63½
Ohio & Miss.	31½	31½	31½	31½	31½	31½
" " pref.	----	----	----	----	78	----
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co.	92½	----	93½	94½	93	91½
Panama	----	----	----	306	----	----
Phila. and Reading	90	89½	90	91½	90½	89½
Pitts. Ft. W. & Chicago	102½	103	102½	103½	104	103½
" " " 1M.	----	----	----	----	----	----
" " " 2M.	----	----	----	----	----	----
" " " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	27	27	26½	----	26½	26½
St. L., Alton & T. H.	45	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	94½	----	----	----	----	96
" " 2M. pref.	----	----	----	----	----	----
" " Ins. b'ds	----	----	----	----	----	----
Tennessee 6s, ex-coup.	68½	68½	----	68½	68½	----
" new	67½	68	67½	67½	67½	67½
Tol. Wab. & Western.	52	52	52	52	51½	51
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	83	----	----	88	----	----
" Int. b'ds	----	----	----	----	----	----
Virginia 6s, ex-coupon.	51½	----	----	51	51	51
" new	48½	----	----	49	----	49½

New York Stock Exchange.

Actual Sale Prices for the week ending April 29.

	Th.23.	F.24	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	116	----	----	----
U. S. 5s, 10-40s, coup.	102½	102½	102½	102½	102½	102½
U. S 5s, 10-40s, reg.	102½	----	----	102½	----	----
U. S. 6s, 1881, reg.	113½	----	----	----	----	113½
U. S. 6s, 1881, cou.	113½	----	----	113½	----	113½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	142	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62..105	105	104½	----	105½	----	----
U. S. 6s, 5-20s, c. '62 ..112½	----	111½	112	112½	112½	
U. S. 6s, 5-20s, reg.'64.....	104½	104½	----	----	----	----
U. S. 6s, 5-20s, c. '64 ..110½	110	110½	110½	110½	110½	
U. S. 6s, 5-20s, reg.'65.....	104½	----	105	----	105	
U. S. 6s, 5-20s, c. '65 ..110½	110½	110½	110½	110½	110½	
U. S. 6s, 5-20s, r. n.'65..108½	----	108½	----	----	----	
U. S. 6s, 5-20s, c. n.'65..108½	110½	108½	108½	----	108½	
U. S. 6s, 5-20s, r. n. '67. ...	108½	109	----	----	----	
U. S. 6s, 5-20s, c. n.'67..108½	108½	----	109½	109½	109½	
7.30 Notes, 2d series..107	107	107½	107½	107½	107½	
" " 3d series..107	107	107½	----	107½	107½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 28.

	W.22	Th 23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	----	----	----	----	----	----
" preferred	25½	----	----	----	25½	----
Camden & Amboy	125½	125½	126	126	126	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	90	----
" " 6s,'83.	----	88½	----	----	----	----
" " 6s,'89.	----	----	----	----	----	89½
" mort. 6s,'89.	98	98½	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s...	97	----	----	----	----	----
Lehigh Navigation	20½	21½	18½	20	20½	20½
" " 6s, '84.	----	84½	----	82½	83	84
" " Gold L.	88½	88½	----	86½	87	87½
Lehigh Valley R. R.	51½	51	----	51½	52½	53
" " 6s	97	----	----	----	----	----
Little Schuylkill R. R.	30	----	----	38½	40	----
" " 7s	----	----	----	----	----	----
Minehill	55½	----	----	----	----	56
Morris Canal	----	----	----	----	----	----
" " pref.	95	----	----	----	----	92
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	----	----	----	90	----	----
" " 10s.	----	----	----	111	----	111
Northern Central	45½	45½	45½	----	45½	45½
Pennsylvania R. R.	56½	55½	55½	55½	56	57
" 1st m.	----	----	----	101½	----	----
" 2d m.	----	97½	----	97½	----	----
Penn. State, 6s 1st series	104½	105½	----	----	105½	105½
" " 6s, 2d series	----	----	----	----	107	----
" " 6s, 3d series	----	----	----	108½	108½	108½
" " 6s, W. L.	103	----	----	----	----	102
Philadelphia City, 6s	100½	100½	----	100½	----	100½
" " new	103½	103½	----	103½	103½	103½
Philad., Germ. & Nor.	----	----	66½	----	----	----
Phila. & Reading	44	45	44½	44½	45½	45½
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	96	----
Philadelphia & Erie	24½	25½	25	24½	25½	25
" " 6s.	----	91	----	----	91	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	11½	----	----	----
" " pref.	19	20	----	----	20	----
" " 6s '82	71½	71½	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	15	----	----	15½	----
" " 6s '78	61½	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	13	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10	----	----	10	----	----
Chestnut & Wal. "	----	44½	----	45	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	57	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875.	97	----	97	----	97	----
" " 1886.	----	----	----	----	----	----
" " 1890.	----	98½	98	----	98½	98½
" " 1893.	98½	97	----	----	----	----
Balt. and Ohio	----	124	----	----	124½	----
" " b'ds, '75.	----	----	----	----	----	----
" " " '80.	----	----	97	----	----	----
" " " '85.	97	----	----	----	----	----
Marietta & Cin. 1st m.	91½	----	91½	----	----	----
" " 2d m.	75	----	----	----	73½	73½
Northern Central	----	45½	45½	----	----	45½
" " b'ds, 1885.	----	84½	----	85	85	----
" " " 1900.	----	----	----	----	----	----
N. W. Va. 1st mort.	----	----	----	----	----	96
" " 2d mort.	----	----	----	----	----	----
City Passenger R. R.	19½	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending April 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	149	----	148½	148	148	147
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	138	----	138
Boston and Providence	----	----	141½	----	----	140½
Boston, Hartford & Erie	14½	15	15½	14½	14½	14½
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	72½	----
Connecticut River	----	----	125	----	----	123½
Eastern	119½	119½	118½	119½	119½	119
Fitchburg	----	----	----	131½	----	131½
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	114½	----	----	115½	----	115½
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ.	----	----	62½	62½	62½	62½
Old Colony & Newport	----	----	92	92	----	92½
Ph., Wil. & Baltimore	----	----	54½	----	54½	54½
Portl'd, Saco & Ports.	----	----	----	----	----	103½
Vermont & Canada	----	----	99½	----	----	100
Vermont & Mass.	57	----	----	----	----	57½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	93½	99½	----	93½	94½
Metropolitan "	----	64	65½	----	----	64½
Middlesex "	----	----	----	----	40	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22½	----	22½	----	22	----
Franklin "	----	14½	----	14½	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	4½	----
Minnesota "	----	----	3	3	----	----
Pewabic "	----	7½	7½	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities April 3d, and 10th:

	Closing Prices. April 3.	April 10.
United States, 5-20s, 6 per cent 1882.	72½@ 72½	72½@ 72½
Do. do. 6 do. 1884.	69 @ 71	69 @ 71
Do. do. 6 do. 1885.	71½@ 71½	71½@ 71½
Do. do. 6 do. 1868.	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874.	72 @ 74	72 @ 74
United States 10-40s, 5 per ct. 1904.	66½@ 67½	67½@ 68
Massachusetts State 5 per cent	90 @ 91	90 @ 91
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	32 @ 34	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	57 @ 62	57 @ 62
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	57 @ 62	57 @ 62
Do., consolid. mort. bonds, 1890	30½@ 31½	33 @ 33½
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 62
Erie shares, $100 (all paid)	49 @ 49½	47½@ 47½
Do., Preference ditto	70 @ 72	69 @ 71
Do., 3d mort., 1883, 7 p. c.	60 @ 65	60 @ 65
Illinois Central, 6 p. c., 1875	85 @ 90	85 @ 90
Do., $100 shares (all paid)	90½@ 91½	94 @ 94½
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	-- @ --
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	-- @ --
Panama R. R. 2d mort., 1882, 7 p. c.	103 @105	103 @105
Do., General mortgage, 7 p. c	104½@105½	104½@105½
Penn. R.R. bonds, 2d mort. con. 6 p c.	91 @ 93	92 @ 94
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 85	83 @ 85
Do. with option to be paid in Phil.	83 @ 86	83 @ 85

American Railroad Journal.

Saturday, May 2, 1868.

Stock Exchange and Money Market.

Money has been decidedly easier in price, this week, under much more liberal offerings both from bank and on private account, closing with call loans at 6@7, and prime discounts at 7@7½ per cent. per annum. The demand for accommodation has not been very urgent. It has been mainly speculative, and for use at the Stock and Gold Boards. The mercantile inquiry has increased, but is yet up to no more than a moderately fair average for the season. The produce houses are asking for more aid, in view of the opening of inland navigation, and the consequent revival in the produce business. The dry goods and grocery firms are also making more numerous applications. The flow of currency from the interior, however, in favor of this centre is more decided; and the banks are augmenting their cash reserve. Last week, they added $3,033,097 to their available hoard of legal tender notes, which was a very encouraging gain, in this important item. The bank deposits, however, fell off about a million and a half; and the specie average showed a decrease of over 1¾ millions. The loans were reduced 1½ millions. A small increase was noted in the item of circulation. The U. S. Sub-Treasury balance was enlarged a little over 2 millions during the week, or from $104,754,879 on the 18th, to $106,848,823 on the 25th of April. A further addition to the cash reserve of the office on Monday and Tuesday of the current week. The Sub-Treasurer has been selling Gold, and buying in Seven-thirties in a moderate way. His orders on Wednesday, from Secretary McCulloch, were to commence immediately the disbursement of coin, on account of the May interest on the Five-twenties. Much of the apparent increase in the cash balance of the office, within the past ten days, is ascribed to the retirement of Seven-thirties, the recent accumulations of which have not yet been sent forward to Washington, and credited to local agency. About the 1st of May, the balance will doubtless be cut down very notably, by the impending interest payments, as well as by the marking off the books of the office, of the retired Seven-Thirties and Compound Interest Notes.

The specie reserve of the city banks is now $14,934,547, against $7,404,304 same time last year. The city bank deposits are now $180,307,489, against $187,674,341 week ending April 27, 1867. The legal tender reserve amounts to $53,886,757, against $67,920,351 same time last year. The circulation now stands at $34,227,624, against $33,601,285 same time last year. The loans are now $253,314,617, against $247,737,381 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $100,464,000 a day, against a daily average of $103,952,822 the preceding week, and $82,062,000 the week ending with April 11, 1868. The current week's exchanges average about $101,644,349 a day. The city banks, last week, gained $3,033,097 of legal tender, while they lost $1,525,034 in the deposit line, and $1,842,095 of their specie reserve. They reduced their loans, $2,503,369; and increased their their circulation, $9,043.

The New York Gold Exchange Bank reports for the week ending Saturday, the 25th day of April, 1868, the average amount of loans and discounts as $1,507,412; average amount of specie, $1,948,157; average amount of deposits, $1,645,883.

The Philadelphia Bank movement the past week shows a decrease in loans of $177,157; a decrease of $17,530 in specie; an increase in legal tenders of $457,819; an increase of $816,338 in deposits; and a decrease of $167 in circulation. The Bank Clearings show an increase of $417,004, and the balances, a decrease of $659,363.

National Bank notes to the amount of $120,930 were issued last week, making the total issue to 1,673 banks thus far, $307,418,231, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $7,645,631, leaving, with the existing 1,639 banks, (having an aggregate capital

of $419,845,790,) an actual circulation at this date of $299,767,600. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,913,400; and for the public deposits, $38,277,950—making a total of $380,191,350. The Treasury Department last week redeemed and destroyed $539,400 of worn and mutilated fractional currency, and issued $944,088 of new. The outstanding amount of fractional currency on the 1st inst. was $32,588,690, against $32,307,947 on the 1st of March, and $32,246,439 on the 1st of Feb. 1868.

The U. S. Sub-Treasury receipts, week ending with April 25, were $10,595,993, including $2,256,729 from customs duties; payments, $8,502,050, including $46,000 of coin interest; balance at the close of the week, $106,848,823, against $104,754,879, at the close of the preceding week, showing an increase of $2,093,944. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,789,905 including $460,038 from customs; and payments, $2,368,896; on Tuesday, receipts, $3,381,541 including $382,825 from customs, and payments, $3,467,134. The balance at the close of business on Tuesday stood at $108,184,237, against $104,888,081 a week previous; and $102,569,236 on April 14, 1868.

Government revenues have been on a moderate scale, since our last, from all sources of National income. The excises, last week, yielded about four millions, against three millions the preceding week; customs at the port of New York, $2,256,729 and at the outports, about $750,000 (in coin) more, making the grand total income for the week equal to about $7,210,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $159,000,000. The excises are yielding more satisfactorily as the spring advances.

Government received from customs, through the port of San Francisco, from Jan. 1, to April 1, 1868, $2,128,862, against $1,815,411 same time last year.

Gold has been more confidently dealt in, since our last, at a higher range of prices. The speculative and export demand has been more active, while there has also been a fair customs call. Government which was out of the market, as a seller, early in the week, has been disposing of amounts about equal to its daily customs income, since the opening of the current week, thereby influencing the premium rather adversely for the speculative element of the Gold Exchange. The range of the price, during the week under review, was from 138⅝@140⅜, and the latest quotations on Wednesday were 139@139⅛. The shipments on Tuesday and Wednesday of the current week, reached $412,000. The *Henry Chauncey* arrived here on Tuesday, with a treasure freight of $466,909 from California.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $2,782,351, against $674,748 same time last year. The customs demand for Gold last week, averaged $376,121 a day; thus far, this week, it has been equal to $421,603 a day, or equal to a weekly aggregate of 2,529,618. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $43,937, and from California, $466,909. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $93,751,202, against $104,178,132 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $28,539,228, against $34,461,567 same time in the preceding fiscal year, showing a decrease of $5,922,339 in 1867–'68. The exports of specie from this port, last week, were $1,867,291, against $710,397 same week last year. The exports of specie, hence, since July 1, 1867, have been $47,945,476, against $25,694,917 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $46,000, and since July 1, 1867, $54,618,162, against $36,657,764 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to April, 1868, were $10,540,413, against $9,839,647 same time last year.

There has been a more liberal supply of foreign exchange available, since our last, and as the demand has been comparatively moderate, prices of sterling have declined a fraction, closing steadily, though without activity at our quotations. Bankers' prime sixty day bills on London closed on Wednesday at 109¾@110, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110¼@110½, and on Paris to 5.11¼c.@5.10. The offering of produce bills have been quite liberal again this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,170,473, against $3,314,702 same week last year; total, since July 1, 1867, $149,632,790, against $162,413,040 same time in 1866–'67.

A further improvement has been noted in the public funds, the offerings of which have been quite moderate, since our last, while the demand has been growing steadily, chiefly from buyers, both home and foreign, for investment purposes. The exportable bonds have been attracting more attention from the foreign houses. The home inquiry has been mainly for the later issues of the Five-Twenty six per cent. coin bearing bonds, especially the issue of 1867, which of all the 5-20s have the longest time to run, before the privilege of the Government to redeem them shall have matured, and which are therefore regarded by home purchasers as all the more desirable for permanent investment. A new Five-twenty Bond is in course of preparation, dated July 1, 1868, intended for the conversion of the outstanding balance of Seven-thirty Notes. The bond, however, is not likely to be offered for exchange before the maturity of the notes.

U. S. sixes of 1881 closed here on Wednesday at 113@113¼; U. S. Five-twenties of 1862, 112@112¼; U. S. Five-twenties of 1864 at 110½@110⅝; U. S. Five-twenties of 1865 at 110¾@110⅞; U. S. Five-twenties of 1865, consolidated, 108¾@108⅞; U. S. Five-twenties of 1867, 109⅛@109¼; U. S. Ten-forties at 102⅝@103¾, and U. S. Seven-thirties at 107⅜@107½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865 ..... 118¾	September, 1865.. 117¼
August, 1865.... 117¾	October, 1865.... 117
U. S. three per cent. certificates 100¼	

Government paid off $474,550 of the matured loan of 1847–'67, in March.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 15.	April 22.	April 29.
Consols	93½	93⅝	94
U. S. 5-20's of 1862....	73	*70¼	70¼
Erie	46½	46¼	46⅛
Ill. Central.....	94	93⅛	95

* Ex May coupon.

Railway and miscellaneous stocks have been in moderately active demand, all the week, chiefly on speculative account, at advanced, though variable prices, Wednesday's dealings indicated some hesitancy in the speculative movement, the market closed tamely, without any decided tendency either way.

The movements in produce have been rather extensive, since our last. Prices of Breadstuffs have declined. Provisions close more firmly. Cotton leaves off spiritlessly the demand having diminished. Middling upland cotton closed quite dull and heavy on Wednesday at 32@32½ cents, per lb. The stock of cotton now here is estimated at about 85,000 bales. The receipts at the port this week, have averaged about 900 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,055,000 bales, against 1,658,000 bales same time last year; exports, same time 1,465,000 bales, against 1,181,000 bales same time last year; stock on hand at latest dates, 250,000 bales, against 420,000 bales same date last year. At the Live Stock markets this week, Beeves have been in better supply and less demand at the reduced figures of from 14@19c. per lb.; week's receipts, 5,993. Veal calves in fair request, but at easier prices, ranging from 6@12c. per lb.; receipts, 2,558. Sheep and lambs in good demand, and generally steady at from 6@9c. per lb.; receipts, 15,975. Swine active, at from 9@10½c. per lb., all live weight; receipts, 19,140. At the month sale of Scranton Coal on Wednesday, 75,000 tons were disposed of at rather easier prices, ranging from 3.70 to 4.72½ per ton of 2,240 lbs., deliverable at Elizabethport, N. J. The dealings in general merchandise have been fair in amount; and prices of desirable articles have been quoted firm and buoyant, as a rule. The total imports of foreign dry goods, last week, were $1,137,196, and the total amount marketed $1,467,432. The value of foreign merchandise imported last week, was $4,419,368—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,556,564, against $6,540,820, same week last year; total since July 1, 1867, $195,660,021, against $225,895,349 same time in 1866–'67. The ocean freight market has been less active and rather depressed, since our last. It closed more firmly, though without any quotable improvement. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s. 8d.@2s. 6d. by steamer, per bbl.; grain at 4d.@5d. by sail, and 6d.@6½d. by steamer, per bushel; cotton at $\frac{1}{16}$@$\frac{3}{16}$ by sail, and $\frac{1}{8}$@$\frac{3}{16}$ by steamer, per lb.; and heavy goods at 15s.@35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday 519.

The New York exports, exclusive of specie, for

the week ending April 28, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,314,702	$4,170,478
Prev. reported.....	64,406,701	54,319,432
Since January 1.....	$67,721,403	$58,489,905

The imports for the week ending April 28th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,336,866	$1,137,196
Gen. merchandise.....	5,203,954	4,419,368
Total for the week.....	$6,540,820	$5,556,564
Previously reported....	79,443,918	70,511,118
Since January 1.....	$85,984,738	$76,067,682

The balance in the Sub-Treasury on Wednesday was $109,295,086 45.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s, Bounty Loan, coupon, 109; do., 6s, 1873, 101⅞; Illinois coupon bonds 1879, 99⅞; Chicago and Milwaukee 1st mort., 88; Dubuque and Sioux City 1st mort., 87; New York and New Haven 6s, 95½; Indianapolis and Cincinnati R. R., 54; Hannibal and St. Joseph R.R., pref., 84½; Rensselaer and Saratoga R. R., 86; Boston Water Power Co., 21½; Adams' Express Co., 63; Wells-Fargo Exp., 27; American Exp., 61¾; Merchants' Union Exp., 32; U. S. Exp., 61; Union Navigation Co., 30; Western Union Telegraph, 86⅞; do., 7s, 83⅞; Manhattan Gas, 107; Park Bank, 149⅞; Importers' and Traders' Bank, 127; Shoe and Leather Bank, 117; Bank of New York, 116; Central National Bank, 107; Fourth National Bank, 104⅞; Metropolitan Bank, 135; Bank of Commerce, 119⅞; Merchants' Bank, 120; Bank State of New York, 116; Ocean Bank, 104; Bank of North America, 107; Am. Ex. Bank, 116½; Bank of America, 142; Merchants' Exchange Bank, 111½; Irving Bank, 106½; Nassau Bank, 108; Ninth National Bank, 105; American Flag, 0.45; Burroughs Gold, 0.12. Bennehoff Run, petroleum, 1.25; Consol. Gregory Gold, 2.75; Corydon, 0.30; Davidson Copper, 0.38; Empire Gold of N. C., 3.00; Edgehill Mining, 2.60; Gunnell Gold, 0.75; Hamilton G. & S. bonds, 0.82; Keystone, 0.01; La Crosse Gold, 0.40; Montana Gold, 0.45; New York, 0.61; Quartz Hill Gold, 1.05; Smith and Parmalee, 2.20; United States, petroleum, 1.75; Walkill Lead, 0.24.

Philadelphia.—Philadelphia and Erie 7s, 79; Warren and Franklin 7s, 80¼; Ph., Wil. & Balt. R. R., 53; Camden and Atlantic, pref., 18; Phila. and Trenton R. R. 126¼; Allegheny County comp. 5s, 74¾; Pennsylvania State 5s, 1870, 99; Hazleton Coal, 59; Big Mt., 4⅜; Shamokin Coal, 6; Fulton Coal, 5½; Ocean Oil, 2⅛; Feeder Dam, ½; Mechanics Bank, 82½; Bank of North America, 250; Farmers' and Mechanics' Bank, 133; Western Bank, 96; Philadelphiaa Bank, 163¼; Consolidation Bank, 45⅝. The latest quotations are: City 6s, 100½@100¾; do., free of tax, 103¾@103⅞; State 5s, reg., 98@99; do., coupon, 97@97; do., 6s, W. L., 103@103¼; Reading, 44⅞@45; do., 6s, 1870, 96@96½; do., bonds, 93@94; Camden and Amboy, 126¾@127; do., mort. 6s, 1889, 98½@99¾; do., 1883, 89@89; Penn. R. R., 52⅝@53; do., 1st mort., 101@102; do., 2d mort., 97⅛@98; Little Schuylkill R. R., 38½@39; Morris Canal, 35@50; do., pref., 91½@91½; do., bonds, 85@90; Wyoming Valley Canal, 41@44; do., 6s, 79@83; Susquehanna Canal, 15¾@16; do., 6s, 60@62; Sch. Nav., 10@12½; do., pref., 19@20; do., 6s, 1882, 71⅜@71½; Union Canal bonds, 13¾@15; Delaware Div. Canal, 47@48; do., bonds, 81@89; Elmira and Williamsport, 30@32½; do., pref., 40¼@41; do., 7s, 1873, 96@97; do., 5s, 59½@62; Lehigh Coal and Navigation, 19⅞@20; do., bonds, 1884, 83@84; North Pennsylvania, 33⅛@38; do., 6s, 90½@90¾; Philadelphia and Erie, 25⅛@25½; do., 6s, 91½@91; Minehill, 55½@56; Catawissa, 5@10; do., pref., 26@26½; Lehigh Valley, 53¼@53½; do., bonds, 97@99; Fifth and Sixth streets, (horse,) 35@37; Second and Third, 56@56½; West Philadelphia, 65@66; Spruce and Pine, 23@24; Green and Coates, 30½@31¼; Chestnut and Walnut, 44@45¼; Thirteenth and Fifteenth, 15¾@18; Girard College, 26@27; Tenth and Eleventh, 64@69; Union, 37@41; Hestonville, 9⅝@10.

Boston.—South Shore R. R. 6s, 1880 90; Rutland and Burlington 1st mort., 145; Central Pacific R. R. 6s, gold, 97¾; do., 7s, 1883, 107; Ogdensburg and Lake Champlain Equipment 8s, 101½; Central Branch Union Pacific R. R. 6s, 1st mort., 1895, 80; Western R. R. 6s, 1875, 98; Eastern R.R. 6s, 1874, 95¾; Vermont and Massachusetts R. R. 6s, 1883, 94; Boston, Hartford and Erie 7s, 63; do., new, 49; Vermont Central 1st mort., consolidated, 77; do., 2d mort., 30; Old Colony and Newport 6s, 95¾; do., 7s, 103; Indianapolis and Cincinnati R. R., 25¾; Summit Branch R.R., 15@18¾; Concord and Portsmouth R. R., 101½; Union R. R. 6s, gold, 98¾; Vermont Central and Vermont and Canada 8s, 102; Boston Water Power Co., 21¾; Cary Imp., Co., 8½; Waverly Land, 1¼; Short Mt. Coal, 14⅛; Henry Clay Coal, 15; Brady Coal, 10c.; Tudor Lead Co., 2¼; Bullion Consolidated, 60c.; Ophir (N. S.) gold, 1.37½; Massachusetts 6s, 5-20s, currency, 102¾; do., 6s, 1876, gold, 122; do., 5s, 1883, gold, 108; New Hampshire 6s, 1884, 99⅞; Rhode Island 6s, 1882, 100; Connecticut 6s, 1881, 99⅝; Maine 6s, 1889, 99⅞; Chelsea 5½s, 1870, 93¼; Albany 6s, 1896, 95½; Roxbury 6s, 1874, 101¼; Portland 6s, 1887, Building Loan, 97¾; St. Louis 6s, 1887, gold, W.L., 99⅝; do., 1886, Municipal, 81⅛; do., Harbor Imp., 83; Salem 6s, 1877, W. L., 99⅞; Calais, Me., 6s, 1876, 90¾; Boston 5s, 1878, gold, 108; Lynn 6s, 1886, 99⅞; Cambridge 6s, W. L., 99; Atlas National Bank, 116⅞; Boston National Bank, 122; Columbian National Bank, 114¼; Continental National Bank, 115¼; City National Bank, 106⅛; Everett National Bank, 105¼; Eliot National Bank, 109; Eagle National Bank, 115; First National Bank, Safety Fund, 170¼; Hide and Leather National Bank, 143½; Hamilton National Bank, 120; Mt. Vernon Bank, 115½; Maverick National Bank, 110⅞; Market National Bank, 106¾; Merchants' National Bank, 119¼; National Bank of Republic, 136; National Bank of Redemption, 113¼; National Bank of Commerce, 117¾; North National Bank, 113½; Old Boston National Bank, 65¾; State National Bank, 107; Second National Bank, Granite, 147½; Suffolk National Bank, 115; Traders' National Bank, 99¼; Third National Bank, 119¼; Union National Bank, 121¼; Allouez Mining Co., 3⅛; French Creek, 17c.; Hecla, 40; Hancock, 4½; Superior, 1¼; St. Clair, 1½; South Side, 50c.; Winthrop, 62½c.

Baltimore.—City 5 per cents, 81; Western Maryland bonds, 79½; do., 2d mort., guar., 91; Central Ohio R. R., 35; Parkersburg R. R., 27½; Virginia 6s, 1866, reg., 41; do., 1867, 40¾; do., old, 43; Mechanics' Bank, 10½; National Exchange Bank, 97¾. The latest quotations are: Balt. and Ohio, 124@124½; do., 6s, 1875, 97@97; do., 1880, —@97; do., 1885, 96½@97; Northern Central, 45@45¼; do., bonds, 1885, 84¾@85; do., 1900, 84@84½; Parkersburg Branch, 27@28; N. W. Va., 1st mort., 96@—; do., 2d mort., 94@95½; do., 3d mort., 1873, 92@94¼; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 91@91⅞; do., 2d mort., 78@78½; Central Ohio, 36¼@37; do., 1st mort., 85¼@86; Western Md. 6s, 1890, 79½@80; do., guar., 94@95; Maryland 6s, coupon, 1870, 101@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 97@97½; do., 1886, 98½@98¾; do., 1890, 98¼@98⅜; do., coupon, 100@—; do., Park, 97½@98; do., 1893, 96@97; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19@20; Canton Co., —@—; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 65@68; Santa Clara, 1.50@2.00; Atlantic Coal, 0.80@0.85; Baltimore Coal, 290.

Lubricating Oils.

We are pleased to note the success achieved by the American National Lubricating Oils in this country. These oils fill the desideratum long sought by railroad men. An article uniform and reliable in addition to saving in cost over the old standard Lubricators of fully 50 per cent. in accomplishing the same results.

The *Crude* Lubricating Oils of West Virginia have been long known to possess valuable qualities, but owing to grit and other impurities, could not be used on better classes of machinery. Mr. St. John the Agent of the Volcanic Oil and Coal Co., invented and patented a filter which completely removes, by strictly mechanical process all objectionable features of the crude oil, leaving the oil perfectly pure, and without doubt the best lubricator in market. So largely has the demand for the oils increased of late, that Mr. St. John the General Agent has opened a branch house at No. 13 South Water street, Chicago, to meet more readily the demand for his Western customers. Its endorsement and adoption by the principal Western roads, lake steamers and machinists generally, is the best proof of its excellence.

☞ We invite attention to the Advertisemen of the Lawrence Cement Co., in another column. The Hoffman Rosendale Cement is the standard Cement used at the Brooklyn Navy Yard, and is made and sold by this company at 68 William st., N. Y. Address M. W. Woodward, Esq., Secretary.

☞ The Governor has approved the bill authorizing the construction of the Hudson River Highland Suspension Bridge. The proposed bridge is to be located at or near Fort Montgomery in the Highlands, and is on the line of the Erie and New England Railroad, to be constructed from Turner's on the Erie Railway, to Derby in the state of Connecticut.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 3d week in April, 1868, were... $92,633 21
Corresponding week of previous year.. 77,060 47

Increase..... $15,572 74

The earnings of the Chicago and Northwestern Railroad for the 3d week in April, 1868. $281,860 44
Corresponding week previous year .. 164,737 88

Increase $67,122 56

The earnings of the Marietta and Cincinnati Railroad the 3d week in April, 1868... $25,983 00
Corresponding week previous year.... 20,644 00

Increase $5,339 00

The earnings of the Chicago and Rock Island Railroad for the third week in April, 1868, were..... $78,400 00
Corresponding week of previous year.. 78,370 00

Increase $30 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week in April, 1868, were..... $97,809 00
Corresponding week of 1867..... 97,583 00

Increase $226 00

The earnings of the Western Union Railroad for the week ending April 21, 1868.... $10,697 46
Corresponding week previous year..... 9,817 53

Increase..... $879 93

The earnings of the Chicago and Alton Railroad for the 3d week in April, 1868.. $70,611 42
Corresponding period previous year .. 75,624 03

Decrease $5,012 61

The earnings of the Detroit and Milwaukee Railroad for the third week in April 1868, were $35,757 88
Corresponding week of 1867..... 39,165 63

Decrease $3,407 75

The earnings of the Toledo, Wabash and Western Railroad for the third week of April, 1868, were..... $68,421 35
Same week in 1867..... 72,414 03

Decrease $3,992 68

The earnings of the Atlantic and Great Western Railway for the third week in April, 1868, were..... $112,216 00
Corresponding week previous year... 117,467 00

Decrease $5,251 00

☞ The Pittsburg *Chronicle* says the Indianapolis and Crawfordsville Railroad has been mortgaged to the Pennsylvania Railroad Company for a million and a half dollars, with which the construction of the line is to be pushed rapidly forward. The contractors advertise for 500 more laborers, and hope to complete the road this season.

☞ Over forty thousand dollars have been subscribed by the citizens of Wanesboro', Pa., for the building of a branch railroad from some point on the Cumberland Valley Railroad to that place.

☞ Work upon the European and North Railroad is being rapidly pushed forward. It is expected that the road will be completed as far as Lincoln this season.

☞ The proposed railroad from Saugatuck to Brookfield is being surveyed, and the engineers are as far as Weston.

☞ The first train of cars over the Hanover Branch ran as far as East Abington last week.

Journal of Railroad Law.

TRESPASS—INJURY TO ANIMALS BY RAILROADS—MUTUAL NEGLIGENCE—EXCEPTION TO GENERAL RULE.

The following able opinion was delivered in the case of the Indianapolis and Cincinnati Railroad Co. *vs.* McClure, (26 Ind., 370):

GREGORY, C. J.—McClure sued the railroad company before a justice for killing stock.

The 1st paragraph of the complaint charges the killing of a heifer by the locomotive and train at a point where the track was not securely fenced.

The 2nd paragraph charges that the defendant, by its locomotive and train of cars, on the road, at the &c., &c., ran over and killed the plaintiff's cow, of the value of $50, that the cow was killed in the city of Greensburg, at a place where a street crosses the railroad, that by the negligence and carelessness of the defendant, the crossing at the street was so bad and out of repair, that the cow could not readily get over the same, and in consequence thereof was caught by the locomotive, thrown off and killed; that at the time, the locomotive and train were carelessly and negligently run by the servants of the defendant, at a high rate of speed, so as thereby to endanger the lives and property of the citizens of the city of Greensburg, and in consequence thereof, and because of the bad crossing aforesaid, the cow was killed.

The 3d paragraph charges that the defendant, by its locomotive and train of cars, on the road where it passes through Decatur County, about 2 miles east of Greensburg, carelessly and negligently ran over a "heifer belonging to the plaintiff, of the value of $40, and then and there so injured and crippled the heifer as that she became and was of no value and died."

Separate demurrers were filed to each of these paragraphs. The demurrers were overruled by the court below, and this is assigned for error. Trial by jury, verdict for the plaintiff, motion for a new trial overruled. The evidence is in the record.

The cow and heifer, at the time they were killed, were running at large. The crossing where the cow was killed was somewhat out of repair, and the train was running at the rate of from ten to fifteen miles an hour. The engineer sounded the whistle at the distance of 100 yards or more, and checked up the train. Brunetta Bankley heard the sound of the whistle, and went to the door to look after her cow; she saw McClure's cow and 2 others come up the Michigan road to the crossing, the other two passed over, and McClure's cow ran up the track, west; the whistle was sounding at the old grave-yard; she and her son tried to scare the cow off the track, but could not succeed. The heifer was killed at the lane crossing at Parker's school house, about 2 miles east of Greensburg. There are cattle guards at the crossing, but it does not appear that this lane is a public highway. The appellant claims that it is, in argument, but the appellee denies it. McClure resided in Greensburg at the time the cow and heifer were killed.

The Railroad Company were under no obligation to fence where the cow was killed. The common law imposes on the owner of domestic animals the duty of keeping them on his own land, or within inclosures, and he becomes a wrong doer, if any of them escape or stray off upon the lands of another person, and this, as a general rule, is the law in this State. The Lafayette and Indianapolis Railroad Company *vs.* Shriner 6 Ind. 141.

The appellant is not liable for killing the cow, unless she was killed by the gross negligence or willful misconduct of the company's agents.

Was running at the rate of from 10 to 15 miles an hour through the streets of a city, of itself, such gross negligence as will render the defendant liable?

Waite *vs.* The Eastern Railway Co. 96 Eng. Com. Law 719, was a suit by a child 5 years of age, for injuries sustained. The grandmother, with this child, procured tickets at a railroad station for the defendant's road. The platform from which the cars were entered, was on the opposite side of the track from the ticket office. While the grandmother, with the child, was crossing the track to go to the platform, a goods train, with a tender before the engine, passed the station at its usual rate, about 20 miles an hour, struck the grandmother and child, killed the grandmother and injured the child. In answer to the question put to them, the jury "found that the defendant was guilty of negligence, which contributed to the accident." Verdict for the plaintiff. The court set aside the verdict, because as was said by Lord Campbell, C. J. "Notwithstanding the negligence of the defendant, if she, the grandmother, had acted on this occasion with ordinary caution and prudence, neither she herself or the infant, would have suffered. Under such circumstances, had she survived, she could not have maintained any action against the company, and we think that the infant is so identified with her that the action in his name cannot be maintained."

In Woolf *vs.* Beard, 34 Eng. Com. Law 787, suit was brought for an injury occuring in High street, Aldgate, London, Coleridge, J., in summing up, said "The cabriolet, it is said, was coming at the rate of 9 or 10 miles an hour, which was a most improper pace at such an hour and in such a place. Even a much less pace would be too fast at that time of the evening, in such a place as High street, Aldgate. If the plaintiff took reasonable and proper care, and it was on account of the extraordinary speed of the cabriolet, that she could not save herself, and she thus met with the accident, she is entitled to your verdict; but if she by her own negligence, and want of care, contributed to the accident, she cannot recover in this action, even though you should think the driver of the cabriolet was driving too fast and was therefore guilty of negligence as well as the plaintiff."

In Hawkins *vs.* Cooper 34 Eng. Com. Law, 842, the plaintiff was crossing Westminister road near Marsh Gate, London, when a cart and horse, driven by the defendant's servant, ran against her. The horse was going at the rate of about 12 miles an hour. Tindal, C. J. told the Jury: You will take the case into your consideration and determine for yourselves, whether the injury was attributable to negligence, carelessness, and improper mode of driving of the defendant's servant. If you think it was attributable to that and to that alone, you will find your verdict for the plaintiff, and give such damage as you think proper under the circumstances. But if you think it was occasioned in any degree by the improper conduct of

the plaintiff herself, in crossing in so incautious and improper a manner, in such case the defendant will be entitled to your verdict."

The exception to the rule that a plaintiff cannot recover, if his own negligence contributed to the injury, seems to be correctly stated by Redfield as follows: "If the wrong on the part of the defendant is so wanton and gross as to imply a willingness to inflict the injury, the plaintiff may recover, notwithstanding his own ordinary neglect. And this is always to be attributed to the defendant, if he might have avoided injuring the plaintiff, notwithstanding his own negligence."

In the case in judgment, the train was passing about 5 o'clock in the afternoon, through a part of the city of Greensburg, not shown to be crowded; indeed it does not appear that there was any one about but Mrs. Bankley and her son, who were trying to drive the cow from the track. The train was checked, as soon as the cow showed a determination to disregard the alarm whistle. Under such circumstances we think that although the rate of speed at which the train was running constituted carelessness, yet it was not so gross, in view of the authorities, as would bring the case at bar within the exception to the general rule.

A lane is not necessarily a public highway. If the heifer was on the crossing of a public highway when she was killed, there is nothing in the record to charge the appellant with her loss; but if the railroad track could be fenced at the place at which she was killed, then there is a liability.

The judgment is reversed with costs, and the cause remanded with directions to sustain the demurrers to the 2d and 3d paragraphs of the complaint and for further proceedings.

☞ The Middlesex Horse Railroad Company have recently placed on their line six new cars of beautiful design and pattern, from the manufactory of STEVENSON & Co., New York. They are painted red and white, are light in construction, and exceedingly roomy. The wheels and gearing are all of a new and improved pattern, differing greatly from any other on the road. The inside arrangements are very tasty. The cushions are of silk plush, with trimmings to correspond. The ventilation which is excellent, is from side jets at the top of the car. These cars are a great addition to the stock of the road.

☞ The Brooklyn Board of Aldermen have adopted a resolution authorizing the South Side Railroad Company of Long Island to operate all their cars by horse power on single tracks through Bushwick avenue, from and across Johnson street to Boerum street, and through Boerum street and Broadway (already granted to said company), instead of Montrose avenue from Bushwick avenue to Union avenue.

☞ The directors of the Knox and Lincoln Railroad Company have cosen Otis Kimball, esq., treasurer. An assessment upon the stock was voted, and the engineer instructed to locate the road at once.

☞ Henry county, Va., has voted a subscription of 500 shares to the stock of the Chesapeake and Ohio Railroad.

☞ Active preparations are now being made for the rebuilding of the bridge between Wrightsville and Columbia, Pa.

Hazleton, and Lehigh Luzerne R. R., Co's.

The Philadelphia *Ledger* says that the merger of these companies into the Lehigh Valley Railroad Company will be effected by the issue of the stock of the latter company to an amount slightly exceeding the combined capital stock of the two former companies and by the purchase (also for stock, at par,) of the equipment and shops, including eighteen locomotives, and nearly two thousand coal cars, belonging to the lessees of the Hazleton Company. The whole transaction will amount to a little over $3,300,000 of Lehigh Valley stock, which will take the place of other stock now outstanding, and probably be held to a great extent by the same parties. An increased business having been thus secured without any new expenditure, the efficiency of working, and general strength of the consolidated line will be greatly promoted by the arrangement, which includes, of course, the coal lands and all other property of the Hazleton Company. The bonds of that company amounting to $150,000, will be assumed by the Lehigh Valley Railroad. The exact figures are:

Stock of the Hazleton Railroad Co....	$1,850 000
Bonds of " "	150,000
Stock of Lehigh Luzerne Railroad	750,000
To the present lesses of the road for the rolling stock, etc.....	750,000
Making a total of.....	$3,350,000

For this amount the Lehigh Valley acquires sixty-five miles of track, with the requisite appurtenances above stated, and an estimated annual coal tonnage of 1,250,000 tons.

Charters Valley Railroad.

A meeting of persons interested in the completion of this road was held at Cannonsburgh, Pa., on the 18th ult., and a committee appointed to visit Philadelphia and ascertain if possible what the owners of the road require in the way of assistance from those living upon the line of the road, the committee to report to another meeting at their earliest convenience. It is believed by many that there is a prospect of the early completion of the road.

☞ The transfer of passengers at Benwood, between the Baltimore and Ohio and the Central Ohio Railroads is now effected by means of a barge. The barge which carries the cars connects with the track by means of an inclined plane made in hinged sections, which can easily be lengthened or shortened to suit any stage of water. The transfer is made quickly, safely and pleasantly—the quickest trip having been made in twenty-three minutes from the time the cars were cut loose on one side and coupled on the other.

☞ The Emperor of Russia has given orders for commencing the works of the railway from Moscow to Smolensko.

☞ The Dexter and Newport Railroad will be opened for travel on the 4th of July.

ESTABLISHED IN 1836.
GEO. G. LOBDELL, Pres't. WM. W. LOBDELL, Sec.
P. N. BRENNAN, Treas.
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THE
UNION PACIFIC
RAILROAD COMPANY
OFFER A LIMITED AMOUNT OF THEIR
First Mortgage Bonds
AT PAR,
PRINCIPAL AND INTEREST
PAYABLE IN GOLD.

The Great Pacific Railroad Line, extending 1721 miles from Omaha, on the Missouri River, to the tide waters of the Pacific Ocean, is being built by two powerful Companies—THE UNION PACIFIC, beginning at Omaha, building West, and the Central Pacific of California, beginning at Sacramento, building East, until the two roads shall meet.

Both Companies have prosecuted the work with great vigor, the Union Pacific having already expended over
THIRTY MILLION DOLLARS,
and the Central over *Twenty Millions*, upon their respective parts of the undertaking. THE UNION PACIFIC HAVE COMPLETED 550 MILES—have iron and other materials for two hundred miles more upon the ground, and one hundred additional miles are ready for the track. They will have a much larger force employed this year than ever before, and it is expected that between
800 and 900 MILES
will be in operation during 1868. There seems to be no reasonable doubt that the distance between Omaha and Sacramento will be traversed by rail in 1870.

The GOVERNMENT GRANTS 12,800 acres of land, and its Bonds to the average amount of $28,000 per mile to aid in the construction of the line, and authorizes the issue of the First Mortgage Bonds now offered for sale, to the same amount and no more. The Government takes a *second* lien, and gives to the First Mortgage Bondholders a prior lien for their security, to which a large paid-up capital is added. The Bonds cannot be issued except as each section of twenty miles is accepted by Government commission, so that they always represent a real property.

It is universally admitted that on the completion of the Union Pacific Railroad, its through business will make it one of the most profitable in the world—but its way or *local* business is already several times the interest on its bonds; so that, if not another mile were built, they would be a secure investment.

THE NET EARNINGS for eight months of last year on an average of 386 miles are officially reported at $1,069,136, while the interest on all the bonds it could issue on that length of road for that time, reduced to currency, was only $345,856.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principa is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of
NEARLY NINE PER CENT.,
AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York
At the Company's Office, No. 20 Nassau St.,
AND AT
John J. Cisco & Son, Bankers, No. 59 Wall St.,
And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
APRIL 10, 1868.

WILLARD FELT & CO.,
Stationers, Printers,

AND

BLANK BOOK MANUFACTURERS,

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To Plane from 4 to 30 feet long, and from 24 to 60 in. wide.

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THE UNION IRON MILLS
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BEAMS & GIRDERS, (Patented,)

In which the compound welds between the stem and flanges, which have proved so objectionable in the old mode of manufacturing, are entirely avoided. We are prepared to furnish ALL SIZES, at terms as favorable as can be obtained elsewhere. For descriptive Lithographs, address

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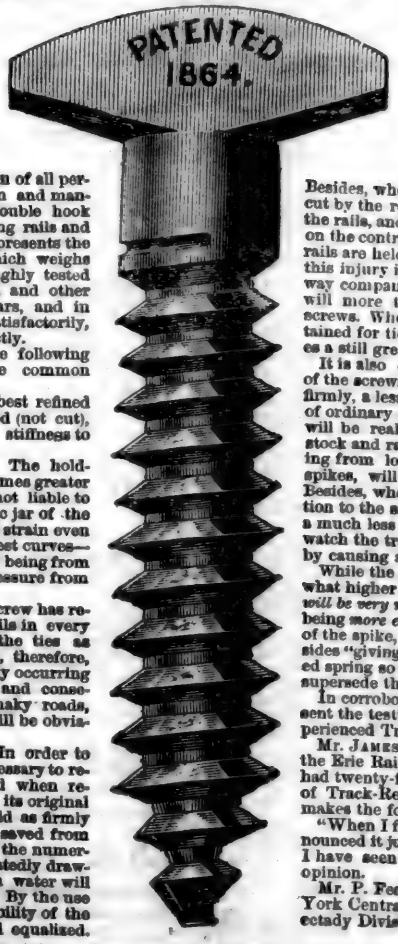
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The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

MR. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Feathetly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

MR. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

MR. E. H. DE VERONE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

MR. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

MR. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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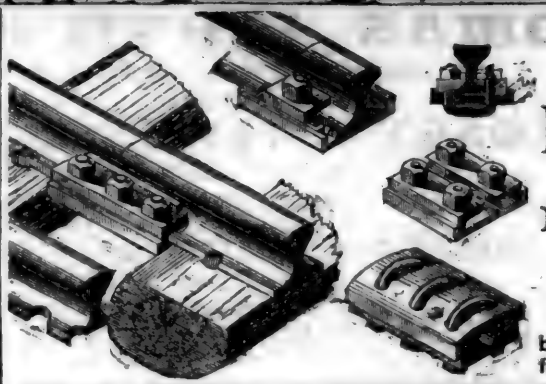
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The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns ***The Life and Limb of all Travelers upon Railroads.***

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SECOND QUARTO SERIES, VOL. XXIV., No. 19.] SATURDAY, MAY 9, 1868. [WHOLE No. 1,673, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 9, 1868.

Hte. Petin Gaudet & Cie.

When we see the fears expressed by the English manufacturers at the sudden and astonishing progress made in iron and steel manufactures on the continent of Europe, and particularly in France, we think we may interest our readers by giving a short account of one of the principal works of that country.

We refer to the large works of Messrs. HTE. PETIN GAUDET & CIE. These works are divided among nine different establishments, each having its own specialty and employing in the aggregate a steam power equal to that of 6,000 horses, and a working population of 7,000 men. Messrs. Petin Gaudet & Cie., do not pursue any isolated branch of manufacture, but represent them all, and in each have accomplished the most remarkable results. In the casting of steel they have produced the largest masses, viz: a cannon of 33 tons weight—those of as large dimensions of other manufacturers being composed of several parts. Besides their own country, they have supplied with Steel Cannon and Trunnion Rings, Italy, Spain, England, Denmark, Russia, Turkey and Norway, and the trials to which these cannon have been put plainly demonstrate the perfect confidence which may be placed in the resistive power of the steel.

They are also engaged in the manufacture of Cast Steel Railway Tyres, having supplied over 600,000 to French and Foreign Railways, which fact is of itself sufficient testimony as to the quality of their work.

They are now, in addition to the above and other work, delivering 40,000 gun barrels monthly to the French Government.

They have made for more than 42 vessels, on orders given by the Italian, Spanish, English, Prussian and South American Governments, sheets of steel 90 feet in length, armor plates of 10 inches in thickness, and shafts of 25 tons weight.

In the rolling of iron beams for bridge and building purposes, they have attained results which are considered by the English manufacturers as *toure de force*, having made beams of 125 feet in length and 40 inches in height, and among others cross beams of 20 inches in thickness, which will be called upon to play an important part in the building of piers for bridges and railway viaducts.

They are able to produce all their fabrics of a superior quality, and at less price than other makers, by having under their own control every detail of the manufactures from the first extraction of the ore from their famous mines in Sardinia, to the delivery of the finished work, and at the same time by their system of estabishing at each manufactory, aid-funds to which the company adds an equivalent sum to that contributed by the workmen, gratuitous medical attendance, free practical schools for the children of workmen, small and comfortable houses, and stores from which provisions and clothing are distributed at cost prices, showing that though they may not receive higher wages, yet the workmen of this company are in the best condition and interested in the progress of the works of which they may be considered partners.

Probably no more successful or extensive works can be found in any department of manufacture in the world than those of Hte. Petin Gaudet & Cie.

Central Pacific Railroad.

The attention of capitalists and investors is called to the foundation and merits of the CENTRAL PACIFIC RAILROAD FIRST MORTGAGE BONDS, believed to be among the most perfect and reliable corporate obligations ever offered in this country. It is well known that this part of the National Pacific Railroad Line receives, beside a valuable grant of lands, the United States Subsidy Loan, averaging $35,000 per mile; and that an equal amount of private capital has been invested in the enterprise, over all of which the First Mortgage Bonds have precedence. The most expensive and difficult portion of the Road is now in successful operation, with a large, increasing, and profitable business thereon.

The Bonds, of $1,000 each, bear six per cent. per annum—both principal and interest repayable "IN GOLD COIN"—and are offered, to a limited amount, at par and accrued interest, in currency. At the present time they yield, therefore, nearly nine per cent. upon the outlay.

Documents, showing the Organization, Progress and Business of the Company, furnished on application, by

FISK & HATCH,
Bankers and Dealers in Government Securities,
and Financial Agents of the C. P. R. R. Co.
No. 5 Nassau st., New York.

Kent County (Md.) Railroad.

The Chestertown *Transcript* says that the directors have completed a contract with Messrs. A. F. Sears, Peter Sandford and Rodman Backus, of Newark, New Jersey, for the construction of 32.09 miles of this road, extending from near Massey's Crossroads, *via* Kennedyville, and stations near I. U. Crossroads, Chestertown, Belair and Rees' Corner, to the terminus, on Swan creek, with all the side tracks, a wharf, turn-table, engine-house, water stations, all the depot buildings and platforms, for the sum of $548,000. The work is to be commenced within thirty days, and the sections from Massey's Crossroads to Chestertown, with all the sidings and buildings connected therewith, are to be completed by the first of January next; and the other sections, in like manner, in 1869. Of the whole amount contracted to be paid, the sum of $169,332 is to be paid in cash, $98,640

in Kent county bonds at par, and the balance, $280,038, in the bonds of the company.

Little Miami and Columbus and Xenia Railroads.

The earnings of the Little Miami, Columbus and Xenia and Dayton and Xenia Railroads for the fiscal year ending November 30, 1867, were:

From passengers		$741,886 13
" freight		951,822 97
" mail and express		141,157 41
" rent of track and depots		3,072 61
" mileage of cars		8,470 04
" gross earnings D. & W. R. R.		139,354 79
		$1,985,768 95
Expenses, viz.:		
Repairs of road	$274,663 39	
" bridges	10,542 07	
" depots, etc.	40,754 71	
" locomotives	85,025 93	
" cars	148,542 71	
Passenger expenses	183,080 49	
Freight "	248,127 88	
Fuel	161,844 56	
Oil, waste, etc.	38,773 74	
Rents	6,892 22	
General expenses	60,309 45	
Loss and damage	28,156 23	
		1,281,713 38
Earnings less working expenses		$704,050 57
Interest	$94,579 44	
Taxes	74,412 92	
Working expenses D. & W. road	117,967 53	
Taxes and rent of do	58,231 27	
		345,191 16
Net earnings		$358,859 41
Received from C. & I. C. R. R. Co., on division of earnings		17,923 21
Received from C., C. & C. R. R. Co. on division of earnings		7,407 22
Balance		$384,189 84
Add balance from previous year		510,625 61
Dividends from stocks, etc		4,456 12
Total		$899,271 57
Used by L. M. & C. & X. Co's. for construction		$97,960 80
Dividends June 1867		203,031 58
" Dec. 1867		201,901 00
Undivided surplus Nov. 30, 1867		396,378 19
Total, as above		$899,271 57

The gross earnings, after divisions under contracts with other companies, were $1,871,739 59, against $1,953,356 91 in 1866—a decrease of $81,617 32. The expenses for the year, including taxes, were $1,356,126 30, a decrease as compared with the previous year, of $95,453 04. The net earnings are therefore $13,835 72 more than in 1866. This is exclusive of the earnings and expenses of the Dayton and Western Railroad, which is leased and operated by these companies. It will be observed that the net earnings of that road for the year have not been sufficient to provide in full for the interest on the bonds. The necessity for rebuilding the bridge over the Miami river at Dayton will impose such a burden upon the expenditures of the Dayton and Western Railroad for the ensuing year that no essential improvement on the results of the past year can be expected. The directors in their report say:

The companies expended during the year on real estate, superstructure and bridges, and on new depots and new improvements connected with the depots, $93,770 86, and $83,628 49 upon new engines, cars, and shop machinery; and these additions to the extent of their cost, are an increase to the value of the property owned by the companies.

These expenditures, and some others not directly connected with the current expenses of the companies, rendered it inexpedient for a cash dividend to be made on the 1st of December, and instead, there was declared a dividend of four per cent., payable in the bonds of the Little Miami Railroad Company at par.

The companies owe on bills which mainly fall due before April 1st about $180,000, and it may be found desirable to apply the net earnings of the half of the coming year to the payment of these bills, and make no dividend next June.

In reference to a detailed statement of the expenditures creating this indebtedness, and the means of the companies to meet them without applying net earnings to that purpose, the committee of stockholders usually appointed at the annual meeting to report on the condition of the roads will be charged with the duty of making a full statement of the condition of the finances of the companies, and report concerning the same to the directors and to the stockholders. The bonds and stocks owned by the companies are abundantly sufficient to discharge this current indebtedness, but could not be disposed of at this time for their value, and the committee may not deem it advisable to sell them. The recommendations however of the committee will no doubt, influence and, perhaps, determine the course to be pursued by the directors in providing for the above-named indebtedness.

There has been a very satisfactory reduction in the items of transportation expense and general expense, as compared with the previous year.

The condition of the roads generally has been fully maintained. The expenditure upon repairs of the roads has been larger than will be required during the coming year.

It is probable that the expenses of the several departments of the roads can be somewhat reduced; those of the Dayton and Western Branch will be materially reduced.

It is the desire of the officers of your companies to reduce the operating expenses of the roads to the lowest point consistent with a proper maintenance of the property in their charge.

The assets and liabilities of the Little Miami and Columbus and Xenia Railroad Companies are as follows:

Assets.

Rolling stock and shop machinery		$1,012,564 55
Bills receivable		1,881 42
Due from agents		69,459 46
" transportation companies		44,491 72
" U. S. for military transp.		11,373 75
" U. S. mail transp		5,682 83
" L. M. R. R. Co. individ'l acc't		34,243 78
" individuals		246,601 52
Cash in hands of treasurer		112,551 01
" assistant treasurer		16,707 32
" paymaster		81,689 86
Materials in shops, supply room, etc		208,427 46
Columbus and Xenia R. R. stock		93,900 00
" " bonds		395 00
Little Miami bonds		197,000 00
Pittsburg and Steubenville bonds		200,000 00
Street connection bonds		60,000 00
Other bonds and stocks		14,832 82
Dayton and Xenia branch		411,823 82
Wharf boat		4,399 60
		$2,828,025 92

Liabilities.

Bills payable	$79,426 16
Due to agents	543 34
" transportation companies	101,841 01
" individuals	235,055 37
Unpaid dividends	8,483 50
Dividend payable in December	201,901 00
L. M. R. R. Co. partnership acc't	1,202,931 57
C. & X. R. R. Co. "	601,465 78
Joint surplus	396,378 19
	$2,828,025 92

The assets and liabilities of the Little Miami Railroad Company are as follows:

Assets.

Construction	$2,943,079 10
Real estate and depots	852,678 30
Columbus and Xenia R. R. stock	425,650 00
Hillsboro' and Cincinnati R.R. stock	9,262 83
Other stocks	2,290 00
Individual accounts	993 82
Columbus and Xenia R. R. Co	63,000 00
L. M. and C. and X. R. R. Co. partnership account	1,202,931 57
	$5,479,885 62

Liabilities.

Capital stock	$3,572,400 00
Loan from city of Cincinnati, due Dec. 31, 1880	100,000 00
Mortgage bonds, due May 2, 1883	1,489,000 00
Unclaimed dividends	1,691 51
L. M. and C. and X. R. R. Co. individual account	34,243 78
Profit and loss	282,550 33
	$5,479,885 62
Cost of road and equipment to November 30, 1866	$4,329,496 01
Increase in construction account during the year	65,452 10
	$4,395,048 11
L. M. R. R. Co's. ⅔ of increase of equipment	55,752 33
Total	$4,450,800 44

The account with the stockholders is as follows:

Surplus December 1, 1866	$217,243 13
Am't received from L. M. & C. & X. Co.	65,307 20
Surplus November 30, 1867	$282,550 33

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

Assets.

Construction	$1,464,078 00
Central Ohio R. R. stock	33,314 68
L. M. & C. & X. partnership acc't	601,465 78
C. & X. R. R. stock	17,050 00
Telegraph stock	2,000 00
Springfield & Columbus R.R. stock	1,000 00
Dayton, Xenia & Belpre "	1,000 00
Individual accounts	26,445 03
Real estate	18,762 46
Bills receivable	18,890 35
C. Fay, treasurer	16,707 32
	$2,200,713 62

Liabilities.

Capital stock	$1,786,200 00
Mortgage bonds	248,000 00
Surplus account	86,846 33
Little Miami R. R. Co.	63,000 00
Unclaimed dividends	906 97
" interest	53 00
L. M. & C. & X. R. R. Co	16,707 32
	$2,200,713 62
Cost of road and equipment to November 30, 1866	$1,454,444 88
Increase in construction account	28,714 58
	$1,483,159 46
Less real estate sold	319 00
	$1,482,840 46
C. & X. proportion of joint rolling stock	337,521 52
Total	$1,820,361 98

The account with the stockholders is as follows:

Surplus November 30, 1866	$53,192 73
Amount drawn on surplus joint acc't	32,653 60
	$85,846 33

The companies have 45 locomotives, 38 first-class and 2 second-class passenger cars, 24 baggage, mail and express cars, 423 box, 141 stock, 107 platform, 11 coal, 18 lime and 13 caboose cars.

The number of miles run by locomotives has been: with passenger trains, 448,317; with freight trains, 507,594; with other trains, 54,144—total 1,110,055, at a cost for repairs per mile run of 7.44 cents. The mileage of passenger cars was 2,585,045; cost per mile, 2 cents. Mileage of freight cars, 7,662,553; cost per mile, 1.2 cents.

The total number of passengers transported on the roads during the year, exclusive of commutors, has been 463,736, of whom 136,786 were through and 326,950 were local. Number of passengers carried one mile, 29,979,605.

The tonnage of the year, exclusive of mails and express matter, amounts to 435,977 tons, of which 253,583 tons were through freights, and 182,394 local, and shows an increase over last year of 26,967 tons.

Elizabeth and Paducah Railroad.

An election was held in Louisville, Ky., on the 2d inst., to decide whether the sum of $1,000,000 should be subscribed to aid in the construction of the Elizabeth and Paducah Railroad. The subscription was voted for by a large majority, and it is expected that the work will be commenced immediately. The country through which the road is to run is very rich and abounds in minerals.

Ohio and Mississippi Railway.

The following is a statement of the earnings and expenses of this road for the years ending December 31, 1866 and 1867:

Earnings:	1866.	1867.
Passengers	$1,615 596 43	$1,429,210 56
Freight	1,581,476 10	1,872,428 25
Miscellaneous	183,510 97	157,680 46
	$3,380,583 50	$4,459,319 27
Expenses, viz:		
Maintenance of way and structures	$1,045,586 64	$718,869 93
Motive power & cars	466,780 18	433,941 85
Transportation exp.	1,138,928 87	1,011,168 23
General expenses	115,565 75	97,130 84
Taxes—Municipal & Government	109,790 82	84,486 55
Damages to property, baggage, freight, cattle, &c	52,671 94	50,193 26
	$2,929,324 20	$2,395,790 66
Earnings less exp.	$451,259 30	$1,063,528 61
Extraordinary expenses:		
Excavation, embankments and fillings	$20,712 12	$15,405 71
Ballasting road bed	118,785 61	131,565 78
Masonry of bridges, culverts, &c	7,491 06	.....
Engine houses, car & machine shops	22,840 55	1,748 25
New station & section houses	5,408 32	1,695 00
Fencing	6,709 14	11,707 86
Real estate and depots	1,150 05	.....
New mach'ry in shops.	1,340 00	2,681 25
Pile driving engine	1,700 00	.....
Legal services, interest on loans, &c	14,035 87	92,627 44
New equipment	149,113 81	122,869 93
Miami Bridge	.....	236,754 44
Ind. and Cin. R.R. Co., use of 3d rail	.....	90,017 41
	$349,286 03	$777,073 07

The receipts and disbursements in 1866 and 1867, were as follows:

Receipts:	1866.	1867.
From earnings	$3,285,457 32	$3,331,258 07
Less paid on account of expenses	2,607,309 25	2,115,297 92
	$678,148 07	$1,215,960 15
Revenue of previous years	41,580 37	97,924 07
Chairman of Trustees, on account	98,104 58	14,675 46
Other sources	119,826 87	115,999 88
Materials used	233,620 75	113,803 49
Cash on hand Jan. 1	262,077 81	225,148 46
Total	$1,433,358 45	$1,783,511 51
Disbursements:		
Ballasting road bed, etc.	$139,497 73	$193,896 06
New cars and engines.	129,968 51	192,869 93
Ind. and Cin. R. R. Co., use of 3d rail while rebuilding the Miami Bridge	29,162 66	90,017 41
Rebuilding Miami Br., on account	8,348 31	325,692 93
Rent of rolling power	45,220 00	33,915 00
Real estate, on acco'nt	4,700 00	16,627 00
Pay rolls & arrearages	74,335 73	113,144 17
Sundry accounts	272,439 45	261,084 07
Materials on hand	113,803 49	114,198 46
Interest coupons on mortgages	390,734 11	287,860 99
Cash balance, Dec. 31.	225,148 66	154,205 50
Total, as above.	$1,433,358 45	$1,783,511 51

The equipment of the road January 1, 1868, was as follows: 79 locomotives, 27 first class and 3 second class passenger coaches, 4 night cars, 2 paymasters', 4 mail, 9 baggage, 6 Adams' Express, 1 express stock, 28 caboose, 84 Diamond Line, 420 box, 40 box stock, 84 rack stock, 220 high flat, 93 low flat, 220 coal and 4 tool and wrecking cars.

The Trustees of Creditors and Stockholders of the Ohio and Mississippi Railroad Co., (E. D.,) having, at a sale made on the 9th of January, 1867, under a decree of the U. S. Circuit Court, upon foreclosure of the second mortgage, purchased the property of the Ohio and Mississippi Railroad Co., extending from Cincinnati to Vincennes, 192 miles, a new company was organized on the 18th of November, 1867, under the corporate name of the Ohio and Mississippi Railway Co. of Ohio and Indiana, and the said Trustees having previously purchased the property of the Ohio and Mississippi Railway Co. of Illinois, extending from Vincennes to East St. Louis, 148 miles, the two divisions were re-organized and consolidated on the 18th of December, 1867, under the corporate name of the "Ohio and Mississippi Railway Company," extending from Cincinnati to East St. Louis, a distance of 340 miles. The basis of re-organization and consolidation of these companies, is as follows:

Capital stock—common	$20,000,000
" preferred 7 per cent.	3,500,000
Total	$23,500,000
Consolidated mortgage bonds, 7 per cent., due January 1, 1898	6,000,000
Total stock and bonds	$29,500,000

It will be seen by reference to the annexed statement, that the Trustees' common certificates, to be converted into common capital stock, exceed the required amount by $226,604 44; while the preferred certificates, to be converted into preferred capital stock, is less by $145,875 38 than the amount authorized. The net excess to be provided for therefore outside of capital stock is only $80,729 06. It is also stated that $4,000,000 of the consolidated mortgage bonds are to be reserved in trust for the redemption of the old mortgages, while the remaining $2,000,000 are to be used for improvements, etc.

The financial condition of the consolidated company, January 1, 1868, is exhibited in the annexed:

BALANCE SHEET.

Construction		$24,086,919 77
Machinery and tools		141,740 93
Personal property, real estate, &c.		1,686,632 18
Telegraph line		25,042 59
Equipment		1,707,000 00
		$27,647,335 47
In hands of Treasurer, &c.	$154,205 50	
Materials at shops	114,198 46	
Personal accounts	193,179 04	
		461,583 00
		$28,108,918 47
Capital stock:		
Trustees' common certificates converted and to be converted into common stock		$20,000,000 00
Trustees' common certificates to be provided for outside of capital stock, $226,604 44.		
Trustees' preferred certificates converted and to be converted into preferred stock	$3,354,124 62	
Preferred stock authorized to be issued $3,500,000, balance to be issued	145,875 38	
		3,500,000 00
Excess of certificates to be provided for outside of capital stock		80,729 06
First mortgage bonds, E. D., due July 1, 1872	$2,050,000	
First mort. bonds, W.D., due July 1, 1872	850,000	
Second mort. bonds, W. D., due July 1, 1874	750,000	
Funded debt bonds, W. D., due Oct. 1, 1882	16,500	
Income bonds, W.D., due Oct. 1, 1882	221,500	
		3,888,000 00
Bills payable		41,405 42
Due on pay rolls, purchases and other accounts		476,558 78
Net earnings since November 1st, 1867, the time the consolidated company assumed the business, &c., of the old organizations		122,225 26
		$28,108,918 47

The officers of the Ohio and Mississippi Railway Company for 1867-'68, are as follows:

President.—WILLIAM D. GRISWOLD.

Vice President.—ALEXANDER H. LEWIS.

Directors.—Joseph W. Alsop, Wm. H. Aspinwall, Wm. Whitewright, Jr., Sam'l U. F. Odell, Allen Campbell, Fred'k Schuchardt, New York; Wm. D. Griswold, Larz Anderson, W. W. Scarborough, Alex. H. Lewis, Cincinnati; John Ross, Vincennes; Lewis B. Parsons, Samuel Gaty, St. Louis.

Gen'l Superintendent.—JOHN W. CONLOGUE.

Treasurer.—CHARLES S. CONE.

Auditor.—PETER VAN DEURSEN.

Secretary.—EDSON D. HAMMOND.

☞ The South-Side Railroad Company have commenced running their trains to Islip.

Ohio and Mississippi Railroad.

The St. Louis *Democrat* says that orders have been given at the machine shop of the company in that city to "commence work on all engines now undergoing repair to fit them for a narrower gauge. New cylinders suited for a narrow gauge, are to be put in engines Nos. 4 and 33. A third rail has been added, to be put down in accordance with the contemplated change, so as to correspond with other Western railroads, and to be used until such time as all the present rolling stock can be altered, when the outside rail will be removed. They have made three new engines in the Ohio and Mississippi machine shops during the past year, and more will be commenced immediately, suited to the change of gauge. This will give employment to a large additional force of mechanics."

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JANUARY 31, 1868.

The receipts on capital account during the half year amounted to £4,421 8s. 3d., and the total receipts to the 31st January, 1868, to £5,260,508 0s. 7d. The aggregate expenditure to the same period amounted to £5,363,772 15s. 4d. From this amount has been deducted £1,864 2s. 2d., being the remainder of the amount due from the American lines as contribution to the narrow gauge system, and also £103 1s. 3d., being proceeds of sale of portion of old materials of the steamer "Transit," making the actual charge to capital account on January 31, 1868, £5,361,805 11s. 11d., and leaving a balance to the debit of capital account of £101,297 11s. 4d. The outlay on capital account during the half year has been £28,240 17s. 5d.

This expenditure includes completion of works on car ferry boat "Great Western;" additional signals and sidings for narrow gauge or Blue Line accommodation; additions to rolling stock for the same; further expenditure for rebuilding in stone the bridge over Twenty Mile Creek at Jordan; cost of raising chimneys for the improvement of furnace blasts of rolling mill; sundry additions to stations and platforms; completion of buildings and platforms at Petrolia station, and the erection of tanks at London and Suspension Bridge to improve the supply of water for the locomotive service.

The receipts and expenditure on revenue account were as follows:

Gross receipts	£400,813
Working expenses, including renewals	193,667
	£207,146
From which there has to be deducted—	
Interest on bonds, &c.	£50,911
Loss on conversion of American funds	66,612
Amount charged on account of Detroit fire claims	4,110
Erie and Niagara Railway, deficiency in working	1,258
	122,891
Profit on half year's operations	£84,255
Add surplus from last half year	1,681
Available for dividend	£85,937

From this amount the Directors recommend a dividend at the rate of 4½ per cent. per annum, free of income tax, which will absorb £80,211 5s. 5d., and leave a surplus of £5,725 6s. 5d. The Directors propose to set apart a further sum of £3,000 as a reserve for the renewal of the ferry steamers out of the above surplus, leaving a balance of £2,725 6s. 5d., to be carried to the credit of the current half year. This renewal fund will then stand at £5,000.

The loss on the conversion of American funds for the half year amounts to £66,611 16s. 9d. as compared with £48,228 11s. 5d. for the corresponding half year of 1867. The average rate of conversions made during the half year was 140⅝, the average of price of gold for the same period having been 140⅛. The price of gold was much higher during the first quarter, within which period the largest proportion of the gold purchases was made.

The following table exhibits the receipts and expenses for the last six corresponding half years:

	Receipts.				Expenses.	
Half year. Jan.	Pass., mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £	Including renewals. £	Per cent. of gross rcpts.
1863.	122,627	186,099	579	309,305	172,568	55.79
1864.	129,684	171,329	621	301,634	171,336	56.80
1865.	154,125	157,874	730	312,730	168,577	53.91
1866.	205,131	181,171	837	387,039	170,003	43.93
1867.	168,986	161,254	1,273	331,513	166,632	50.26
1868.	186,537	213,476	800	401,813	193,667	48.31

The total traffic receipts show an increase of £69,772 14s. 6d. over the corresponding period of 1867. Of this increase £18,814 3s. is for through passenger traffic; £45,402 12s. 10d. is for through freight and live stock traffic; and £6,819 2s. 10d. is for local freight and live stock. The increase in mails and sundries, which includes express freight, is £4,435 5s. 6d., of which £442 10s. 1d. is local, and £3,992 15s. 5d. is through traffic. There is a decrease of £5,698 9s. 8d. in the local passenger traffic.

The working expenses, including renewals, are at the rate of 48.31 per cent. of the receipts, against 50.26 for the corresponding half year.

The cost of maintenance and renewals is £48,589 11s. 8d., against £39,682 7s. 3d. for the corresponding period, being an increase of £3,907 4s. 5d.

As explained in the engineer's report hereto annexed, the establishment of the narrow gauge route over the entire main line of 229 miles, from Suspension Bridge to Windsor, involves the maintenance and renewal of three rails instead of two rails, as in the corresponding half year. There are also 25 miles of narrow gauge sidings in addition to those previously existing, with necessary switches and signals—equal in point of fact to an addition of 127 miles of single track.

Last year's harvest turned out much less than was expected. Both in Canada and the United States the actual result, though partially favorable, was on the whole disappointing.

To meet the increased requirements of the narrow gauge traffic 50 Blue Line freight cars have been placed on the line since the issue of last half year's report, and four first class passenger cars (making six in all) have been converted from broad to narrow gauge. It will be seen in the Mechanical Superintendent's report that three new freight engines have been constructed out of revenue, and set to work during the half year, to replace the same number of an inferior class of passenger engines, and two others are in a forward state.

The Finance Minister of the Government of Canada has lately brought to the notice of the Directors the position of the provincial aid afforded by the late Province of Canada to this company. In 1861, a petition, approved by the shareholders, was presented to the Legislature of the Province of Canada praying for the relief to be granted to the Great Western that had been conceded to the other Canadian Companies; and the directors feel they are justified in expecting that the Government will give the whole subject their favorable consideration, and with this conviction they are now in communication with the Finance Minister.

At the last half yearly meeting, on October 9th, 1867, the traffic agreement with the Grand Trunk Company, dated June 12th, 1867, was approved by resolution of the proprietors. It is now proposed to modify the agreement to this extent, that by six months' notice, mutually operative, either party may absolutely determine and put an end to the same. A resolution with this intention will be submitted to the general meeting, on April 8th next.

The gross earnings of the Detroit and Milwaukee for the year ending December 31, 1867, were £361,912 12s. 7d., and the working expenses amounted to £203,942 5s. 7d., leaving a net revenue £157,970 7s., which is applicable to interest on bonds, capital expenditure, Detroit fire claims, and other items.

THOMAS DAKIN, President.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING DECEMBER 31, 1867.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain, have been 704,879*l.*; deduct the ordinary working expenses (being at the rate of 63.50 per cent.), 447,306*l.*; the renewals of the permanent way and works in the half-year debited to revenue, 85,819*l.*; amounts paid on account for loss by fires at Sarnia and Toronto, 6,164*l.*; debit balance from last half-year, 17,677*l.* (together 556,966*l.*); and there remains an available net balance of 147,413*l.* From this amount has to be deducted the loss on American currency, say 39,385*l.* leaving a cash balance of 108,028*l.* From this again has to be deducted —for amount of postal and military revenue for half-year due to the holders of the postal and military bonds, 19,253*l.*; leaving the balance of 88,775*l.* applicable for the following payments, viz.: —Interest, &c., paid on lands, 1,695*l.*; ditto on mortgage to Bank of Upper Canada, 4,423*l.*; ditto on loans, bankers' balances, promissory notes, European exchange, &c., 2,533*l.*; ditto on British American Land Company's debentures, 616*l.*; ditto on Montreal Seminary debentures, 616*l.*; ditto on Island Pond debentures, 2,700*l.*; half-yearly instalment on Portland sinking fund, 2,811*l.*; Atlantic and St. Lawrence lease (in full), 32,786*l.*; Detroit lease (in full), 11,250*l.*; Montreal and Champlain, 6,777*l.*; Buffalo and Lake Huron, 12,284*l.*; equipment bond interest, 10,779*l.*; total, 88,775*l.*

Comparing the results of the half-year's working with the corresponding period of 1866, there is a falling off in the gross receipts of 14,991*l.* (in the through or foreign passenger receipts), and there is an increase in the expenditures of 33,698*l.*

During the past year the effects of the abrogation of the Reciprocity Treaty were felt as regards the amount of products interchanged between the United States and Canada, and although the trade with the lower provinces is gradually increasing, yet this traffic is of a much less important character than that which formerly entered the United States under the treaty. One unexpected result has been an actual loss on the working of the Buffalo and Lake Huron section during the half-year.

The net revenue balance is 85,957*l.* less than for the corresponding period of 1866, and the decrease is thus explained. In the gross receipts as already mentioned, there is a falling off of 14,991*l.* In the working expenses there is an increase of 33,698*l.* In the renewals there is an additional expenditure, charged against revenue, of 13,427*l.* A further sum of 6,164*l.* has been paid on account of the losses occasioned by the Toronto and Sarnia fires; and the debit balance against revenue account from the last half-year amounted to 17,677*l.* These added together make the difference of 85,957*l.*

The ordinary expenses during the half-year amounted to 447,306*l.*, being 63½ per cent. of the receipts. In the corresponding period of 1866 they were 413,608*l.*, or 57½ per cent. of the receipts, showing an increase over 1866 of 33,698*l.* The fuel consumed during the half-year cost 19,667*l.* more than in the half-year ended December 1866; and the extra wages paid, in the engineering department, for increased renewals amount to about 10,000*l.* The loss by discount on American currency shows an important decrease, being 39,384*l.* against 61,828*l.*

Gold fluctuated during the half-year from 146 per cent. on 12th of September, which, was the highest, to 133 per cent. on 22d December, which was the lowest quotation of the year. These rates were a little lower than those for the corresponding period of 1866; but in the last half-year $770,000 only of American paper were converted into gold, against $859,000 in the half year ended December 1866. The total direct loss sustained by the company from 1862 to December 1867 amounted to the enormous sum of 351,321*l.*

To this unforeseen and uncontrollable loss, augmented as it has been by the increased cost of materials and higher wages, the directors must again point as one cause of the present unsatisfactory position of the company's revenue accounts.

The accounts now presented exhibit a state of depression in a great degree exceptional. In point of fact the line suffered in 1867 from an extraordinary accumulation of unfavorable circumstances—bad trade and commercial distress on the one hand having been combined with high wages and high prices of materials on the other.

A decrease in the gross traffic simultaneously with an increase in the working expenses is thus shown, although up to the close of 1866 the gross revenue of the company had increased year by year, and the working expenses (exclusive of renewals) had correspondingly decreased.

In 1861 the gross traffic of the line was 920,579*l.*, whilst in 1866, on the same mileage, it was 1,356,795*l.*, or an increase of 47½ per cent. During the same period the ordinary working expenses were gradually reduced from 79 per cent. of the receipts to 60 per cent., and this, too, for a period when wages and materials had increased in price. Important reductions are now being made in the rate of wages, and the prices of materials are falling. The wages paid to laborers on the sections of the line in the United States have indeed already been reduced from $1 50c. per diem, the rate of last year, to $1 25c., and the wages of mechanics have been reduced by 10 per cent. throughout the line. Fuel is being charged, also, at an important reduction upon the standard prices of 1867.

The amount charged to capital is 392,128*l.*; but of this sum 366,340*l.* is the capitalised interest for the whole year on the preference bonds and stocks.

In the absence of any new provision of capital the charges for heavier rails, &c., must unavoidably be hereafter repaid out of net revenue. Certificates for the arrears of interest to be capitalised will, under the terms of the Arrangements act of 1862, be issued shortly after the half-yearly meeting. The directors regret that even the first preference holders cannot be paid in cash.

The bill referred to in the last report, authorising the raising of further capital, not exceeding 500,000*l.*, by the issue of second equipment bonds (but which do not in any way interfere with the priorities and rights of the existing equipment bonds), and also enabling certain alterations in the existing agreements with the Buffalo and Lake Huron, and Montreal and Champlain, was passed during the last session of the Canadian Parliament, but the power sought to alter, and to extend the period of, the agreement with the Buffalo and Lake Huron, with the consent of both parties, was not obtained in the terms intended.

It will be remembered that at the December meeting the question of the Great Western agreement was postponed until the forthcoming meeting, with a view to a further discussion in the meantime between the two companies as to the notice clause. The agreement, as amended, will be submitted to the proprietors at the present half-yearly meetings of both companies. The directors have had the pleasure of meeting such of those gentlemen appointed to confer with them at the last meeting—viz., Messrs. Cazenove, Greene, Legg, Mercer, Paine, Ritter, and Smith, as were able to attend, and of discussing with them various questions of interest in connection with the undertaking. The present report has also been submitted for their approval.

The directors and the committee have jointly considered the question of the issue of further capital, and they propose to communicate at the proper time with the Government of Canada in reference to raising the funds necessary to fully equip the line, to build the bridge at Buffalo, and to complete the other works essential to the proper development of the undertaking and the trade of the country.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States April 1, and May 1, 1868:

	April 1, 1868.	May 1, 1868.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$214,464,450.00	$215,947,400.00
Six per cent. bonds of 1867 and 1868	8,903,641.80	8,688,241.80
Six per cent. bonds of 1881	283,677,150.00	283,677,200.00
Six per cent. Five-twenty bonds	1,424,405,600.00	1,442,065,450.00
Navy pension fund	13,000,000.00	13,000,000.00
Total	$1,944,440,841.80	$1,963,378,291.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$23,582,000.00	$23,982,000.00
Three-year compound interest notes	46,010,530.00	44,573,680.00
Three-year seven-thirty notes	185,884,100.00	163,490,250.00
Three per cent. certificates	26,290,000.00	28,330,000.00
Total	$281,766,630.00	$260,375,930.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867	$1,303,550.00	$1,075,950.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867	5,393,030.00	4,745,280.00
Bonds of Texas indemnity	256,000.00	256,000.00
Treasury notes, acts July 17, 1861, and prior thereto	158,611.64	155,461.64
Bonds, April 15, 1842	6,000.00	6,000.00
Treasury notes, March 3, 1863	616,192.00	616,192.00
Temporary loan	1,284,000.00	1,032,400.00
Certificates of indebtedness	19,000.00	18,000.00
Total	$9,036,383.64	$7,905,283.64
DEBT BEARING NO INTEREST.		
United States notes	$356,144,727.00	$356,144,727.00
Fractional currency	32,588,689.94	32,450,489.94
Gold certificates of deposit	17,742,060.00	19,357,900.00
Total	$406,475,476.94	$407,953,116.94
Total debt	$2,641,719,332.38	$2 639,612,622.38
AMOUNT IN THE TREASURY.		
Coin	$99,279,617.68	$106,909,658.00
Currency	23,230,027.34	32,174,136.82
Total	$122,509,645.02	$139,083,794.82
Amount of debt less cash in the Treasury	$2,519,209,687.39	$2,500,528,827.56

By comparing this with the statement of April 1, it is shown that the debt bearing coin interest has increased $18,937,450; the debt bearing currency interest has decreased $21,390,700; the matured debt not presented for payment has decreased $1,131,100; and the debt bearing no interest has increased $1,477,640—making the decrease in the total debt since April 1, 1868, $2,106,710. The amount of coin in the Treasury during the same period has increased $7,630,040 32, and the amount of currency has increased $8,944,109 48—leaving the amount of debt less cash in the Treasury May 1, $18,680,859 83 less than on April 1st.

Notices to Contractors.

Contractors will find Notices of interest to them in our Advertising columns, viz: The grading of about eight miles of the railroad of the Squankum and Freehold Marl Co., from Farmingdale to Freehold, N. J., of which I. S. Buckelew, Esq., is Engineer. The re-construction of the Manassas Railroad, including the laying of 14 miles of track, the supplying of 30,000 cross ties, the building of about 1,000 feet of trestle bridging, and the excavation of from 2,000 to 5,000 yards of solid rock, etc.; H. W. Vandegraft, Esq., Chief Engineer. The grading, bridging, masonry, track laying, etc., of about 40 miles of the Bangor and Piscataquis Railroad, extending from its junction with the E. & N. R. R. at Oldtown, or Milford, to Dover and Foxcroft, in Piscataquis Co., Me.; A. W. Wildes, Esq., Chief Engineer. Sub-contracts will be let on the 13th of May for grading the Kent County Railroad of Maryland. The line is divided into sections of one and two miles in length, and is very easily worked. The contractors are Peter Sanford, Alfred S. Sears, and Rodman Backus, Chestertown, Md.

St. Petersburg and Moscow Railway.

It appears that there are four competitors for the acquisition of the St. Petersburg and Moscow line—viz., the Great Russian, what is known as the Poliakow Company, a Moscow society of capitalists, and an American company headed by M. Wynans. The proposals will be shortly taken into definitive consideration by a commission presided over by Count Strogonoff. The Wynans interest and the Great Russian appear likely to prove in the end the actual competitors. The Great Russian has commenced the payment of its half-yearly obligation interest.

Russian-American Company.

Prior to the sale of Alaska by the government of Russia the stock of the Russian-American Company was quoted in Moscow at 80, although the par value is 150. On the day after information arrived of the treaty having been made the stock went up to 150 and has continued to advance until it is now selling at 330. These facts have been furnished to the State Department by our Consul at Moscow.

☞ The managers of the Ohio and Mississippi Railroad have decided upon altering the gauge of their road from the broad to the narrow one. This measure is taken for the purpose of obtaining a close connection with the greater number of the Eastern roads, and it is expected that the new track will be completed by the 1st of December next.

☞ The Pittsburg *Chronicle* says that the directors of the Pittsburg and Connellsville Railroad are determined to push forward that great enterprise with all possible vigor; and that early the present month contracts will be made with energetic and responsible parties for the speediest construction of the work from Connellsville, the present terminus of the road, to the city of Baltimore.

☞ A meeting of the Cleveland, Columbus and Cincinnati Railroad Company will be held in Cleveland, Ohio on the 14th inst., to take into consideration and vote upon the consolidation of the stock, property and effects of this company, with that of the Bellefontaine Railway Company, and any other business pertaining thereto.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St. Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl.'68 4
Do. Washington Br.....100	2,000,000	A. & O.	Apl.'68 5
Baltimore City Passenger...	670,000	----------	Jan.'68 3
Bay de Noquet & Marq...100	----------	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J.A.J&O	Apl.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea 100	110,000	A. & O.	Apl.'68 4
Boston, Concord & Mont..100	459,900	----------	----------
Do., do. pref..100	1,340,400	M. & N	May'68 3
Boston and Lowell.....500	1,830,000	J. & D.	Dec.'67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan.'68 5
Boston and Providence ...100	3,860,000	J. & J.	Jan.'68 5
Boston and Worcester 100	4,500,000	J. & J.	Jan.'68 5
Broadway (Boston) 50	325,000	J.A.J.O.	Apl.'68 1
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul.'67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n.100	393,800	----------	----------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line 100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apr.'68 4½
Camden and Amboy.....100	6,844,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch 50	721,926	J. & J.	Jan. 6?8½
Catawissa, ... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	May'68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jan.'68 4½
Central of Georgia.....100	4,666,300	J & J	Jul.'67 5
Central of New Jersey....100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Dec.'67 2
Do. pref.....	----------	J & D.	Dec.'67 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S Carolina....100	1,201,000	----------	----------
Chemung*.....100	380,000	----------	Mar.'68 2
Chesh re, preferred 100	2,017,825	Annual.	Jan.'68 3
Chicago and Alton.....100	3,886,843	M & S.	Mar.'68 5
" " pref...100	2,425,576	M. & S.	Mar.'68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	13,160,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct.'67 5
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 3
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68 2
" Street.....	----------	J. & J.	Jan.'6 2
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan.'68 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M.'68, 3
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 2½
Cleveland and Pittsburg... 50	5,424,091	May.	M.'68 10s
Cleveland and Toledo* ... 50	4,841,600	J & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 3
Concord 10	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan.'68 4s
Coney Island & Brooklyn.100	800,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan.'68 3
Connecticut River.....100	1,650,000	J. & J.	Jan.'68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct.'67 4
Danbury and Norwalk 100	306,900	----------	----------
Dayton and Michigan*....100	2,384,941	----------	----------
Delaware..... 50	406,132	J. & J.	Jan.'68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan.'68 5
Des Moines Valley..... 100	1,550,050	----------	----------
Detroit & Milwaukee.....100	452,384	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat.100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan.'68 4
Eastern (N. H.) 500	492,500	J. & J.	Jan.'68 4
East Pennsylvania 50	654,800	----------	----------
East Tenn. and Georgia....100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan.'68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	800,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,535,700	Annual	Jan.'68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	----------	----------
Fitchburg.....100	4,540,000	J. & J.	Jan.'68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct.'67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul.'67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul.'67 3
Grand e.....100	----------	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan.'68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Apl.'68 3
Hannibal and St. Joseph..100	1,800,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May'68 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl.'68 4
Hazleton 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,889,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '63 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N	May'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200 000	A. & O.	Apl.'68 3
Macon and Western.....100	1,500,000	----------	Apl '68 4
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence.100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati.... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,812,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,...	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 6
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J.	----------
" " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,760	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N	May'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1.224,000	J & J.	Jan. '68 3
New Jersey.....100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895.000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,256,050	J. & J.	Jan.'68 4
" " pref. 50	1,500,000	J. & J.	Jan.'68 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	135,000	----------	May'67 4
Northern of N. Hampsh...100	3,06 ,400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800	----------	----------
North Missouri 100	2,369,307	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester 100	2,383,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607,197	Annual.	Dec. '67 7
Old Colony & Newport ...100	4.848,300	J. & J.	Jan. '68 3
Orange and Newark	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri.....100	3.581,006	----------	----------
Panama.....100	7,000,000	J.A J&O.	Apl. 68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	May'68 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,385,500	----------	----------
Philadelphia and Erie*... 50	5,068,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan. '68 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan.'68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,623	----------	----------
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Apl.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 5
Portland and Kennebec...100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia ... 50	605,018	----------	----------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb.100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred.....100	----------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	May '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand, Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020 000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr. '68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	676,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,800	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275	----------	----------
South Shore 100	259,685	----------	----------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	----------	----------
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 00	267,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,000	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,925	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,660 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " pref. 50	1,600,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific.....100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'68 2
Utica and Black River....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,000,000	J. & J.	J'n.'68 1½
Vermont Valley.....100	516,164	----------	----------
Virginia Central 100	3,353,675	----------	----------
Virginia and Tennessee...100	3,45 ,815	----------	----------
Western (Mass.).....100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	----------	----------
West Jersey 100	731,050	----------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester.....100	1,130,470	----------	----------
Wilm. and Weldon.....100	1,340,273	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,596	----------	----------
Delaware Division..... 50	1,633,360	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb.'68 3
Delaware and Raritan.....100	2,498,400	F. & A.	Feb.'68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb'68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	----------	Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single T'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2 horse.	Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	94½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,954	164,987	loss.	—	....	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,768	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	188,198	736,709	129,635	10	....	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	....	40
30 Nov.'67	3.25	—	23	7	—	Northampton & Will.amsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	343,870	200,000	24,000	117,842	368,851	13 015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	....
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	158,622	89,850	40,000	....	46,365	1,841	—	....	....
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	894,000	10,000	251,424	103,590	—	100	....
30 Sep. '66	10.76	—	—	33	—	Broadway (Brooklyn)	236 759	200,000	27,500	5,910	98,26	23,408	8	100	....
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	....
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,901	7,567	—	100	....
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25 709	—	100	....
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	....	1,051424	356,656	12	10	....
30 Sep. '66	11.75	4.00	—	87	—	Brooklyn City & Newtown	549,425	399,800	200,000	18,795	128,224	19,566	—	100	....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.200	164,000	20,000	3,200	—	—	—	100	....
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	....	....
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N. Y.)	1,608,489	970,000	550,000	21,393	535,008	127,893	2½	100	....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	—	—	—	....	....
30 Sep. '66	—	2.00	—	—	—	Cohoes & Waterford	.....	5:0	.....	.....	—	—	—	....	....
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500,000	148,000	36,345	123,014	loss.	—	100	....
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,501	89,549	—	—	100	....
30 Sep, '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	—	—	—	—	....
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,541	750,000	260,000	2,698	227 662	63,047	5	100	....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	—	—	—	—	....
30 Sep, '66	10.00	—	—	17	2	Harlem Br., Morris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	....
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	—	—	—	....
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	....
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	—	—	—	—	....
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	—	....
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408,509	1,170,000	1,200000	70,000	1,096083	260,333	12	100	....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	....
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	—	....
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	—	....
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	50	....
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Basin (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	—	....
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	—	—	—	—	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	—	—	—	—	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	....
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	....
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,996	6	50	35
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26	50	27
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,489	9,604	10	50	30½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,715	880	49,980	loss.	—	50	....
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	.....	.....	4,600	2,382	—	100	....
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50	45
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	9,888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	....
31 Oct. '67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	....
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,468	50,000	.....	.....	—	—	—	50	....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	57½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	.....	.....	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	.....	.....	131,726	22,160	31½	50	65
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	.....	.....	308,984	84,648	—	50	16½
31 Oct. '67	25.00	—	529	70	18	Union (Philadelphia)	764,927	400,000	300,000	.....	366,348	42,591	7½	50	37½
31 Oct. '67	8.00	—	841	66	4	West Philadelphia	479,706	375,000	100,000	.....	281,058	50,692	10	50	66½
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	.....	8,500	12,119	7,423	—	50	....
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	—	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	—	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	—	....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest Rate.	Interest Payable.	Principal payable.	Market price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway 1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica	198,000	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	.....	.....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	183,000	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose: 1st Mortgage sus antied	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex: 1st Mortgage	38,000	—	.....	.....	....
Maldon & Melrose bonds	46,971	—	.....	.....	....
Real Estate	6,000	—	.....	.....	....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	....
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy. Plain bonds	58,400	—	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	100.000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	490,000	—	.....	.....	....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	99
Utica and Waterville: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1880	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, May 1, 1868.					
Loan of Jan. 28, 1847 registered	8,688,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	138
" " " coupon		6	" "	1868	142
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	112
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	122½
" " " coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113
" " " coupon		6	" "	1881	118½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	264,246,200	6	Jan. & July.	1881	113
" " " coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	105½
" " " (5-20s) coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106½
" " " (5-20s) coupon		6	" "	1884	106½
Loan of March 3, 1865 (5-20s) registered	1,442,065,460	6	May & Nov.	1885	106
" " " (5-20s) coupon		6	" "	1885	106½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	108½
" " " (5-20s) coupon		6	" "	1886	109
" " 3d series (5-20s) registered		6	" "	1887	109½
" " " (5-20s) coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) registered	138,925,400	5	Mar. & Sept.	1904	103
" " " (10-40s) coupon		5	" "	1904	103½
Pacific R. R. Bonds (currency)	23,963,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '61: 2d series	163,490,250	7.3	June & Dec.	1868	107½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107
Matured Debt not presented	7,640,284	---	presentation.	---	---
Gold Certificates of Deposit	19,357,900	---	presentation.	---	---
Compound Interest Notes 1864 '65	44,573,680	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	356,144,727	---	---	---	---
Three per cent. certificates	28,330 000	---	---	---	---
Fractional currency	32,450,490	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,350	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July.	1876	---
" — " " (") "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	123½
" — " " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99½
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	---
" — " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	90½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	74
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,723	6	Jan. & July.	1870	99½
" — " " " registered	1,229,637	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " "	4 357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,329,936	5	" "	1866	93½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds coupon	99,945	---	Jan. & July.	1875	---
" —War Loan Bonds "	500,000	---	" "	'76-'81	---
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " "	416,000	6	May & Nov.	1870	---
" — " " "	258,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	646,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	---
" — " " (Lev ee) "	1,000,000	6	various.	1886	---
" — " " (New) "	892,800	6	"	'86-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	---
" " " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	4 5,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	68½
" — " " (S & T. W. Can.) sterl.	1,017,623	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,406,507	5	" "	1889	---
" — " " (R.R. various) "	120,000	5	" "	1889	---
" — " " (") cur'cy.	159,974	5	" "	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,388	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,616	6	" "	1810	---
" — " " (Ches. & Ohio Can.)	2 000,000	6		1870	102
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	601,000	6		abt.'74	100½
" — " " (Ches. & Ohio Can.)	80,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.)	429,688	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" " " "	21,000	5	" "	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1873	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70-'72	121
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	118
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	888,000	5	" "	1883	108
" —Bounty Fund Loan	200,000	5	" "	1893	106½
" — " " "	4,379,500	5	May & Nov.	1894	109
" — " " " sterling	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	---
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'88	102½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	69-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	---
" — " " " (stg.)	554,180	5	" "	'88-'90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	---	'41-'71	---
" " " (Union Bank)	5,000,000	6	---	Var.	---
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	90½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	88
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	---
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	99½
" " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	99½
" " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" " " 1863 (")	1,002,900	6	" "	'86-'96	---
" " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,550,000	7	Jan. & July.	1877	109
" " " registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,199,780	6	" "	pleas	---
" " "	500,000	6	" "	1868	---
" " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" " "	6,000,000	6	" "	1873	102½
" " "	2,250,000	6	" "	1874	100½
" " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	---
" "	442,960	5	May & Nov.	1868	---
" "	900,000	5	Jan. & July.	1875	91
" "	800,000	5	" "	1878	---
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	---
" " "	167,000	5	" "	1871	---
" " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	3,334,000	6	Jan. & July.	'81-'90	---
" — " "	650,000	6	April & Oct.	'90-'91	---
" — " " (new)	3,500,000	6	Jan. & July.	1900	64
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,600,000	6	" "	1875	101½
" — " "	4,095,300	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	5	Jan. & July.	1875	---
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	97
" — " " registered	5,083,052	6	"	'68-'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	---
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,480	5	" "	1882	---
" — " " 3d series	720,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	105½
" — " " 2d series	7,909,620	6	" "	1882	107½
" — " " 3d series	9,270,017	6	" "	1892	109½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" " " " 1863	262,000	6	April & Oct.	1883	100½
" " " " 1863	776,000	6	Jan. & July.	1893	100½
" " " " 1864	917,000	6	Feb. & Aug	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	3,276,000	6	Jan. & July	'71-'90	---
" " (new)	1,210,803	6	" "	1887	---
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	---
" — " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67½
" " endorsement	2,207,000	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	63½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'76	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	---
" — " " (sterling new)	486,250	5	" "	long.	---
" — " " registered	108,000	5	" "	long.	---
" — " "	21,760,398	6	" "	long.	51½
" — " " coupon	10,900,000	6	" "	long.	---
" — " (new) registered	1,379,500	6	"	1876	49½
" — " (") coupon	489,300	6	"	1886	---
" — " (")	39,600	6	"	1899	---
Wisconsin—State Bond	406,100	6	Jan & July.	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,823	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	641,481	675,446	634,243	576,365	5,825,535
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	590,670	474,056	388,573	5,696,119
1867	377,852	380,199	489,555	407,018	465,102	383,396	400,550	461,879	488,177	483,917	474,134	360,641	5,167,371
1868	404,467	398,251	318,219	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	222,278	355,270	235,985	409,251	401,280	357 966	307,919	235,824	3,640,093
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157 852	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330 169	3,892,861
1868	259,539	296,496	261,599	270,386	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,736	175,482	243,150	185,013	198 679	243,178	224,960	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,220	209,009	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,208	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,489	274,800	404,000	566,403	558,200	415,400	351,600	4,153,512
1868	383,600	281,900	262,900	258,700	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,234	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	619,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,606,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	856,611	1,068,969	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,676	80,867	81,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,324,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,755	16,434,775
1866	...including Buffalo Division... 1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,551	4,571,028
1864	327,900	416,588	459,762	422,797	468,372	510,100	423,578	640,179	799,236	661,391	667,141	608,402	6,329,447
1865	571,536	528,972	618,665	516,608	460,573	617,682	578,408	747,469	739,736	641,559	643,987	518,088	7,181,208
1866	603,063	508,266	505,465	411,605	559,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,616,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,008	115,184	125,252	116,495	116,146	105,767	1,224,069
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,423	81,529	98,482	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	220,608	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,546
1864	256,600	304,445	338,454	330,661	267,126	315,258	278,891	368,862	402,219	407,107	448,934	411,506	4,120,152
1865	363,906	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,660,328
1867	305,857	311,088	396,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,336	381,497	456,983	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	283,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,870	4,620,560
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,956	359,646	429,151	493,640	414,604	308,660	4,280,115
1867	304,096	283,661	375,219	362,783	333,952	284,977	313,021	398,993	461,778	506,293	412,934	320,373	4,371,078
1868	343,316	304,215	326,880	415,758	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	316,389	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	368,487	350,884	338,281	425,629	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	651,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1864	921,831	936,587	959,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,650	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,366	1,117,85	14,575,128
1866	1,086,390	896,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,105	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,781	934,536	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	228,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	289,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	572,618	412,563	284,319	3,763,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,436	281,613	3,380,593
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,653	322,521	365,371	379,367	336,065	272,063	3,459,349
1868	211,973	231,361	265,905	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	264,285	338,725	414,707	448,994	463,873	466,567	454,826	4,088,831
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,183	711,457	1,170,241	1,125,636	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,206	1,361,579	1,419,232	1,196,955	702,585	10,033,024
1866	738,061	725,967	779,193	861,604	1,109,267	1,140,301	996,841	1,252,386	883,742	687,793	574,974	436,590	10 637,124
1867	500,498	534,561	703,618	836,603	965,358	903,074	864,637	693,104	873,163	556,658	857,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,316
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	506,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	601,556	914,082	7,130,466
1865	660,144	678,504	857,583	738,866	637,186	646,995	564,523	712,495	795,938	568,501	712,863	580,964	8,489 062
1866	559,982	480,986	662,168	599,806	682,510	633,667	552,378	648,201	664 926	757,441	679,936	655,242	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,087	784,500	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,572	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,956	204,726	2,084,674
1865	170,079	153,674	202,771	167,300	177,625	178,723	167,513	218,546	216,783	222,736	207,301	162,594	2,240,744
1866	178,120	155,893	192,135	170,485	168,699	162,532	166,016	222,953	198,884	244,534	212 227	177,364	2,250,142
1867	149,658	149,342	174,162	188,162	171,736	156,066	172,933	220,788	219,160	230,840	204,395	171,493	2,207,931
1868	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,695	151,052	134,563	111,339	1,439,798
1864	79,735	96,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,209	286,154	2,050,323
1865	144,084	139,171	155,753	144,001	138,788	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717 295
1867	237,674	200,793	270,630	217,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	266,793	263,259	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,278	33,972	63,862	82,147	68,189	59,882	75,677	92,715	61,770	37,830	689,232
1866	45,102	35,006	39,301	43,382	86,913	92,918	85,276	66,698	84,462	100,312	75,248	54,465	814,083
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,982	78,525	126,496	120 265	79,431	64,710	774 967
1868	46,415	40,708	39,193	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	893,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1862	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	602,000	6	Jan. & July.	"	1880	97
" " " 1855	894,250	6	Jan. & July.	"	1875	98½
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	140,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,423,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	97½
" " $875,000	675,000	6	April & Oct	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90½
" " $2,500,000	867,000	6	May & Nov.	"	1889	90
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	499,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,285,800	7	" "	" "	1875	50
Income	1,102,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	7,936,000	6	Jan. & July.	New York.	1896	100
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	630,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	102
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,00	7	April & Oct.		1883	92½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	84
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95½
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1863	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	90
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250.000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	91½
4th Mort. (M. L.) or 3d Extension	1,106,480	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	138,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'68–'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	592,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	90
Connectic't and Passump. Rivers						
1st Mortgage	512,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	151,000	6	April & Oct	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	239.000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July	New York.	1871	97
1st Mortgage (R. Extension)	1,322,500	7	April & Oct.	" "	1875	96½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	95
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	83
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,999,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	4,300					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	96½
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,060,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	46,000	7	Feb & Aug.	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	77
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	88
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	83
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	101½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	----
Construction	5,090,500	7	April & Oct.	London.	1875	----
Construction	2 499,000	6	" "	New York.	1875	114
Redemption bonds	2,568,000	6	" "	" "	1890	----
Sterling Redemption bonds	363,000	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	97
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	----
Ext. bonds (Hunter's Point)	176,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1898	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	93
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	'68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7	----	----	'80-'85	----
Memphis Branch 1st Mortgage	267,000	7	----	----	'70-'75	----
Bardstown and Louisville	30,000	7	----	----	1870	----
City of Louisville bonds	1,074,000	---	----	----	'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80-'81	----
Loan $400,000	314,100	6	----	----	'70-'71	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Marietta and Cincinnati.						
1st Mortgage Bonds	2,268,386	7	Feb. & Aug.	Baltimore,	1891	91½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage	----------	---	May & Nov.	"	----------	75½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	----
Memphis, Clarksev. and Louisv.						
State [Tenn.] Loan	$10,000	6	----	----	----	----
Memphis and Ohio						
State [Tenn.] Loan	840,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,590	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,264,000	7	May & Nov.	"	1890	----
2d Mortgage	1,000,000	7	Jan. & July.	"	1895	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	637,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	86
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	93
2d General Mortgage	2,693,000	7	" "	" "	1877	91½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	88
Real Estate Purchase	135,500	--	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.	----	1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	----	----
2d Mortgage	1,517,600	7	Feb. & Aug.	" "	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
1st Land Grant	3,612,000	7	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,200	6	Jan. & July.	New York.	1895	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,100	6	Jan. & July.	New York.	1892	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
		6	" "	Mobile	----	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1881	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	----
" ten years	75,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	----	----	'63-'65	----
Mortgage	61,500	8	----	----	1866	----
Bonds	100,000	---	Jan. & July.	----	1870	----
Bonds	299,200	---	" "	----	1876	----
Bonds	639,500	---	" "	----	1891	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	87
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
***New Albany and Salem:**						
1st Mortgage	2,235,000	6	----	----	----	----
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1863	91
Extension	116,000	6	May & Nov.	"	1876	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1909	----
1st Mortgage (H. & Hamp.)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	----
2d Mortgage Bonds	241,000	---	----	----	----	----
N. Orleans, Opelous. and Gt. West.						
Louisiana State Loan	650,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort. Construction	1,730,600	8	----	----	1900	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	----
" " ["]B. & N. F.	77,000	6	" "	" "	1888	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1893	----
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	87½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	126,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,520	---	----	London.	1876	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,500	7	Jan. & July.	" "	1897	90½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston						
1st Mortgage	500,000		Feb. Aug	New York		

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1875	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	84½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	135,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1878	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1860	99½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	91
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1896	84
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (general)	5,000,000	6	" "	"	1881	91
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	97
" 1861, "	106,000	6	Jan. & July.	"	1871	98
" 1843, "	1,525,800	6	" "	"	1880	94
" 1844, "	804,000	6	" "	"	1880	94
" 1848, "	101,000	6	" "	"	1880	94
" 1849, "	67,000	6	" "	"	1880	94
" 1857, (convertible)	171,500	6	" "	"	1880	96
" 1836, "	288,000	7	" "	"	'72–'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	91
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	334,000	6			1880	
Richmond and Danville:						
Guaranteed by State	200,000	7	April & Oct.	Richmond,	'75–'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	64
Mortgage (Registered)	504,000	7	"	"	1873	64
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	137,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg l'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steuben and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1878	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	77½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	62½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	262,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	74
Consol. mort. (F., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	80
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	93
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	91½
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	79½
1st Mortgage guaranteed	200,000	6	" "	"	1890	
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1860	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov	" "	1873	
Income Bonds	160,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777	7			1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	577,953	503,500	105,255	1,515,704	54.0	.....	101,102	32,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,955	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	114,232	—	.....
30 Jun. '59	57.0	—	.....	171.8	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '56	469.3	13.5	.....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb. '57	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	715,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,094	.....	.....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100.000	.....	.....	23.8	53,855	103,333	28,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,087,940	1,986,740	.....	.....	122.4	319,423	644,748	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192,989	478,095	66,465	—	70
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,065	.....	62.0	159,074	419,469	183,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,561,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	16	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000 000	1,079.500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	150
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,852	2,263,600	629,500	9,172	3,380,357	66.4	864,521	680,438	201,086	8	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,562,257	—	—	406,132	870,000	271,377	1,607,684	84.3	126,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
-- -- '62	154.2	—	.....	150	.....	.....	.....	**FLORIDA.** *Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,486	196,000	75,894	619,112	32.0	.....	7,817	3,535	—	—
-- -- '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- '62	100.0	8.9	10.0	153 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	.....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,551	1,232,200	35,500	56,576	1,346,632	86.7	.....	391,477	68,880	3½	—
-- -- '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	63.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	.....	.....	63.0	.....	108,988	98,512	—	—
30 Apr. '60	43.5	—	23.7	—	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,949,923	4,666,800	786,000	183 940	6,686,956	229.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	.....	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246 256	5½	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	.....	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	102,534	—	669,950	249,000	.....	1,028,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,276,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	58,395	3,202,900	437,000	146,087	3,855,721	228.8	306,385	1,006,958	332,551	9	—
30 Sep. '59	135.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	852,848	464,641	—	—
								ILLINOIS.													
31 Dec. '67	280.0	—	.....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280 0	1,672,966	3,892,851	1,743 783	10	128
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,758,986	10,399,010	5,458,250	365,542	18,967.024	400.0	2,421,566	6,146,862	2,708,463	20	150
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,128,476	45,864,322	1,162	.....	10,161,735	2,226,967	—	66½
31 Mar. '67	181.8	181.5	.....	42	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,974,084	1 413,999	10	94½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '67	454.8	252.5	.....	—	150	94	3,776	*Illinois Central*	21,328,473	*	10,232,807	23,415,780	10,544,500	.....	41,562,280	708.3	3,765,216	7,160,992	3,512,356	10	146
31 Dec. '67	111.0	—	.....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,136,269	111.0	297,509	784,448	187,046	—	45
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,007,931	.....	—	45
								INDIANA.													
— — —	224.0	—	.....	—	41	28	765	Chicago and Great Eastern	.....	.....	.....	4,590,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132.0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	54
31 Dec. '64	84.0	—	.....	—	15	.....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,618	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,868	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	86½
30 Nov. '66	73.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,121	12	159½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	276	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.718	75.5	125,325	466,745	181,419	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,955	5,429,203	156 5	319,880	805,271	237,861	—	58
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5 507,204	—	—	1,920.200	2,892,000	795,004	5,507,204	162.0	.....	736,587	309,685	—	—
30 Jun. '65	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,996	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	614,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	—
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	125,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	135.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,038	2,955,060	444,172	12,541,996	334 0	929,486	2,158,574	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	.....	1,538,042	386,268	—	—
31 Aug '60	58.7	—	.....	136.8	—	—	—	*Vicksburgh, Shreveport & Texas.*	1,562,991	*	—	1,254,015	248,969	108,434	1,710,819	58.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,980,814	*	1,086,729	8,070.663	7,268,989	234,438	16,017,543	329.3	1,902.098	4,325,490	1,498,713	10	120½
29 Feb. '68	246.0	277.8	.....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	16,946,850	2,875,817	1,538,230	10,646,200	9,033,640	267,478	23,762,597	528.8	2,387,293	4,747,219	1,880,832	—	84½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	300,000	.....	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,962	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,560	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	73
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	206,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152.0	—	3.6	.....	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,256,135	16,598,448	309.0	1,199,660	2,675,875	719 230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,306,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.1	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	6,437,963	360,029	—	1,971,222	3,501,000	40 568	6,352.109	90.1	230,190	890,291	190	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,688	205,584	757,331	63.5	76,344	79,761	42,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,664,089	*	—	2,494,900	3,471,500	1,985,870	7,952,330	149.0	678,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	104½
								MARYLAND.													
30 Sep. '65	278.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	18,610,717	16,151,962	9,756,011	1,060,221	43,083,124	296.8	3,798,323	10,696,706	4,437,983	10	124½
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,368,013	39.0	584,843	916,286	550,992	10	127
31 Dec. '67	133.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	13,068,151	326.0	.....	3,690,868	1,212 159	8	45
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,031	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	797,637	369,577	50,770	—	15
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,600	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,167	481,471	10	139
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,308	10	139½
30 Nov. '67	44.6	24.0	66.6	—	40	71	642	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	63.6	783,666	1,942,500	781,121	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	915,761	86,864	66,902	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6	66½
30 Nov. '67	60.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	123
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	118½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	93.8	605,332	1,101,444	354,744	9	131½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,668	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(Ob	y B. & L.)	21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,726	74.8	381,529	440,241	74,679	10	182
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	509,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	180.5	10.6	32.3	—	34	59	337	Old Colony and Newport	6,214,824	596,805	908,677	4,848,320	2,870,000	128,000	7,618,306	141.0	526,061	1,381,065	336,310	6	92½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,862	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,000	486	470,892	(O b	y B & L.)	17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,780	250,000	—	4,292	298,780	11.7	53,922	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,345	93,908	2,360,000	350,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	56½
30 Nov. '67	156.1	17.5	184.2	—	103	63	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	178.6	1,840,291	4,086,707	1,249,295	10	.....
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,362,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	280,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,231 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433,650	688,700	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72
31 Mar. '67	22.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	128½
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	99.2	13.0	12.5	—	24	28	455	Northern New Hampshire	3,068,400	*	605,962	3,068,400	145,400	14,217	3,674,282	82.2	392,540	681,301	242,998	8	118
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	2,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	98	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,418	10,182,137	—	18,169,550	124 2	.....	3,408,511	781,801	10	127
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,407	147,928	—	½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,700	1,500,000	1,549,963	16,818,553	90.0	1,549,446	3,350,398	1,472,376	10	118½
31 Dec. '67	31.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,492,012	1,918,817	3,616,350	6,347,457	1,413,438	11,477,225	87.7	827,628	1,882,840	164,547	3½	70
31 Dec. '67	38.6	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,393	846,150	10	132
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	—	159,100	300,000	62,145	496,044	25.0	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7.9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,064,500	1,068,867	5,262,067	81.0	—	431,361	6,664	—	55
31 Dec '67	18.3	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.3	—	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	206	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,455,917	103.0	287,710	484,228	220,215	—	—
30 Sep. '67	36.7	—	.....	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43.2	20,733	49,159	28,850	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	140
30 Sep. '67	88.3	—	35 0	—	44	24	858	Buffalo and Erie	5,109,633	—	890,067	6,000,000	1,000,000	—	6 000,000	88.3	901,851	2,852,226	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,837	Erie	49,247,770	—	5,071,492	25,111,210	22,429,927	6,978,132	54,319,262	786.0	6,458,279	14,317,213	4,005,996	—	70½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018,602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,836,047	8	137
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,430	693,016	449,159	—	45
30 Sep. '67	297.8	298.0	452.6	—	289	296	5,610	New York Central	36,594,405	*	9,429,130	28,537,000	12,059,820	5,416,715	46,023,535	692.0	—	—	—	—	128½
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,868,697	1,109,366	6,785,050	5,993,625	37,000	12,815,675	162.9	788,120	2,783,699	1,119,369	8	127
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,954,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908.645	86.515	—	62
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	ope	r. by R.,	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	51,650	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	517,225	1,423,000	386,964	6	97½
30 Sept. '67	26.2	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g.	4.000,724	*	587,519	2,400,000	1,834,600	353,613	4,588,243	218 6	—	1,215,471	419,093	10	117
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	258,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,180	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,594	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,916,096	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	196,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	66	Utica and Black River	952,732	*	—	831,300	—	121,432	952,732	34.9	83,168	160,375	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	155,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	11,673	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,187,508	*	—	1,545,228	400,000	276,372	2,419,401	94.9	—	103,983	35,572	—	—
31 May, '67	223.0	—	.....	—	26	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	584,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '66	161.8	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,178	*	498 366	1,147,018	1,201,000	671,984	3,773,539	171.9	—	432,069	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	—	611,599	255,361	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118 2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	280,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '65	137.0	—	.....	—	41	39	508	Central Ohio	5,579,506	922,670	106,133	1,628,356	3,673,000	1,126,458	6,510,432	141.0	653,028	857,701	350,271	—	36½
31 Mar. '67	60.3	—	.....	—	34	30	455	Cinc., Hamilton and Dayton	3,930,423	991,196	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	843,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	390	Cleveland, Columbus and Cinc.	4,047,569	843,350	1,930,096	6,000,000	425,000	290,888	6,820,957	191.2	1,123,780	1,903 438	554,607	8	105
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,382,69.	986,337	—	3,750,600	2,500,000	—	11,250,000	95.5	804,876	2,659,346	973,518	10	103
30 Nov. '67	101 0	102.5	—	—	63	37	1,298	Cleveland and Pittsburg	9,460,875	*	500,821	5,424,091	2,974,489	275,869	9,961,700	208.5	—	2,298,322	809,614	—	85
31 May '67	109.2	79.4	—	—	40	31	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	106½
30 Nov '67	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464,07.	—	736,66.	1,786,200	248,000	83,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,368	209,512	—	—
30 Nov. '67	83.5	—	4.8	—	45	40	747	Little Miami	3,775,757	—	1,704,126	3,572,400	1,589,000	85,985	5,479,386	153.2	1,110,065	1,985,764	384,190	8	105
31 Dec. '65	173.5	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,655	3,688,386	316,434	17,429,777	250.8	739,960	1,224,068	445,802	—	—
31 Dec '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,348	1,707,000	461,583	23,500,000	3,888,000	598,698	28,108,918	340.0	—	3,459,319	286,455	—	31½
30 Jun. '66	153.5	16.0	.....	—	28	17	423	Sandusky and Cincinnati	3,984,38.	695 400	391,99.	3,882,163	1,218,972	109,318	4,372,744	205.9	346,371	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	5	220	Sandusky, Mansfield & New'k	2 863,431	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	454 8	45.2	—	—	105	49	2,189	Toledo, Wabash & Western	20,999,000	*	1,755,183	6,700,000	15,491,000	48,670	22,754,183	2 5.0	1,260,486	3 809,35.	1,002,47.	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	95	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,940,900	1,049,166	58,838,989	565.7	———	5,195,286	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	———	———	3,359,500	262,500	———	3,634,000	67.5	236,991	502,918	443,361	—	5½
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	———	1,316,900	356,100	———	1,691,037	74.0	236,078	534,296	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,761	4,517,820	13,396,020	3,308,000	703,205	17,402,225	204.5	2,034,524	2,613,975	loss.	10	118½
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	———	654,600	574,900	———	1,861,664	36.0	221,129	538,531	259,999	—	—
31 Oct. '67	78.0	—	12.0	—	...	...	...	Elmira and Williamsport	2,268,000	352,000	———	1,000,000	1,620,000	———	2,620,000	78.0	255,370	395,149	4,538	5	51
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	———	———	1,182,550	700,000	———	1,882,550	leas	ed Penn.	———	133,284	7	----
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	———	685,130	1,656,245	———	2,341,376	58 8	149,189	186,45)	52,343	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	———	1,335,000	2,273,295	68,850	3,753,1 0	80.0	508,071	790,508	235,846	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	———	16,730,085	———	91,140	534,154	193,77?	8	—
31 Oct. '67	107.0	60.2	148.5	—	90	18	3,.06	Lehigh Valley	11,459,652	3,407,490	———	10,731,400	1,437,000	866,111	14,867,142	101.5	1,224,375	3,580,76	1,272,069	10	52½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	863,000	———	3,514,100	oper	by Read	ing R.R	———	—	83½
31 Oct. '67	93.3	—	61.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	———	———	3,775,600	———	———	3,775,600	"	"	"	302,048	8	56
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	———	6,992,287	68.9	343,012	898,574	361,600	5	34
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,8 4,056	21,045,750	13,311 840	591,455	34,949,145	561.6	7,740,290	16 340,156	4,151,521	11	58
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	308,120	411,794	1,535,550	116,100	———	1,856,993	24.2	315 184	634,737	298,518	10	80½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,998 760	13,000,000	22,473	19,019,173	287.5	1,604,823	2,334,73!	loss.	—	25½
31 Oct. '67	147.9	29.2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,363	7,907 514	3,099,019	23,856,101	6,560,825	———	30,416,926	474 6	3,677,457	9,105,496	2,493,542	10	45½
31 Oct. '67	26.5	—	32.2	—	—	—	—	Philadelphia and Trenton	1,378,697	———	287,418	1,099,120	200,000	———	1,666,116	33.3	———	663,706	299,32!	10	126½
31 Oct. '67	96.0	3 8	108.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	———	10,884,300	99.8	876,241	2,432 531	890 730	9	84½
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	236,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	69 ,596	270 41!	—	—
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	———	11,497,402	12,864,500	83,778	25,118,927	544.2	4,618,501	7,278,808	2,382 623	10	166½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	———	869,450	700,000	———	1,569,450	28.0	154,002	280.45!	107,811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,883	180,693	10,000	684,036	962,600	133,966	880,602	35.4	167,552	875.6 0	189,705	—	18
31 Oct. '67	42.4	21.3	12.8	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	———	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	849,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,569	153,671	8	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	———	2,920,175	62.0	255,401	496,140	111,838	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	———	———	———	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	———	1,201,000	884,000	———	———	109.6	———	283,26?	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	———	1,429,008	1,145,000	345,546	———	164.5	———	841,190	129,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,14 ,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	—	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,475	242.0	———	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	...	...	....	Central Southern (Tenn.)	1,021,439	58,133	———	506,214	514,000	99,110	1,137,707	47.6	———	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	———	*	———	———	2,141,970	———	———	140.0	10 mos.	441.029	164.081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 580	921,287	9,431,517	291.0	786,231	1,661,812	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	———	570,000	1,361,000	145,000	----	----	———	———	———	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	———	298,721	740,000	———	———	———	———	———	———	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	———	825,399	1,069,600	662,059	3,01 ,107	99.2	———	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	———	317,447	632,500	22,369	———	47.4	54.175	83,129	44.666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	———	144,894	406,000	5,000	———	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	———	2,056,544	1,731,000	———	———	159.0	———	734.118	237,384	6	—
1859	----	—	----	—	—	—	—	Nashville and Northwestern	———	———	———	———	———	———	———	———	———	———	———	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	———	595,922	860,000	204,544	———	45.8	57,950	127,953	87,245	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	———	———	———	216,962	413,000	408,477	———	30.0	———	1,248	———	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	----	158.0	—	—	----	Buffalo Bayou, Braz. & Col'r'do	———	———	———	———	———	———	———	32.0	———	———	———	—	—
— — '58	56 6	—	----	184.0	—	—	----	Galvest., Houst. & Henderson	———	———	———	———	———	———	———	56.0	———	———	———	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	———	———	275-000	240,000	171,560	———	50.0	31,300	32,670	———	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	———	455,000	975,000	369,000	———	70.0	102,200	282,846	196,565	—	—
— — '59	25.0	—	----	110.0	—	—	----	San Antonio & Mexican Gulf	———	———	———	———	———	———	———	25.0	———	———	———	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	—
31 Aug. '68	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	———	2,233,376	3,257,471	895,219	6,386,166	119.6	449,381	923,027	112,163	—	—
31 Aug. '68	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	———	1,097,000	———	———	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	———	5,000,000	3,500,000	———	8,500,000	184.5	1,030,304	1 477,782	334,326	—	—
31 May, '65	47.0	18.5	5.3	—	----	----	----	Vermont and Canada	2,250,000	———	———	2,140,000	———	———	2,250,000	oper	r. by Vt.	Central	150,000	8	1[illegible]
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	———	516,164	793,200	———	———	23.6	———	90,278	51,358	—	100½
30 Jun. '68	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	———	332,000	700,000	———	———	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	———	1,403,018	36,188	88,131	1,534,194	———	———	———	———	—	—
30 Sep. '59	77.6	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	———	2,969,861	775,500	118,789	———	113.7	703.034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,878	122,166	———	1,500,124	590,610	156,161	6 months	79.2	47,702	54,121	16,32!	—	—
30 Sep '65	103.5	—	----	—	—	—	—	Northwestern Virginia	5,322,169	*	———	5,680 685	694,000	———	———	103.5	436,729	768,883	42,878	—	—
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	———	———	———	2,063,655	2,923,000	380,780	———	167.7	6 mos.	300,101	102,651	—	27½
30 Sep. '66	123.3	10.1	----	—	18	7	107	Petersburg and Lynchburg	3,538,272	*	———	1,365,600	1,631,900	124,931	3,565,187	133.4	———	289,581	49,581	—	18½
30 Sep. '59	59 2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,228,526	*	———	883,200	102,500	5,799	1,486,527	80.5	———	326,554	213,852	7½	----
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	310,204	639,662	280,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,528	———	78.6	159,981	279,945	145,386	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	———	657,812	85,000	———	———	23.7	12,542	———	———	—	—
28 Feb '67	80.0	—	----	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221.084	868,200	409,893	112,266	2,032,947	80.0	168,037	391.577	230,526	—	—
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	37 ,297	6,279,046	221.8	360,405	554,611	136,648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,560	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	----	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,960	9,229,000	———	18,508,374	275 0	986,727	2,538,800	938,103	—	63½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	———	4,144,696	390,500	———	———	235.0	———	———	———	—	40
---- ----	----	—	----	—	—	—	----	Western Union	———	———	———	———	———	———	———	———	———	———	———	—	—
								CANADA.													
31 Jan. '68	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,938,000	*	———	11,750,000	188,000	———	11,938,000	16.10	———	236,798	67,652	—	—
31 Dec. '52	49.0	—	----	—	16	17	214	Montreal and Champlain	2,469 589	*	15,311	1,631,130	911.029	22,984	2,663,376	49.0	———	242.798	117,842	—	15
30 Jun. '68	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	,,10.345	*	———	15,123,430	54.750,510	7,336,405	77,210,345	1,096	———	4,368,510	1,154,855	—	68
31 July '68	229.0	116.5	68.0	—	92	126	1,689	Great Western	23,935,750	*	1,250,000	16,802,745	9,281,435	———	26,084,180	357.0	———	5,011,860	1,649,510	1½	—
11Dec. '64	94.5	1.6	----	—	18	20	337	Northern (O. S. & H.)	5,456,615	———	———	———	4,999,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	———	———	4,658,706	———	———	———	108.0	———	148,339	55,777	—	—
July,'61	60.0	—	----	—	—	—	----	New Brunswick and Canada	1,402,748	02,3 8	———	1,380,000	13,100	136,000	1,709,232	60.0	———	132 ,66	36,070	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	----	—	20	18	160	Nova Scotia	4,273,401	*	———	4,273,281	———	———	4 273,281	92.0	158,416	129,107	87,181	—	—
	5.			—	11	22	120	Pan m[illegible]	3,900,000	*		4,000,[illegible]	[illegible]	—	10,168,72[illegible]	44.[illegible]	———	[illegible]37,438	1,[illegible]3,[illegible]		

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	18
Catawissa (preferred)	1,150,000	7	---	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	67
Chicago & Alton (preferred)	2,425,400	7	7	129
Chicago & Northwestern (pref.)	14,789,125	7	7	77½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	83½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	800,000	7	7	40
Erie (preferred)	8,536,910	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7	---	83½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,185	7	3	29
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99
" " " (2d pref.)	841,400	7	7	91½
Milwaukee & St. Paul (preferred)	7,370,900	7	---	76½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	78
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	6	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1873	82
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	----------	--	----------	-------	----
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation: 1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	83½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----------	-------	93
Boat Loan	267,010	6	----------	-------	85
North Branch: 1st Mortgage	500,000	6	M. & N.	1876	65
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,960,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,600	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.) 1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.	800,000	6	J. & J.	1872	75

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	———	42
Chesapeake and Ohio	100	8,226,595	———	----
Delaware Division	100	1,633,350	———	48½
Delaware and Hudson	100	10,000,000	10	157
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	———	----
Illinois and Michigan	----	----------	———	----
Lehigh Navigation	50	6,968,146	10	22½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	92
North Branch	100	----------	———	----
Sault Ste Marie	100	----------	———	----
Schuylkill Navigation (consolid.)	50	1,908,207	———	11½
" " (preferred)	50	2,888,988	———	19½
Susquehanna and Tide Water	50	2,048,260	———	16
Union	----	----------	———	----
Union (preferred)	50	2,787,000	———	----
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	86

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	39 — @ 41 —
Pig, American, No. 1		38 — @ 40 —
Pig, American, No. 2		36 — @ 38 —
Bar, Refined, English and American		87 50 @ 91 —
Bar, Swedes, assorted sizes		87 50 @ 90 —
	(Store Prices.)	
Bar, Swedes, ordinary sizes		@150 —
Bar, English and American, Refined		95 — @100 —
Bar, English and American, Common		85 — @ 90 —
Scroll		125 — @170 —
Ovals and Half-round		120 — @150 —
Sand		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ¾ @ 3-16 inch		100 — @160 —
Hoop		138 — @185 —
Nail Rod	per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s		— 16 @ — 17
Sheet, Single, D. and T. Common		— 5 @ — 7
Rails, English	(gold) per ton.	51 50 @ 52 50
Rails, American (at works)		78 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½ @ — 20
English Machinery		— 13½ @ — 16
English German, (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½ @ — 17
American, Cast, Tool, do.		— 21 @ — 22
American, Spring, do.		— 10 @ — 13
American Machinery, do.		— — @ — 14
American German do.		— 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

	All Cash.	
Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — 42
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23½ @ — 24

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 37½ @ 6 50
German Refined	(gold)	6 37½ @ 6 62½
English	(gold)	6 37½ @ 6 87½
Bar	(net)	10 — @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 27½ @ — 27½
Straits	(gold).	— 23½ @ — 24
English	(gold).	— 24½ @ — 24½

	(Gold.)	(Currency.)
Plates, I.C. Charcoal, p. box	8 12½ @ 8 37½	11 75 @ 12 50
Plates, I. C. Coke	6 75 @ 7 37½	9 50 @ 10 50
Plates, Coke Terne	6 25 @ 6 37½	8 75 @ 9 25
Plates, Charcoal Terne	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 15
Crude, 40 @ 47 gravity (in shipping order)		— 19 @ — 20
Refined, free, S. W.		— — @ — 33½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 29½ @ — —
Refined, in bond, Standard White		— 31 @ — —
Refined, in bond, prime White		— 32 @ — —
Naptha, Refined, (60 @ 63 gravity)		— 17 @ — 19
Rosinum	per bbl.	— — @ 3 25

New York Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th 30	F 1	Sat. 2	M 4.	Tu. 5.	W. 6
Atlantic M. S. S. Co	32	----	----	35	35	33
Boston, Hartford & Erie	----	----	----	----	14½	15
California 7s	----	----	----	----	----	----
Canton Co.	49½	51	51	51	51½	51½
Central of N. Jersey	115½	----	116½	117	117½	118½
Chicago & Alton	----	128	----	----	----	----
" " pref.	129	----	----	129	----	----
" " M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	----	----	----	----	----	----
Chic. & Northwest'n	64½	64	65	65	65½	65½
" " pref.	76½	75½	76¾	75½	77½	77
" " 1st M.	----	----	----	88½	90	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	90	----	----	----	----	----
Chicago & Rock Isl.	93½	94½	94½	93½	94½	94½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	93½	94	----	----	94½	----
Clev., Col. and Cin.	104½	104	104	106	----	----
Clev. and Pittsburg	83	83	----	83½	83	83
" " 2 M.	----	----	----	----	95	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	106	106	106½	106	106½	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	102	102½	----	----	----	103
Cumberland Coal, pref.	----	----	----	----	----	----
Del. & Hudson Canal	158	158	158	158	157	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	70½	71½	70½	70	71½	70½
" pref.	74	----	74½	74	74	----
" 1 M. 7 p.c. '67	----	----	----	----	----	102½
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	96	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Great Western 2d mort.	74½x	----	----	----	----	74½
Hudson River	136½	136½	----	137	137	----
" 1M. 7p.c. '69	101½	----	----	101½	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	147½	----	----	146	----	146½
" bonds	114	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref.	----	----	10	----	10½	----
Michigan Central	----	----	----	116	118½	121
" S F. 8 pc. '82	112	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	90	90½	82½x	82½	85	84½
" " 1M. S. F.	----	----	----	----	98x	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	99	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	91½
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	63½	64½	65	64	64½	64½
" " pref.	75½	76	76½	76½	76½	76½
" " 1st mort.	92½	----	----	92	92½	----
" " 2d mort.	88	----	----	----	----	----
Missouri 6s	87½	87½	88	87½	88	88½
" 1ss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	99½	----	----	----	----	----
" " 2d mort.	----	----	----	87	87	----
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	127	129½	129	128	128½	128½
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	93½x	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	125	----	----	126	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
" " 3M. 7p.c. '87	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	64½	64½	64½	64½	64½	65
" new	----	----	----	----	63½	63½
Ohio & Miss.	30½	31½	31½	31	31½	31½
" " pref.	----	----	----	----	----	78
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co.	92½	91½	92	92½	92½	93½
Panama	307	----	----	----	----	----
Phila. and Reading	90	91½	90½	90	90½	90½
Pitts. Ft. W. & Chicago	103½	104	104½	104½	104½	105½
" " 1M.	----	105½	----	----	----	----
" " 2M.	----	----	----	99	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	27½	27½	28½	28	29½	29½
St. L., Alton & T. H.	----	45	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	94½
" " 2M. pref.	83½	----	----	----	----	----
" " Inc. b'ds	77½x	----	----	----	----	----
Tennessee 6s. ex-coup.	----	----	67½	----	----	----
" new	67½	66½	65½	66½	66½	66½
Tol. Wab. & Western.	51½	----	51½	51	51½	51½
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	92½	92½
" " 2M.	----	----	----	81x	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s, ex-coupon	51½	50	----	----	----	51½
" new	50	----	----	----	49½	50

New York Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th.30.	F.1	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	122¼
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	111¼	112	----	112
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102¼	103¼	103¼	103¼	----	103
U. S. 5s, 10-40s, reg.	----	----	102½	102½	103	----
U. S. 6s, 1881, reg.	113¼	----	----	----	113	----
U. S. 6s, 1881, coup.	113¼	----	----	113¼	113¼	113¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	105¼	105¼	106¼	105¼	105¼	105¼
U. S. 6s, 5-20s, c. '62	112¼	107¼x	109¼	108¼	108	108
U. S. 6s, 5-20s, reg. '64	----	105¼	----	106¼	----	----
U. S. 6s, 5-20s, c. '64	110¼	106¼x	----	106¼	106¼	106¼
U. S. 6s, 5-20s, reg. '65.	105¼	106¼	----	106	106	----
U. S. 6s, 5-20s, c. '65	110¼	107¼	107	106¾	106¼	106¼
U. S. 6s, 5-20s, r. n. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	108¼	109	109¼	109	109	109¼
U. S. 6s, 5-20s, r. n. '67.	----	----	----	----	109¼	----
U. S. 6s, 5-20s, c. n. '67.	108¼	109¼	109¼	109¼	109¼	109¼
7.30 Notes, 2d series.	107¼	107¼	107¼	107¼	107¼	----
" " 3d series.	107¼	107¼	107¼	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 5.

	W.29	Th 30.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa	----	----	----	----	5¼	----
" preferred	----	25¼	----	26¼	----	25¼
Camden & Amboy	126¼	127	----	127	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	91¼
" " 6s,'83	----	90	----	----	----	90¼
" " 6s,'89	----	88¼x	89¼	----	----	90
" mort. 6s,'89	----	98¼	95¼	----	97	97
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	96¼	----	----	----	----	----
Lehigh Navigation	19¼	20	21¼	21	21¼	22¼
" " 6s, '84	84	----	----	83¼	83¼	----
" " Gold L.	----	86¼	87	87	87¼	88¼
Lehigh Valley R. R.	53¼	53	53	53	53	53¼
" " 6s	----	----	----	----	----	96
Little Schuylkill R. R.	----	----	----	----	----	37½
" " 7s	----	----	----	----	----	----
Minehill	----	----	55¼	----	----	56
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	34	----	----	----	----	----
" " 6s	91	----	----	----	91	----
" " 10s. 111	----	----	----	----	----	112
Northern Central	----	----	44¼	----	----	45
Pennsylvania R. R.	57	56¼	57	57¼	53	53
" 1st m.	----	102	----	102¼	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 6s 1st series	----	----	----	----	107¼	107¼
" " 6s, 2d series	107¼	----	----	----	----	----
" " 6s, 3d series	----	108¼	----	----	108¼	----
" " 6s, W. L.	----	103	103	----	102¼	103
Philadelphia City, 6s	----	101	----	----	100¾	----
" " new	103¼	103¼	103¼	103¼	103¼	103¼
Philad. Germ. & Nor.	----	65¼	----	----	----	----
Phila. & Reading	45	45	45¼	45¼	45¼	45¼
" 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	97
Philadelphia & Erie	----	25¼	25¼	----	----	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	19¼	----	----	----	19¼
" " 6s '82	71¼	----	71	71¼	71¼	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	88	----	----	----	----	----
Susq. Canal	16	16	----	16	----	16
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	15	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Heatonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	57¼	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 5.

	W.29.	Th.30	F.1.	Sat.2	M.4.	Tu.5
Baltimore City 6s, 1875	----	----	----	97	----	----
" " 1886	----	----	----	----	----	----
" " 1890	98¼	98¼	98¼	98¼	98¼	98
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '75	----	----	----	98¼	98¼	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	96¼	----	----	----
Marietta & Cin. 1st m.	91¼	91¼	----	91¼	91¼	91¼
" " 2d m.	----	73¼	----	----	70¼	70¼
Northern Central	----	45½	45¼	45	45	45¼
" " b'ds, 1885	----	84¼	----	----	----	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort	----	----	----	----	96¼	----
" " 2d mort	----	----	----	----	----	----
" " 3d mort	----	----	94	94	94	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 6.

	Th.30.	F.1.	Sat.2	M.4.	Tu.5.	W.6
Boston and Albany	148	147¾	148	----	----	148¼
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	138½	----	138½	----	139	----
Boston and Providence	140	140	139½	139½	139¼	----
Boston, Hartford & Erie	14¼	14¼	14¼	14¼	15	----
Cheshire, pref.	----	----	----	----	67	----
Concord	----	72	----	----	----	----
Connecticut River	----	122	----	----	123	----
Eastern	119¼	----	----	----	118¼	----
Fitchburg	131¼	131¼	----	131¼	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	116	116	116	----	----	----
Northern, N. H.	----	118¼	----	118	----	----
Ogdens. & Lake Champ	----	----	----	62	62	----
Old Colony & Newport.	91¼	91¼	----	92	92¼	92¼
Ph., Wil. & Baltimore	54¼	54¼	54¼	54¼	54¼	54¼
Portl'd, Saco & Ports.	----	103¼	----	----	----	104¼
Vermont & Canada	----	----	100¼	100¼	100¼	100¼
Vermont & Mass.	----	----	56¼	----	----	56¼
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	94	----	----	94	----	94¼
Metropolitan "	----	----	64¼	----	----	64¼
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	22¾	----	----
Franklin "	----	14¼	----	14	14	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	4¼	4¼	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	7¼	7¼	8	8	----	7¼
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Aprll 10th, and 17th:

	Closing Prices April 17.	April 10.
United States, 5-20s, 6 per cent 1882	70 @ 70¼	72¼@ 72¼
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	68¼@ 69¼	71¼@ 71¼
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874	72 @ 74	72 @ 74
United States 10-40s, 5 per ct. 1904	67 @ 67¼	67¼@ 68
Massachusetts State 5 per cent	90 @ 92	90 @ 91
Virginia State, 5 per cent	52 @ 55	52 @ 55
Do. 6 per cent	31 @ 33	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	57 @ 62	57 @ 62
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	57 @ 62	57 @ 62
Do., consolid. mort. bonds, 1890	33¼@ 34¼	33 @ 33¼
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)	45 @ 46	47¼@ 47¾
Do., Preference ditto	69 @ 71	69 @ 71
Do., 3d mort., 1883, 7 p. c.	60 @ 65	60 @ 65
Illinois Central, 6 p. c., 1875	85 @ 90	85 @ 90
Do., $100 shares (all paid)	93¼@ 94	94 @ 94¼
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	66 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	— @ —
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	— @ —
Panama R. R. 2d mort., 1882, 7 p. c.	103 @105	103 @105
Do., General mortgage, 7 p. c.	102 @104	104¼@105¼
Penn. R.R. bonds, 2d mort. con. 6 p c.	91 @ 93	92 @ 94
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 85	83 @ 85
Do. with option to be paid in Phil.	83 @ 85	83 @ 85

American Railroad Journal.

Saturday, May 9, 1868.

Stock Exchange and Money Market.

The Money Market has estimated more firmness since our last, on an exhibited demand, chiefly from speculative sources. The offerings of capital have been on a less liberal scale, especially for Stock and Gold Board purposes. More disposition has been evinced, as well by the banks, as by private lenders, to make advances on prime mercantile paper, with a view to fostering the spring business. Call loans have been quoted at from 6@7, closing generally at 7 per cent.; choice to good discounts at from 6½@8 per cent. per annum. The banks made a very heavy gain in their cash balances, last week, an unprecedentedly large increase having been shown in the deposit line. The actual increase in the deposit averages was $10,898,646; in the legal tender reserve, $3,996,842; and in the specie hoard, $1,232,326. The loan averages were augmented full $5,314,655; while the circulation was reduced, $112,781. The U. S. Sub Treasury cash reserve was diminished, last week, $5,640,601, chiefly by the interest disbursements. The Sub-Treasurer was a buyer of Seven-Thirties and a seller of Gold, to a moderate extent during the week. The interest payments of the office, in April, were only $357,176. The interest disbursements, thus far, in May, have exceeded eleven millions in coin. The aggregate cash reserve of the Treasury Department on the 1st inst. was $139,083,794, (including $106,909,658 in coin, and $32,174,136 in currency) against $122,509,645 (including $99,279,617 in coin, and $23,230,027 in currency) on the 1st of April. Of the cash reserve on Tuesday last, the U. S. Sub-Treasury in this city held $102,495,374, including $10,601,297 to the credit of disbursement accounts.

The specie reserve of the city banks is now $16,166,873, against $9,902,177 same time last year. The city bank deposits are now $191,206,135, against $195,729,072 week ending May 4, 1867. The legal tender reserve amounts to $57,863,599, against $70,587,407 same time last year. The circulation now stands at $134,814,843, against $38,571,747 same time last year. The loans are now $257,628,672, against $250,877,558 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $92,119,650 a day, against a daily average of $100,464,000 the preceding week, and $103,952,322 the week ending with April 18, 1868. The current week's exchanges average about $97,163,983 a day. The city banks, last week, gained $3,996,842 of legal tender $10,898,646 in the deposit line, and $1,232,326 of their specie reserve. They increased their loans, $5,314,055; and reduced their circulation $112,781.

The New York Gold Exchange Bank reports for the week ending Saturday, the 2d day of May, 1868, the average amount of loans and discounts as $1,657,297; average amount of specie, $1,182,980; average amount of deposits, $1,953,975.

The Philadelphia Bank movement the past week shows an increase in loans of $521,117 an increase of $109,667 in specie; an increase in legal tenders of $39,726; an increase of $342,647 in deposits; and a decrease of $9,268 in circulation. The Bank Clearings show a decrease of $28,398, and the balances, a decrease of $176,047

National Bank notes to the amount of $115,490 were issued last week, making the total issue to 1,673 banks thus far, $307,528,721, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $7,773,096, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,755,625. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,925,000; and for the public deposits, $38,349,950—making a total of $380,274,950. The Treasury Department last week redeemed and destroyed $438,200 of worn and mutilated fractional currency, and issued $118,859 of new. The outstanding amount of fractional currency on the 1st

inst. was $32,450,489, against $32,588,690 on the 1st of April, and $32,307,947 on the 1st of March 1868.

The U. S. Sub-Treasury receipts, week ending with May 2, were $22,172,526, including $2,131,-831 from customs duties; payments, $27,813,127, including $7,032,000 of coin interest; balance at the close of the week, $101,208,222, against $106,848,823, at the close of the preceding week, showing a decrease of $5,640,601. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,645,378 including $366,562 from customs; and payments, $3,287,446; on Tuesday, receipts, $1,133,761 including $393,040 from customs, and payments, $2,833,288. The balance at the close of business on Tuesday stood at $99,866,825, against $108,184,237 a week previous; and $104,-898,081 on April 21, 1868. The aggregate receipts of the office in April were $70,048,524; aggregate disbursements, $64,715,017.

The Sub-Treasury balance at the close of April was $102,495,374, against $98,161,867 at the close of March. The office issued $10,309,121 of coin certificates, in April. The aggregate amount of the certificates outstanding on the 1st inst. was $19,357,900, against $17,742,060 on the 1st of April.

Government revenues were on a moderate scale, last week. The excises, last week, yielded about three millions, against four millions the preceding week; customs at the port of New York, $2,131,-831 and at the outports, about $700,000 (in coin) more, making the grand total income for the week equal to about $6,990,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $162,500,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to April 1, 1868, $2,128,862, against $1,815,411 same time last year.

The fluctuations in Gold, since our last, have been unimportant, the price having ranged from 139 to 139½, closing on Wednesday at 139⅜. The demand has been fair for export; but has been moderate for speculative and custom house purposes. The exports on Tuesday and Wednesday, of the current week, amount to $1,585,000. The coin reserve of the Treasury Department on the 1st inst., reached $106,909,658, including $19,-357,900 of private deposits. Since the 1st inst., there have been over fifteen millions disbursed on interest account, including over eleven millions through the local office. The city banks held specie to the amount of $16,166,873 on Saturday last; against $9,902,177 same date last year.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $2,792,000, against $687,500 same time last year. The customs demand for Gold last week, averaged $355,302 a day; thus far, this week, it has been equal to $391,-000 a day, or equal to a weekly aggregate of $2,346,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $9,800 and from California, $727,849. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $95,977,621, against $106,493,216 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $29,267,077, against $34,-667,781 same time in the preceding fiscal year, showing a decrease of $5,400,704 in 1867–'68. The exports of specie from this port, last week, were $2,431,891, against $713,657 same week last year. The exports of specie, hence, since July 1, 1867, have been $49,377,367, against $26,408,574 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $7,032,000, and since July 1, 1867, $61,684,261, against $45,535,392 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to April, 1868, were $10,540,413, against $9,839,647 same time last year.

Foreign exchange has been a trifle firmer, since our last, but the transactions in all classes of bills have been light, and the market closes tamely. Bankers' prime sixty day bills on London closed on Wednesday at 110@110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,188,021, against $4,198,819 same week last year; total, since July 1, 1867, $152,820 811, against $166,-611,859 same time in 1866–'67.

Government securities have been remarkably steady, since our last, on a fairly active investment and speculative demand. Six per cents of 1881 have been scarce, and wanted by home and foreign buyers. The amount outstanding on the 1st inst., was $283,677,200, against $283,677,150 a month previously. Five twenties of all issues have been in good request at full rates. During April, $17,669,800 of these bonds were issued by the Department, augmenting the outstanding aggregate to $1,442,065,450, against $1,424,405,-600 on the 1st of April. Ten-forties to the amount of $1,483,000 were marketed, during the the past month, chiefly through the loan agency of Messrs. Jay Cooke & Co., leaving an unissued balance of only some four millions, of the authorized aggregate of 200 millions. Seven-thirties have been going into the Treasury, by conversions or direct purchases, at a respectable rate. The amount of these notes outstanding on the 1st inst., was $163,490,250, or full $22,393,850 less than on the 1st of April. The original aggregate of the loan was 830 millions. Thus, 666½ millions have been redeemed and funded, before more than 300 millions of the loan matured. Compound Interest Notes have been in some request for banking purposes. There are now outstanding only $44,573,650 of these notes, showing a reduction of $1,436,850 within a month. Little movement has been noted in the new Three per cent. certificates, of which $2,040,000 were issued in April.

U. S. sixes of 1881 closed here on Wednesday at 113@113¼; U. S. Five-twenties of 1862, 108¼@108⅜; U. S. Five twenties of 1864 at 106⅝@106¾; U. S. Five-twenties of 1865 at 106¾@107; U. S. Five-twenties of 1865, consolidated, 109@109⅛; U. S. Five-twenties of 1867, 109⅜@109½; U. S. Ten-forties at 103@103⅛, and U. S. Seven-thirties at 107⅜@107½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	119	September, 1865	117½
August, 1865	118	October, 1865	117

U. S. three per cent. certificates 100¼

Government paid off $215,400 of the matured loan of 1847–'67, in April.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 22.	April 29.	May 6.
Consols	93⅜	94	94⅛
U. S. 5-20's of 1862	*70¼	70¼	70⅝
Erie	46½	46½	46
Ill. Central	93½	95	95¼

* Ex May coupon.

Railway and miscellaneous share property has been rather more confidently dealt in, since our last, closing strong and buoyant in price.

General business has been fairly active in the produce lines. Flour, wheat, and pork have declined. Corn, oats, and lard have advanced. Cotton leaves off heavily the demand having been limited. Middling upland cotton closed languidly on Wednesday at 32@32½ cents, per lb. The stock of cotton now here is estimated at about 80,000 bales. The receipts at the port this week, have averaged only about 950 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,071,000 bales, against 1,678,000 bales same time last year; exports, same time 1,501,000 bales, against 1,227,000 bales same time last year; stock on hand at latest dates, 240,000 bales, against 385,000 bales same date last year. At the Live Stock markets this week, Beeves have been in moderately inquired at from 13@19c. per lb.; week's receipts, 5,517. Veal calves have been less active and heavy at 6@11½c. per lb.; receipts, 2,831. Sheep and lambs have been more sought after at from 5@9c. per lb.; receipts, 13,627. Swine in good demand at from 9@10½c. per lb., all live weight; receipts, 17,045. Foreign merchandise has exhibited more animation, and prices have been generally quite firm. The total imports of foreign dry goods, last week, were $1,-143,940, and the total amount marketed $1,277,-325 The value of foreign merchandise imported last week, was $4,251,875—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,395,815, against $4,292,967, same week last year; total since July 1, 1867, $201,055,836, against $229,-688,516 same time in 1866–'67. The ocean freight market has been moderately active, opening with a downward tendency, but closing more firmly. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 4½d.@5d. by sail, and 5½d.@6d. by steamer, per bushel; cotton at ⅛d. by sail, and ⅛@$\frac{3}{16}$ by steamer, per lb.; and heavy goods at 15s.@35s. by sail, and 20s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday 511.

The New York exports, exclusive of specie, for the week ending May 5th, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,198,819	$3,188,021
Prev. reported	67,721,403	58,489,905
Since January 1	$71,920,222	$61,677,926

The balance in the Sub-Treasury on Wednesday was $100,100,615 64.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1870, 99; New York State 6s, 1873, 102⅜; Chicago and Milwaukee 1st mort., 88; New York and New Haven 6s, 95; Pacific R. R., 7s, guar. by Mo., 91; Rensselaer and Saratoga R. R., 86¾; Hannibal and St. Joseph pref., 83¾; Boston Water Power Co., 20½; Union Navigation, 26; Wells-Fargo Exp. Co., 25; American Exp., 61; Merchants' Union Exp., 31½; Adams' Express, 62½; U. S. Exp., 62¼; American Coal, 43; Western Union Telegraph, 38; do., bonds, 80½; Metropolitan Bank, 136; St. Nicholas Bank, 107½; Fourth National Bank, 105½; Ocean Bank, 104; Central National Bank, 107½; Bank of Commerce, 120; Park Bank, 150; Buchanan Farm, petroleum, 0.42; Consol. Gregory Gold, 2.90; Davidson Copper, 0.40; Empire Gold of N. C., 2.50; Keystone, 0.01; La Crosse Gold, 0.39; Montana Gold, 0.45; Midas Silver, 0.50; New York Gold, 0.59; Nye Gold, 0.03; Quartz Hill Gold, 1.00; Rutland Marble, 15.00; Smith and Parmalee, 2.30; Sherman and Barnsdale, petroleum, 0.35; United States, petroleum, 1.65; Walkill Lead, 0.21.

Philadelphia.—West Jersey R. R. 6s, 91¼; Phila. and Reading 6s, 1843-'80, 94; North Penna. 7s, 84½; West Chester 7s, 97; Connecting R. R. bonds, 84; Sunbury and Erie 7s, 100; Allegheny Comp. 5s, 75; Schuylkill Nav. 7s, Boat Loan, 72½; Tenth and Eleventh streets R. R., 65; Thirteenth and Fifteenth streets R. R., 16⅛; New York and Middle Coal Fields, 3⅛; Hazleton Coal, 60⅛; Ocean Oil, 2⅛; Dalzell Oil, 1¼; Bank of North America, 250; Western Bank, 97; Commercial Bank, 60¾; Farmers' and Mechanics' Bank, 133. The latest quotations are: City 6s, 100⅝@101; do., free of tax, 103¼@103⅜; State 6s, reg., 98@99; do., coupon, 97@97; do., 6s, W.L., 102⅛@103¼; Reading, 45⅜@45½; do., 6s, 1870, 97@99; do., bonds, 93½@94½; Camden and Amboy, 127¼@127½; do., mort. 6s, 1889, 96¾@97; do., 1883, 90@—; Penn. R. R., 52¾@53; do., 1st mort., 102@103; do., 2d mort., 98@98; Little Schuylkill R. R., 37@37½; Morris Canal, 35@50; do., pref., 91@92; do., bonds, 85@90; Wyoming Valley Canal, 41@45; do., 6s, 79@85; Susquehanna Canal, 15⅝@16; do., 6s, 60¾@61; Sch. Nav., 10@12; do., pref., 19⅛@19⅞; do., 6s, 1882, 71@72; Union Canal bonds, 14½@16; Delaware Div. Canal, 47@48; do., bonds, 88@89; Elmira and Williamsport, 31@33; do., pref., 40@44; do., 7s, 1873, 97@97; do., 5s, 53@62; Lehigh Coal and Navigation, 20¾@21; do., bonds, 1884, 83@84; North Pennsylvania, 33@34; do., 6s, 91@91¼; Philadelphia and Erie, 25@25⅛; do., 6s, 91@91½; Minehill, 55½@56; Catawissa, 5¾@10; do., pref., 25½@26; Lehigh Valley, 52¾@53¼; do., bonds, 95¾@96½; Fifth and Sixth streets, (horse,) 35@37; Second and Third, 56@58; West Philadelphia, 65@66; Spruce and Pine, 20@22; Green and Coates, 30@31¼; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 15@17; Girard College, 25@26; Tenth and Eleventh, 65@66; Union, 40@50; Hestonville, 10@12½.

Boston.—Union Pacific R. R. 6s, gold, 99; Central Pacific R. R. 6s, gold, 98¾; New York and Boston Air Line 6s, 57; Boston, Hartford and Erie 7s, 62; do., new, 51; Ogdensburg and Lake Champlain Equipment 8s, 1878, 101⅜; St. Louis and Iron Mountain R. R. 7s, 1892, 94; Vermont Central and Vermont and Canada 8s, 102½; Rutland and Burlington 1st mort., 144⅜; Vermont Central 1st mort., consolidated, 80; St. Joseph and Council Bluffs R. R. 10s, 1892, 109; Kansas and Cameron R. R. 10s, 115; Eastern R. R. 6s, 1874, 95½; Old Colony and Newport 7s, 103; Conn. and Pass. Rivers R. R., 83½; do., 7s, 1876, 99; Indianapolis and Cincinnati, 27; Vermont Central, old, 56c.; Summit Branch R. R., 18; Union Railway, 85; Ogdensburg and Lake Champlain pref., 102; Boston Water Power Co., 20⅜; Cary Imp., Co., 8¼; Waverly Land, 1⅛; Ophir (N. S.) gold, 1.40; Bullion Consolidated, 62½c.; Massachusetts 6s, reg., currency, 102¾; do., 5s, 1894, gold, 109; New Hampshire 6s, 1870@1878, 100; Maine 6s, 1889, 99⅞; Chicago 7s, municipal, 96½; St. Louis 6s, 1887, W. L., gold, 100; do., 1882, Municipal, 82¼; do., Harbor Imp., 82⅛; Lynn 6s, 1886, 99¼; Albany 6s, 1896, 95; Salem 6s, 1877, W. L., 99⅞; Portland 6s, 1887, Building Loan, 97⅞; Boston 6s, 1876, currency, 102¼; Bangor 6s, 1871, 93; Calais, Me., 6s, 1876, 91; Boston Gas, 775; Atlas National Bank, 119¼; Eliot National Bank, 109½; Everett National Bank, 106¼; First National Bank, 167; Howard National Bank, 108½; Hide and Leather National Bank, 143; Merchants' National Bank, 118⅞; Market National Bank, 107¼; National Bank of Redemption, 133¾; North National Bank, 114¼; National Bank of Commerce, 117½; SecondNational Bank, Granite, 148; State National Bank, 107½; Suffolk National Bank, 115¼; Traders' National Bank, 100½; Tremont National Bank, 121⅞; Webster National Bank, 108; Allouez Mining Co., 3; Petherick, 87½c.; St. Clair, 1¼; Superior, 1¼.

Baltimore.—Virginia 6s, reg., old, 45; do., 1866, reg., 41¼; Western Maryland 2d mort., guar., 92; Richmond and Danville R. R. bonds, 64; Central Ohio R. R., 36¼; do., 1st mort., 86⅛; Atlantic Coal, 0.82; Liberty Copper, 0.60; Commercial and Farmers Bank, 43; Farmers' and Mechanics' Bank, 45½; Howard Bank, 11; National Exchange Bank, 98; Bank of Commerce, 28; Farmers' and Planters' Bank, 35½; Bank of Baltimore, 113; Merchants' Bank, 109¼; Union Bank, 61; Western Bank, 28½. The latest quotations are: Balt. and Ohio, 122@122; do., 6s, 1875, 98@98¼; do., 1880, 97½@—; do., 1885, 96@97; Northern Central, 45¼@45½; do., bonds, 1885, 84½@85; do., 1900, 81@84; Parkersburg Branch, 26@27; N. W. Va., 1st mort., 96@96¼; do., 2d mort., 94@95; do., 3d mort., 1873, 92@94; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 91½@92; do., 2d mort., 70¾@71½; Central Ohio, 36¾@37; do., 1st mort., 86@86; Western Md. 6s, 1890, 75@80; do., guar., 94@95; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 97@98; do., 1886, 98¾@9½9; do., 1890, 98⅛@98¼; do., coupon, 100@—; do., Park, 92@98; do., 1893, 96@97; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19½@19⅞; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 65@66; Santa Clara, 1.50@3.00; Atlantic Coal, 0.80@0.85.

☞ The Wicomico and Pocomoke Railroad, between Salisbury and Berlin, Maryland, was formally opened last week.

Delaware and Hudson Canal Co.

This company proposes to double its capital stock, making it $20,000,000. A special meeting has been called for May 12, to obtain the consent of the shareholders. If the authority be given, 50,000 shares, or one share for every two now held by the stockholders, will be issued immediately, on which 60 per cent. will be called for in installments during the present year, and the remaining 40 per cent., or $2,000,000, will be credited as paid to represent that amount of undivided earnings expended in improvements, purchases of lands, and in providing a necessary increase of working capital. The amount to be called in ($3,000,000) is required to pay for recent large purchases of coal property in the neighborhood of Wilkesbarre. These purchases will lay a solid basis for an important and needed extension of the company's operations, and the Board feel the strongest confidence that they will contribute largely to the future prosperity of the company. The remaining 50,000 shares, if the issue be authorized, will be disposed of hereafter, from time to time, as in the judgment of the Board, the interests of the company, and the attainment of the objects of its charter may require.

Portland and Ogdensburg Railroad.

The Albany *Journal* says that a Vermont gentleman has offered to build the Portland and Ogdensburg Railroad from seven miles above Portland to Dalton on the Connecticut River, and furnish all but machinery or rolling stock, for $29,000 per mile. A Massachusetts party, representing several millions capital, proposed to build the entire road to the western terminus in Vermont at $35,000, including rolling stock to the value of $4,000 per mile. No action has yet been taken on these offers.

Mississippi Central Railroad.

This road has been leased to a company of eastern capitalists, of which H. S. McCombs, of Wilmington, Del., is the head, for 16 years. The lessees assume entire indebtedness of the road, except the debt to the State of Tennessee. The road is to be returned to the stockholders at the expiration of the lease in the same condition as it is delivered. Arrangements are being made for its extension to Louisville.

Denver, South Park and Rio Grande R. R.

A company with the above title was recently organized at Denver. The officers are: H. M. Porter, President: Ansel Bates, Vice President; J. S. Brown, Treasurer; and D. A. Cheever, Secretary. The route is to be through the Poncha Pass to the southern boundary of the Territory.

☞ The remaining sections of the Knoxville and Kentucky Railroad, extending from Knoxville to the Kentucky line, have been put under contract to the following parties: Ed. McLovern, J. T. Offutt & Co., B. F. Vaughn, H. Y. Bibb & Co., Thomas Rosser, J. B. Neely & Co., Frank Shoffen, bridge masonry; Gardner & Martin, bridge masonry. This secures the completion of the road.

☞ The Dubuque *Times* says that the contractors on the Dubuque and Sioux City Railroad have sub-let the work of grading between Iowa Falls and Fort Dodge, and an increased force of men will soon be put on the work and the enterprise pushed forward with energy and dispatch.

Railroad Earnings.—Weekly.

The earnings of the Michigan Central Railroad for the 4th week in April, 1868, were. $147,579 00
Corresponding week of previous year. 119,888 00

Increase. $27,691 00

The earnings of the Chicago and Alton Railroad for the 4th week in April, 1868.. $65,004 17
Corresponding period previous year .. 72,813 91

Decrease $7,809 74

The earnings of the Detroit and Milwaukee Railroad for the fourth week in April 1868, were $36,047 54
Corresponding week of 1867 38,920 34

Decrease $2,872 80

The earnings of the Chicago and Rock Island Railroad for the fourth week in April, 1868, were $67,900 00
Corresponding week of previous year.. 54,802 00

Increase $13,098 00

The earnings of the Chicago and Northwestern Railroad for the 4th week in April, 1868, $352,934 89
Corresponding week previous year .. 243,889 13

Increase $109,045 76

☞ A mortgage for $1,000,000, has lately been recorded in the office of the Register of Deeds for Winona Co., Min., by the Winona Eastern Connection Railroad Company—the mortgagee being Henry J. Tilden, of New York. This fact, says the Winona *Republican*, is construed by some of our citizens to foreshadow the immediate purchase of the iron and the laying of the same on the road from this city eastward. Whether the surmise is a correct one, or not, will very soon be made manifest.

☞ The charter of the South Mountain Railroad has been renewed. The road is to be commenced in five and to be completed in ten years. It will start at Harrisburg and run through Linglestown, Grantville, Jonestown, Fredericksburg, Millersburg, Straustown and Shartlesville, to Hamburg, Berks county.

☞ The Winona, (Min.) *Republican* says that the Northwestern Company have fully determined to extend the Winona and St. Peter Railroad westward to the Minnesota river this year.

☞ Col. Franchot, Chief Engineer of the Schenectady and Ogdensburg Railroad, writes to the Hon. Benjamin Squire, of Canton, that he has been instructed to make the *locating survey*, and expects to complete it this season.

☞ The Milford *Journal* reports that the railroad from that place to Woonsocket is fast approaching completion, and there is little doubt that the trains will be running over it by the first of June.

☞ All the stock in the Bangor and Piscataquis Railroad having been taken, the road will be put under contract immediately. Propósals are advertised for now. The road is to connect Dover and Foxcroft with the European and North American Railroad.

☞ The Burlington and Missouri River Railroad is now finished to Afton, within a hundred miles of Omaha. Contracts will soon be taken for the construction of the road to that point, to be completed by the first of July, 1869.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool	$626,505	$776,306
" cotton	804,902	694,385
" silk	826,109	1,210,011
" flax	553,084	671,705
Miscellaneous dry goods	495,227	426,594
Total entered for consump.	$3,305,827	$3,779,001

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool	$740,472	$738,095
" cotton	704,840	418,777
" silk	660,665	288,116
" flax	375,090	440,877
Miscellaneous dry goods	171,632	269,307
Total withdrawn from warehouse	$2,652,699	$2,155,172
Add entered for consump.	3,305,827	3,779,001
Tot. thrown on the market	$5,958,526	$5,934,173

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool	$783,263	$400,545
" cotton	337,214	220,989
" silk	287,038	146,792
" flax	291,050	186,287
Miscellaneous dry goods	270,063	92,804
Total entered for wareh'g.	$1,968,628	$1,047,417
Total entered for consump.	3,305,827	3,779,001
Total entered at the port.	$5,274,455	$4,826,418

The imports of foreign dry goods at New York for four months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool	$6,105,838	$4,660,802
" cotton	5,204,160	3,781,364
" silk	4,291,141	5,741,632
" flax	3,564,199	2,871,901
Miscellaneous dry goods.	2,530,469	2,374,794
Tot. entered for consump.	$21,695,807	$19,429,993

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool	$8,008,916	$3,863,044
" cotton	4,054,266	2,371,319
" silk	3,138,183	1,643,106
" flax	3,732,430	2,352,535
Miscellaneous dry goods.	736,909	853,621
Total withdrawn from warehouse	$19,665,704	$11,083,625
Add entered for consump.	21,695,807	19,429,993
Total thrown on the market	$41,361,511	$30,513,618

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool	$5,932,744	$3,356,789
" cotton	3,721,454	1,712,088
" silk	2,805,852	1,361,567
" flax	2,239,918	1,208,025
Miscellaneous dry goods.	821,751	813,739
Total entered warehouse.	$15,521,714	$8,452,208
Add entered for consump.	21,695,807	19,429,993
Total entered at the port.	$37,217,521	$27,882,201

Imports of foreign dry goods at New York for ten months from July 1:

Year.	Value.
1862	$31,676,135
1863	55,449,103
1864	72,352,127
1865	40,498,403
1866	122,981,478
1867	93,725,514
1868	67,246,559

Little Miami and Columbus & Xenia R. R. Companies.

To the Stockholders:

The Committee appointed by the stockholders at their last regular meeting in January, 1868, reported the following statement of the financial condition of the companies, December 1, 1867:

The combined assets and liabilities of the L. M. and the C. & X. R. R. Co.'s joint and several, are as follows:

ASSETS.

Construction and real estate—		
Little Miami Company	$3,775,757 40	
Columbus and Xenia Company	1,482,840 46	
	$5,258,597 86	
Rolling stock and shop machinery.		1,012,564 55
Bills receivable—		
Joint Company	$1,881 42	
Columbus and Xenia Co.	18,890 35	
		20,771 77
Due from agents		68,916 12
Due from United States		17,056 58
Cash in hands of Treasurer		112,551 01
Cash in hands of Assistant Treasurer		16,707 32
Cash and cash items, paymaster		81,689 86
Street connection track		170,046 02
Materials on hand		203,427 46
Pittsburg and Steubenville bonds		200,000 00
Street connection bonds		60,000 00
Central Ohio Railroad stock		33,314 68
Miscellaneous bonds and stocks		30,385 65
Dayton and Xenia Railroad		411,823 82
Wharf boat		4,399 60
		$7,707,252 30

LIABILITIES.

Capital stock—		
L. M. R. R. Co.	$3,572,400	
C. & X. R. R. Co	1,786,200	
		$5,358,600 00
Less C. & X. stock owned by		
L. M. R. R. Co	$425,650	
C. & X. R. R. Co	17,050	
Jointly	93,900	
		536,609 00
		$4,822,000 00
Bonds—		
L. M. R. R. 1st mortgage.	$1,489,000	
L. M. R. R. City loan	100,000	
C. & X. R. R. 1st mort.	248,000	
	$1,837,000	
Less held jointly—		
L. M. R. R. 1st mortgage.	197,000	
		1,640,000 00
Bills payable		79,426 16
Due to transportation companies		57,349 29
Due to individuals		181,114 02
Unpaid dividends		212,587 98
Surplus		764,774 85
		$7,707,252 30
From the apparent joint surplus		$764,774 85
Should be deducted—		
Depreciation of street connection bonds	$12,000 00	
Interest charged to expense of street connection	12,000 00	
Hillsboro and Cincinnati Railroad stock	9,262 83	
Other stock considered worthless	4,290 00	
Depreciation of Central Ohio Railroad stock	14,000 00	
Floating debt for rails, locomotives, bridges, &c.	105,025 00	
		156,577 83
		$608,197 02

The surplus must be charged with any ultimate loss which may be incurred on the expenditure for the elevator over and above the $33,000, which the Little Miami stockholders authorized to be subscribed. The expenditure amounts to $65,449 72, and the whole matter has been referred to a Committee of the Board, and it is hoped the same will be satisfactorily adjusted.

A floating debt of about two hundred thousand dollars, growing out of the above expenditure, the purchase of additional engines, real estate, superstructure, &c., has been incurred. It may be stated thus:

Money borrowed	$93,000
For building one-half Dayton Bridge	30,000
Iron and steel rails	38,863
Baggage burnt at Xenia	19,650
New locomotives	15,225
	$196,738

The companies must either carry these debts or apply current earnings to their payment, their surplus assets not being in a shape to use at this time for that purpose.

There has been paid to the City of Cincinnati $27,000 from the current earnings, under a contract between the city and the Little Miami Company, for laying Nicholson pavement on that portion of Front street occupied by the track of the Little Miami Company, $4,000 of which is a contribution by the railroad company, and the balance a loan for one year. The Boards of Directors, also, deem it best to apply the current earnings to the payment of the above floating debt, and this will so far affect the income of the companies as to require the Boards to pass the June dividend.

E. W. WOODWARD, *President L. M. R. R. Co.*
JOS. R. SWAN, *President C. & X. R. R. Co.*
CINCINNATI, March 28, 1868.

Hudson River Railroad Bridge.

The following is a copy of the act passed by the Legislature of New York on the 28th of April, 1868, authorizing the construction of a new railroad bridge across the Hudson River at Albany:

SEC. 1. The Hudson River Bridge Company at Albany, is hereby authorized, in lieu of its present bridge crossing the Hudson River at Albany, to construct a bridge across the Hudson River from a point at or near the foot of Exchange street, in the city of Albany, to some suitable point on the eastern bank of said river, to be selected by said Hudson River Bridge Company at Albany; said new bridge to be constructed, maintained, used and enjoyed in all respects, as provided by the act entitled "An act authorizing the construction of a bridge across the Hudson River at Albany," passed April 9th, eighteen hundred and fifty-six, and the several acts amending the same, subject to the limitations and conditions therein contained, except in so far as they are modified and amended by this act.

SEC. 2. As soon as said new bridge shall be so far completed that trains of cars are or can be passed over it, the said Hudson River Bridge Company at Albany shall immediately disuse, demolish and entirely remove its present bridge crossing the Hudson River at Albany, including every part thereof, both above and below the surface of the water, and the franchise and easement of said present bridge shall wholly cease and determine.

SEC. 3. If the said Hudson River Bridge Company at Albany, fail to disuse, demolish and entirely remove its present bridge, as provided and required in the foregoing section, without delay, the common council of the city of Albany, or the common council of the city of Troy, shall cause the said bridge to be so disused, demolished and removed immediately, at the cost of the said Hudson River Bridge Company at Albany; and for the amount of the cost of such compelled disuse, demolition and removal of said present bridge, judgment shall be entered in the Supreme Court of this State, in the office of the County Clerk of the County of Albany, or in favor of the Mayor, Aldermen and commonalty of the city of Troy, as the case may be, and in the offices of the clerks of either counties, in favor of the Mayor, Aldermen and commonalty of the city of Albany, and against the said Hudson River Bridge Company at Albany, and may be enforced as such, and shall be deemed and treated in all respects, as a judgment of the Supreme Court. But before commencing the erection of the bridge authorized by this act, The Hudson River Bridge Company, The New York Central Railroad Company, The Hudson River Railroad Company and The Boston and Albany Railroad Company, stockholders in the said Hudson River Bridge Company shall jointly and severally execute and deliver a bond to the Mayor, Aldermen and commonalty of the city of Troy and the Mayor, Aldermen and commonalty of the city of Albany, as obligees therein, either of said obligees to prosecute the same in case of breach, in the penalty of at least six hundred thousand dollars, conditioned for the removal of the present bridge and the piers thereof from the foundation of the same, so as to completely restore the navigation of the river at that point within nine months after the use of, or the crossing of the first train of cars over the bridge authorized to be built under this act, which bond shall be subject to the approval (as to its form and manner of execution,) of the Attorney General of the State.

SEC. 4. This act shall take effect immediately, but the authority herein given to the said Hudson River Bridge Company at Albany shall cease and determine at the end of three years from the date of its passage, unless the said Hudson River Bridge Company at Albany shall avail itself of and comply with its provisions within that period.

SEC. 5. This act shall take effect immediately.

Chicago, Rock Island and Pacific Railroad.

Since the re-organization of this company work has been vigorously prosecuted west of Des Moines. Fifty miles of the hundred and thirty between Des Moines and Council Bluffs are nearly graded, and the president and directors hope to have the line nearly completed and ready for the next spring's business. Most of the iron is purchased, and the entire work is progressing as prosperously as could be expected.

☞ A meeting of the directors of the proposed railroad from Reading to Treverton, *via* Bernville, Rehrersburg, and Tremont, Schuylkill County, was to have been held in Reading on the 5th inst., to take measures to put the road under way.

☞ Contracts have been let for the construction of the Hunter's Point, Ravenswood and Astoria Horse Railroad. The work is to begin at once, and the road will be finished by October 1st.

JOHN W. GOULD & CO.,
FOREIGN & AMERICAN
IRON & STEEL RAILS,
Of all Weights and Patterns.
RAILROAD SUPPLIES,
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65 WALL STREET, New York.
JOHN W. GOULD. EDWARD P. BIGELOW.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS FOR GRADING the Railroad of the Squankum and Freehold Marl Company from Farmingdale to Freehold, about eight miles in length, will be received at the Office of the Company at FREEHOLD, N. J., until the 28th of May, 1868.

Profile and specifications may be seen, and all necessary information obtained at the Office on and after May 19th.

I. S. BUCKELEW,
Engineer.

NOTICE TO CONTRACTORS.

OFFICE ORANGE, ALEXANDRIA AND MANASSAS RAILROAD COMPANY, ALEXANDRIA, VA., April 27, 1868.

PROPOSALS will be received at the office of the company until the 14th of MAY, for the RECONSTRUCTION OF THE MANASSAS ROAD, between Timberville and Harrisonburg, in the county of Rockingham, Va. There are 14 miles of track to lay, 30,000 cross ties to be furnished, about 1,000 lineal feet of trestle bridging, and excavation to the extent of from 3,000 to 5,000 yards of solid rock, and some embankments to be made.

H. W. VANDEGRIFT.
Chief Engineer and General Sup't.

NOTICE TO R. R. CONTRACTORS.

PROPOSALS will be received until the thirtieth day of May, for the grading, masonry, bridging, ballasting and track-laying on the Bangor and Piscataquis Railroad, extending from its junction with the European and North American Railway at Oldtown, or Milford, to Dover and Foxcroft, in Piscataquis county—about forty (40) miles.

Said road will be divided into four divisions, and proposals will be received for a part or the whole of the work.

The Company reserve the right to reject any and all proposals not deemed for their interest to accept.

Profiles, Plans and Specifications may be seen previous to the day advertised for letting, by application to the President of said Railroad, at the office of Charles Hamlin, Esq., in the City of Bangor.

H. HAMLIN, President.
A. W. WILDES, Chief Engineer.
BANGOR, Me., April 28, 1868.

M. N. FORNEY,
Mechanical Engineer,
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"The Hinckley & Williams Locomotive Works."
And transacts business relating to the Construction, Purchase or Sale of Machinery, Engineers Manufacturers and Railroad Equipment Supplies, Tools, &c., &c.
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THE ADVANTAGES OF THE PATENTED PORTable Railroad are manifold. It saves time and money; is particularly adapted for excavating, filling, constructing railroad beds, milldams, levees, etc.; working in mines, quarries, brick yards, and peat bogs. Sold or rented in 20-foot sections, from one to a thousand. Also, Cars suitable for the work to be done. Contracts for excavations, etc., promptly attended to. For particulars or pamphlet, address
A. PETELER & CO.,
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THE

UNION PACIFIC

RAILROAD COMPANY

OFFER A LIMITED AMOUNT OF THEIR

First Mortgage Bonds

AT PAR,

PRINCIPAL AND INTEREST

PAYABLE IN GOLD.

The Great Pacific Railroad Line, extending 1721 miles from Omaha, on the Missouri River, to the tide waters of the Pacific Ocean, is being built by two powerful Companies—THE UNION PACIFIC, beginning at Omaha, building West, and the Central Pacific of California, beginning at Sacramento, building East, until the two roads shall meet.

Both Companies have prosecuted the work with great vigor, the Union Pacific having already expended over

THIRTY MILLION DOLLARS,

and the Central over *Twenty Millions*, upon their respective parts of the undertaking. THE UNION PACIFIC HAVE COMPLETED 550 MILES—have iron and other materials for two hundred miles more upon the ground, and one hundred additional miles are ready for the track. They will have a much larger force employed this year than ever before, and it is expected that between

800 and 900 MILES

will be in operation during 1868. There seems to be no reasonable doubt that the distance between Omaha and Sacramento will be traversed by rail in 1870.

The GOVERNMENT GRANTS 12,800 acres of land, and its Bonds to the average amount of $28,000 per mile to aid in the construction of the line, and authorizes the issue of the First Mortgage Bonds now offered for sale, to the same amount and no more. The Government takes a *second* lien, and gives to the First Mortgage Bondholders a prior lien for their security, to which a large paid-up capital is added. The Bonds cannot be issued except as each section of twenty miles is accepted by Government commission, so that they always represent a real property.

It is universally admitted that on the completion of the Union Pacific Railroad, its through business will make it one of the most profitable in the world—but its way or *local* business is already several times the interest on its bonds; so that, if not another mile were built, they would be a secure investment.

THE NET EARNINGS for eight months of last year on an average of 386 miles are officially reported at **$1,069,136**, while the interest on all the bonds it could issue on that length of road for that time, reduced to currency, was only $345,856.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

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AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

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A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

APRIL 10, 1868.

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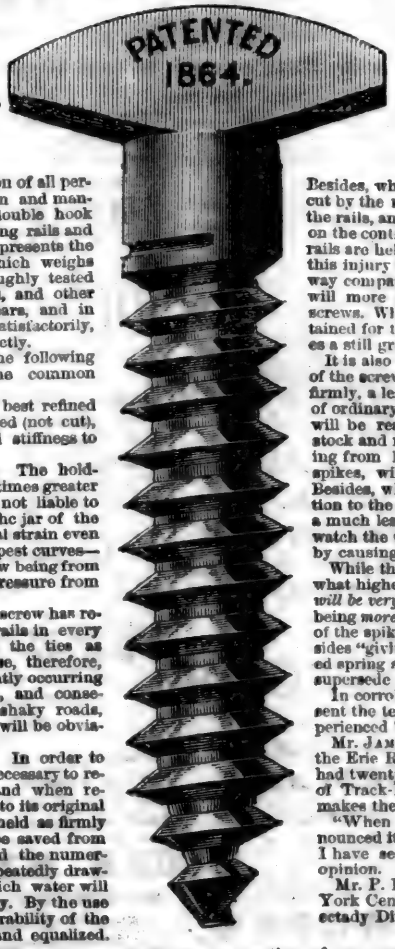
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In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented, Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

MR. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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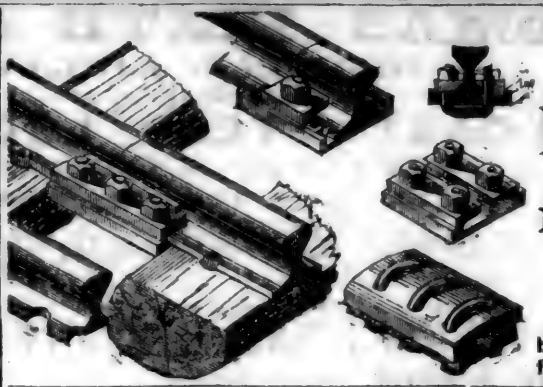
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SECOND QUARTO SERIES, VOL. XXIV., No. 20.] SATURDAY, MAY 16, 1868. [WHOLE No. 1,674, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 16, 1868.

Oroville and Virginia City Railroad.

We learn from San Francisco that a corps of engineers have just completed a survey across the Sierras for the "Oroville and Virginia City Railroad." The route is from Oroville, through American Valley, Long Valley, Mohawk Valley, Beckworth Valley and Pass, and the survey shows it to be remarkably easy. The highest altitude is 4,150 feet, and the steepest grade 67 feet. On this route there is said to be no snow to impede travel even in the severest winters. It is announced that the company will begin grading in June, and will forward the work with all possible dispatch. From Oroville it is proposed to continue the road to Sacramento, where connection will be made with the Sacramento and Vallejo road, the iron on which, we believe, is now being laid. At Vallejo the Terminal Central Pacific road commences, and crossing at the Straits of Carquinez, will be continued to the tide lands north of Goat Island, granted to this company by the last Legislature, where it is proposed to locate the terminus. The San Francisco and Humboldt Bay Railroad Company, it is said, have purchased a large amount of land at Sancelito, where they intend to make their depot, and have bought Meigg's wharf for a landing. Their intention is to build a branch to Vallego, to connect with the Sacramento road. In the mean time, work on the Western Pacific is being pushed ahead, and before the close of the year, it is thought that San Francisco will be in communication, by this route, with Stockton and Sacramento.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of April, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$527,422 42	$345,360 29
" passengers	222,465 44	219,904 36
" express matter	8,307 00	8,307 00
" mail	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,000 00	2,076 84
Total	$774,103 19	$590,556 82
Expenses	416,554 96	371,990 09
Net earnings	$357,548 23	$218,566 73

This shows an increase in earnings of $183,546 37; with an increase in expenses of $44,564 87—making the increase in net earnings, $138,981 50.

The earnings and expenses, from January 1 to April 30, compare as follows:

	1868.	1867.
Earnings	$2,569,091 69	$2,286,430 04
Expenses	1,603,359 37	1,601,133 14
Net earnings	$965,732 32	$685,296 90

This shows an increase in earnings of $282,661 65; with an increase in expenses of $2,226 23—making the increase in net earnings, $280,435 42.

Ohio and Mississippi Railroad.

The Cincinnati *Enquirer* says that a large force is engaged at all the shops of the Ohio and Mississippi Railroad, changing the trucks, &c., of the locomotives and cars, preparatory to the inauguration of the narrow gauge. The company has also purchased fifty new locomotives. When the work begins of drawing in the rails, trains will be entirely suspended for only four days, in which time it is estimated the gigantic job can be completed along the whole line. After the change, passengers will be transported from New York to the other side of the Rocky Mountains without change of cars.

Union Pacific Railroad.

The President of this road has summitted an affidavit to the Secretary of the Interior, showing the completion of an additional section of 20 miles of the road, from the 560th to the 580th mile-post, and the Government Commissioners have been instructed to examine into and report upon said section. The work of construction upon this road is being energetically prosecuted, and it is confidently predicted that by the close of the current calendar year the company will have over 800 miles of the road in full operation. Contracts for the construction of 914 miles west from Omaha, comprising much of the most difficult mountain work, have been made with responsible parties at the average rate of $68,058 per mile. This price includes all necessary car shops, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage and freight cars, and other requisite rolling stock, to an amount that shall not be less than $7,500 per mile.

Erie and Niagara Railway.

A suit has recently been decided in the Court of Chancery, at Hamilton, Canada, in which the Erie and Niagara Railway was plaintiff, and the Great Western Railway of Canada defendant, when the plaintiff was successful. Last Fall the Great Western Railway closed the Erie and Niagara road, and this action was brought to require the company to re-open it. A judgment was rendered on the 5th inst., ordering the Great Western to open the road immediately, and make connections according to the spirit of their agreements, to run all the year round, and give Mr. W. A. Thomson, of Queenstown, Canada, formerly of Buffalo, his proper place as Joint Comptroller of the road, and in case the company do not do this, its contract to be rescinded. Damages were also awarded the plaintiff for the past delinquencies of the defendant.

☞ The citizens of Frederick, Md., by a vote of 797 to 80 have declared in favor of a city subscription to the capital stock of the Frederick and Pennsylvania Line Railroad Company.

Toledo, Peoria and Warsaw Railway.

The earnings of this road for the years ending December 31, 1866 and 1867, were as follows:

	1866.	1867.
From passengers	$174,131 68	$182,746 29
" freight	319,235 82	329,512 44
" mails	9,850 08	9,850 00
" express	5,633 20	7,415 86
" military	402 63	1,071 81
" rent of road	25,840 00	25,000 00
" rent of cars	9,527 83	3,221 53
" miscellaneous	17,042 86	15,644 93
	$561,663 10	$574,462 86
Expenses, viz:		
Maintaining real estate and roadway	$130,032 73	$131,854 49
Maintaining machinery	95,423 60	86,323 35
Conducting transp	135,785 20	143,790 42
	$361,241 53	$361,968 26
Earnings less expenses	$200,421 57	$212,494 60
From which deduct—		
Interest on bonds	$111,965 00	
Government taxes	5,130 78	
State and local taxes	10,630 52	
Insurance, interest, etc	4,253 64	
New York office	5,474 43	
		137,454 37
Balance		$75,040 23
Add balance from previous year		212,086 04
Total, as in General Balance Sheet		$287,126 27

This balance is justly due to the preferred shareholders, in accordance with the terms of the re-organization, guaranteeing to them 7 per cent. of the net earnings, but by their consent it has been used for the improvement and development of the property. As soon as the entire road is completed, and the construction account closed, some arrangement must be made for the settlement of this account.

The gross earnings for the year were $574,462 86; and the operating expenses, including Federal and State taxes, insurance, interest and exchange, $387,457 63—leaving as net earnings the sum of $187,005 23. In 1866, the earnings were $561,663 10; the expenses, $389,696 44; and the net earnings, $171,966 66. The proportion of operating expenses to earnings in 1867, including the above charges, was 67.44 per cent.; exclusive of these charges, 63 per cent. In 1866 the proportion was 69.38 and 65.05 respectively. The gross earnings per mile in 1867, were $5,175 34, and the net earnings, $1,684 73; in 1866 the gross earnings per mile were $5,060 02, and the net earnings, $1,549 24—an increase in gross earnings of 2.28, and in net earnings of 8.74 per cent. Of the total traffic of the road in 1867, 76.55 per cent. was local, and 23.45 per cent. through. Of the passenger traffic, 65.78 per cent. was local, and 34.22 per cent. through. The President in his report, says:

The large proportion of local business is worthy of note, furnishing as it does, a true index of the value of your property.

This business on the Western Division of your road will be in greater proportion, as the portion of the State through which it is located, is most densely settled.

The completion of the road to the Mississippi River, striking it at the important cities of Warsaw, Keokuk and Burlington, and in connection with the opening of the important line of road to the Atlantic Seaboard, *via* Union City, Columbus, and Pittsburg, will add largely to its through business.

The Western division of your road from Elvaston to Bushnell, 45½ miles, was completed and delivered to the company in December last, and payments made to the contractors of the bonds and stock to which they were entitled under their contract.

Large expenditures were made during the past year on the part of the old road between Warsaw and Elvaston; the bridges were re-built in the most substantial manner, embankments widened, new ties laid, and the track put in first rate condition.

The entire portion of the road from Warsaw to Bushnell in its construction, is not surpassed by any road in the State.

The road was opened for business on the 1st day of January, 1868, and though the season was most unfavorable, the earnings have been larger than was anticipated.

The total cost of this part of the western division amounting in first and second mortgage bonds and capital stock to $1,472,845 18, appears to the debit of construction account.

First mortgage bonds on the western division, to the amount of $141,000, have been issued to retire the bonds and past due coupons of the Mississipi and Wabash Railroad Co. in accordance with the agreement contained in the articles of consolidation. The shareholders of the above named company received an equal number of shares in the consolidated company. All these expenditures appear to the debit of construction account.

The division between Peoria and Bushnell was placed under contract at the same time as was the portion of the road west of the latter named point, payable in like manner in bonds and stock, but the contract was by mutual consent subsequently cancelled on account of this company being unable to procure the grading which had been done by the old Peoria and Hannibal Railroad, the ownership of which was being contested by the Peoria, Pekin and Jacksville Railroad Co. As there appeared to be no immediate prospect of a settlement of this litigation between the above named parties, your board of directors instructed the chief engineer of the company to make the necessary surveys for a new line between Peoria and Canton. The route that was finally adopted diverged from the bottom land of the Illinois River about 15 miles from the City of Peoria, following the valley of the La Marsh Creek, and making the distance to Canton one mile less than by the old route. The gradients are much more favorable, and the expensive truss bridge over Copperas Creek avoided, as your road in its present location crosses the branches instead of the main stream.

The line will be constructed at a less cost, and will prove more profitable as regards traffic, as it abounds in timber of an excellent quality, and bituminous coal in inexhaustible quantities.

Between Canton and Bushnell, a large portion of the prairie grading was completed by the Mississippi and Wabash Railroad Co., some years ago, as well as some part of the heavier work at Spoon River, all of which will be used on the present location.

The estimate of the engineer for the construction of the road between Peoria and Canton, 21½ miles, including grading, bridging, superstructure, station buildings, water stations and all necessary fixtures, is $362,604, and from Canton to Bushnell, 31½ miles, $523,783, making the total cost of this division $886,387.

It was deemed by your directors of such paramount importance to complete this division of the road in time for the fall business of this year, and fill up the only gap in the Great Midland Route from the Mississipi River to the Atlantic, that the board did not hesitate to put the entire work under contract, as well as to purchase the iron.

The work was commenced in October last, and has progressed as rapidly as could have been expected, considering the extreme severity of the winter. The grading, bridging, and delivery of ties is nearly completed to Canton, and from that point to Bushnell the work is so far advanced, that it will be completed by the first of July.

Track laying will be commenced at Peoria early in April, and the road to Canton opened for business by June 1st. Two thousand tons of rails are on the way from New Orleans to Peoria; the chairs and spikes have also been purchased and shipped. The remaining portion of the iron, thirty-three hundred tons, has already been shipped from England to New York, and will be forwarded to Peoria on the opening of lake navigation.

This will arrive in time to ensure the completion of the entire road by the first day of September next.

In order to raise the necessary amount of money to complete the portion of the road between Peoria and Canton this spring, the President was authorized to offer the shareholders $450,000 of the first mortgage bonds of the company, at 80 per cent. and accrued interest—receiving payment in installments as the work progressed.

The whole amount was immediately subscribed, the payments have all been made and the bonds delivered, and the work paid for as it progressed.

The statement of the sale of these bonds and of the securities now on hand and unsold, but which will be used in the completion of the road, will appear in the next annual report.

The company have on hand $575,000 of the first mortgage bonds of the western division of the road, and also $800,000 of the second mortgage bonds.

The President has been authorized by the board of directors to sell all the first mortgage bonds and $400,000 of the second mortgage bonds at 80 and 70 per cent. respectively, for the purpose of completing the road to Bushnell and for the purchase of additional rolling stock, to meet the increased business that will offer on the opening of the line for traffic.

The construction and equipment account has been increased since the last annual report by the sum of $2,109,304 45, which has been expended on the construction of the western division between Warsaw and Bushnell, for the payments of claims against the Mississippi and Wabash Railroad Co., assumed by the consolidated company, and for the exchange of stock to the holders of shares in the above named company, viz:

For settlement with sundry holders of out-standing first mortgage bonds of Mississippi and Wabash R. R. with past due coupons		$133,000 00
Henry Hill & Co., contractors for road between Elvaston and Bushnell:		
First mortgage bonds	635,743 31	
Second mortgage bonds	497,736 25	
Common stock	339,365 62	
Common stock exchanged with shareholders in Mississippi and Wabash Railroad		229,300 00
Claims against the M. & W. R. R. Co., paid in cash		18,453 51
Claim of W. N. Cline against M & W. R. R. Co., paid in first mortgage Bonds		6,000 00
Contractors on acct. work on Western Division		125,100 48
New engines, cars, etc		90,304 85
Right of way, new buildings, and side track		34,300 00
		$2,109,304 45

The construction and equipment stands charged upon the books of the company at the end of the year with $7,047,255 91. It is estimated that the total cost of construction and equipment will amount to $9,000,000, equal to $40,900 per mile, which is less than the average cost of the railroads in Illinois.

It is estimated that the business of the road, based on last year's figures, will, when completed, amount to $1,836,137 15, viz:

State line to Peoria, 111 miles.....	$574,462	86
Peoria to Warsaw, 117 miles.....	861,674	29
Add for through business.....	400,000	00
	$1,836,137	15
Deduct 65 per cent. for operating expenses.....	1,193,502	14
Net earnings.....	$642,625	01

being more than 7 per cent. on the total cost of the road.

The above amount of gross earnings is predicated on the earnings per mile per annum, being a little more than $8,300, which is far less than most of the through lines in the State; 220 miles at $8,300 per mile—$1,826,000.

The country contiguous to the line of your road west of Peoria, is known as the "Military Tract," and portions of it have been settled for thirty years. It is one continuous line of farms in the highest state of cultivation.

Your engineer in his survey states that he found but three pieces of unoccupied land.

Your road east of Peoria, runs through, comparatively speaking, a new country. A large portion of the land between El Paso and Gilman had been neglected by settlers, on account of the scarcity of timber, and the alternate sections consequently fell to the Illinois Central Co., under their land grant. The building of your road and of the Illinois Central, and the discovery of beds of bituminous coal, has caused every acre of government land to be taken up within 20 miles of these railroads, and the Illinois Central Co., have sold all their lands in this section of the country, and to actual settlers.

The board of directors would recommend that as soon as the road is finished and opened for business to Keokuk and Warsaw, that a branch of the western division be extended to Burlington. The company have the authority by its charter to build it, but your sanction is required and desired. A survey has been ordered by the President, and as soon as the route is defined, and the estimate of cost is made by the engineer, the board propose to call a special meeting of the stockholders to obtain their sanction and to devise ways and means to accomplish the work at once. A most valuable connection will be effected at Burlington with the Cedar Rapids and Burlington Railroad Co., a new road being built from Burlington to Cedar Rapids. Twenty-nine miles of the line to Wapello, on the Iowa River, is already graded, and the work between Wapello and the Washington branch of the Chicago, Rock Island and Pacific, has been put under contract and will be completed this spring. It is proposed that a close connection with this company shall be made at Burlington, and for this purpose the Common Council have been invoked to grant your company and the Cedar Rapids and Burlington Railroad Co., jointly, the right of way through the city, and donate a portion of the city accretions for depot grounds and machine shops. The distance from Peoria is 7 miles longer than by the old road via Galesburg, but the line will go through a better settled country. With this branch built your road can command all the eastern passengers and freight to three points on the Mississippi River, viz: Warsaw, Keokuk and Burlington, as it will be the short line from Baltimore, Philadelphia and New York. The distance by the consolidated Columbus, Chicago and Indiana Central Railroad Co's., lines via Logansport, and the "Pan Handle Route," being only 1,116 miles to New York, whereas via Toledo, Wabash and Western, and its connections, the distance is 1,208 miles, and via Chicago, Burlington and Quincy, the distance is 1,212 miles—a difference in favor of the "Pan Handle Route" and your road, of near 100 miles—which must control the business of Northern Missouri and Southern Iowa, as well as the U. S. Mails.

The Pennsylvania Railroad Co. have, in view of the opening of the "Great Midland Route," via the "Pan Handle Road" to the West, built during the last year, at an expense of upwards of $2,000,000, a line through Philadelphia, so as to make a close connection with the New Jersey Consolidated Co., from New York, so that passenger and freight trains can go forward on the through line, without any change of cars or detention; and the board are credibly informed that it is the intention of the Pennsylvania Co., to continue their double track from Pittsburgh, via Pan Handle and Steubenville roads, to Columbus, Ohio, which, when built, will give the "Midland Route" over the Lakes route, an immense advantage in the general freighting business and transportation of stock to and from the Western States.

The Iowa and Missouri State Line Railroad Co., running through the lower counties of Iowa, with a portion of the extreme northern counties of Missouri, commencing at Montrose on the Mississippi River, and having its terminus opposite Nebraska City, on the Missouri, are making vigorous efforts in connection with the Midland Pacific Railroad Co., owning the line between Nebraska City and Fort Kearney, via Lincoln, to obtain government aid, by land grant or otherwise, with a view of completing their road to Fort Kearney, making at that point a connection with the Union Pacific road, by the time the Union Pacific and Central Pacific shall meet in the mountains, and the great thoroughfare to the Pacific ocean. There is every prospect of their securing all the necessary assistance during this session of Congress, and that the whole work will be put under contract the coming summer.

Mr. Robinson the President of the Iowa and Missouri road, reports that more than 100 miles of his road is nearly graded and ready for the iron as soon as it can be procured; and we are informed by Mr. White, the President of the Midland Pacific, that he expects to put the division between Nebraska and Lincoln under contract in June.

Besides the great advantage which your road would derive from the large through business incidental to the opening of the short line to the Pacific coast, it would also receive an immense traffic from the business going to and coming off those roads, destined for the lakes and the Eastern States. It is in contemplation in connection with the above named companies, to build bridges over the Mississippi River at Montrose and Nauvoo, and over the Missouri, at Nebraska City, thus establishing a continous line of railway from New York to Fort Kearney and the Pacific. In view of these improvements, and to form a close connection with the Iowa and Missouri State Line road, the board would recommend that the chief engineer be instructed to survey a line of your road from La Harpe, on the western division, to Nauvoo, on the Missssippi.

The necessary means have been subscribed by the inhabitants on the line of the Peoria, and Rock Island Railroad, to grade, bridge, and furnish the ties for said road, and the work will be commenced at an early period. The road is located through one of the richest and best cultivated sections of the state, and will prove a most valuable feeder to your road.

The board of directors, in conclusion of their report, would say that the elements of prosperity in the future for your road, are beyond the views and calculation of the most sanguine, and they predict an immense and rapid increase of business, which will result most profitably to the stockholders.

The company own 21 locomotives, 16 of which are in use on the Eastern Division, and 5 on the Western Division. Four new ones have been purchased during the past year, and five additional ones have been ordered. The rolling stock consists of 8 passenger, 2 mail and express, 2 baggage, 2 baggage and smoking, 6 conductors', 199 box, 1 bridge carpenters', 1 pile driving, 1 boarding, 12 stock and 100 coal and platform cars. 18 cars have been built at the company's shops, and 15 re-built. The mileage of locomotives during the year was 297,509; and of cars, 1,960,488. The total number of passengers carried was 122,227; and the mileage of do., 3,801,993.

There were used in repairs of track 200 tons of new iron, 274½ tons of re-rolled iron, 3,229 bars of repaired iron, 3,972 new chairs, 81,450 lbs. spike, and 44,188 new cross ties.

GENERAL BALANCE SHEET.

Railway, equipment, &c.:			
Construction.....			$6,456,555 91
Equipment.....			600,700 00
			$7,057,255 91
Sundry balances due us..	$4,789	39	
Post office department...	2,463	24	
Bills receivable	2,026	08	
			9,278 71
Cash in bank.....	$9,565	74	
Balances due from agents (since remitted).....	7,657	33	
			17,223 07
Materials in shops.....	$38,457	75	
Fuel & materials on line.	14,053	16	
			52.510 91
			$7,136,268 60
Funded debt:			
First mort. bonds (Eastern Division)			$1,600,000 00
First mort. b'ds (Western Division)			775,000 00
Second mort. bonds "			498,000 00
			$2,873,000 00
Capital stock:			
First preferred stock.	$1,651,316	42	
Second preferred st'ck	908,400	00	
Common stock	1,115,400	00	
			3,765,116 42
Unpaid construction accounts, Western Div. (since paid).	$111,750	54	
Unpaid construction accounts, Western Div., (payable in common stock.....	10,661	31	
			122,411 85
Balances due other roads.....			8,074 49
Unpaid operating accounts (since paid).....			22,443 68
Unpaid pay rolls.....			20,051 13
Bills payable.....			56,023 18
Sinking fund (retired by Ill. Cent. R. R. earnings.....			72,021 58
Income account; surplus earnings.			587,126 27
			$7,136,268 60

President.—CHARLES L. FROST.

Directors.—Charles L. Frost, Zeno Secor, James W. Smith, Courtland Palmer, New York; John B. Brown, Portland, Maine; Wm. H. Cruger, H. F. Clark, Wm. F. Bryan, Peoria, Ill.; Henry Hill, Warsaw, Ill.

Vice President.—WILLIAM H. CRUGER.

Secretary & Treasurer.—THEODORE HIGBIE.

Superintendent.—H. F. CLARK.

☞ Two new trains of cars have been introduced upon the Hudson River Railroad of the latest improved patterns. Each car is supplied with Miller's patent bumper, which connects the train solidly, leaving no slack in couplings, patent ventilators, coolers, etc. Each car is of the Monitor roof pattern, and attached to each train is a new drawing-room car. These trains are to be run to and from Saratoga direct, leaving New York at 11:30 A. M., and reaching Albany from Saratoga at 10 A. M.

☞ The construction of the Vallejo and Sacramento Railroad is now progressing at the rate of two miles a day. The ties and rails are being laid by the new California track laying machine.

☞ The *Mitonian* says that the Catawissa Railroad Company have decided to extend their road to Williamsport, on the Milton side of the river, passing through McEwensville, and near Turbutville. The trains of the Catawissa now pass over the Philadelphia and Erie Railroad between Milton and Williamsport.

☞ Late advices from Arizona state that the recent surveys for a railroad prove the existence of an excellent route through the San Francisco Mountains.

Toledo, Wabash and Western Railway.

The gross income of this company for the fiscal years ending December 31, 1866 and 1867, was as follows:

	1866.	1867.
From passengers ...	$1,322,846 78	$1,213,525 43
" freight	2,209,427 35	2,364,225 40
" mail	52,000 00	52,000 00
" express.....	98,345 17	148,385 52
" miscellaneous..	34,766 92	31,217 23
	$3,717,386 22	$3,809,353 58
Expenditures, viz:		
Renewal of iron and superstructure	$241,051 79	$264,912 93
Maintenance of roadway and structures.	624,066 25	633,491 20
Maintenance of cars, engines, etc.....	556,605 78	449,469 34
General transportation expenses	1,389,462 68	1,439,008 85
	$2,811,186 50	$2,786,882 32
Leaving a net income of....	$906,199 72	$1,022,471 26

The earnings were $91,967 36 more than those of the preceding year, and the expenditures were $24,304 18 less, showing a comparative net increase of $116,271 54.

The receipts from all sources during the year were as follows:

Net income, as above	$1,022,471 26
Received from consolidated bonds .	1,410,000 00
Machinery and tools sold.....	1,840 00
Keokuk City bonds sold.....	22,100 00
Bills payable.....	15,420 00
Materials and supplies less than in 1866	23,298 99
Fuel less than in 1866.....	10,957 20
Total.....	$2,506,087 45

And the disbursements were:

For equipment.....	$279,329 78
Construction.....	164,206 75
Toledo and Wabash Railway Co.....	1,454 98
Discount and exchange.....	12,800 82
Interest less unpaid coupons	1,013,710 33
New York office expenses.....	10,543 28
Coupons of account of 1866 paid...	14,486 25
Bills payable account of 1866.....	15,500 00
Overdrawn account of 1866.....	16,204 40
Hannibal and Naples R. R. Co.....	10,000 00
Meredosia Bridge Co.....	34,628 77
Quincy R. R. Bridge Co.....	2,100 00
Jacksonville Depot Co.....	2,000 00
Illinois and Miss. Telegraph stock ..	11,950 00
Cash account.....	151,171 98
Due from connecting roads, individuals, &c.....	35,000 11
731 sinking fund bonds paid off	731,000 00
Total, as above.....	$2,506,087 45

Notwithstanding we have encountered another, but we trust an exceptional year, of unexampled disasters to the crops throughout the wide extent of country traversed by our road, disasters as to some of the cereals of so general and destructive a character, as to entail a loss upon our freight traffic fully equal to a million of dollars, yet despite this adverse experience, the aggregate earnings for the year foot up largely in excess of those of any corresponding period in the history of our company.

These aggregate earnings for the year were $3,809,353 58; the entire operating expenses for the same period amounted to $2,786,882 32, leaving a net excess of $1,022,471 26. This excess, although hardly sufficient to justify the payment of a dividend, affords the highly gratifying evidence of a marked uniformity and stability in the growth and development of the traffic of our road, as well as encouraging assurances of its capability under circumstances of an ordinarily favorable character, to make liberal and satisfactory returns.

In this connection, the rapid, and perhaps I am warranted in adding, the extraordinary growth of our strictly local or domestic traffic with each returning year, should be especially referred to as a source of great satisfaction and as furnishing additional grounds for confidence in the future success and prosperity of our line. In a higher degree of cultivation and development of the productive resources of the country immediately contiguous to our road, a country confessedly the richest and most fertile in the West, we have the guaranty of a continued and unlimited expansion of this most important and substantially remunerative branch of business.

Our prospects for an unusually large traffic for the incoming year were never brighter or more promising than at the present time. It is the concurrent testimony of persons of careful and very extended observation that the growing wheat upon the line of our road is now coming forward uncommonly thick, thrifty and heavy, and with the unusual breadth of area known to be covered, we are furnished the flattering assurance of a harvest of unsurpassed abundance.

The prosperity thus predicated upon the encouraging prospects of the incoming year, I trust will be further enhanced by some important and I think practicable reductions which will be effected in several departments of our current expenditures. In the matter of renewals of bridges, also of fencing, the outlays must be materially lessened; besides, a very large saving in the fuel department should be anticipated by the substitution of coal for wood. Other reductions will no doubt be accomplished from time to time in our working expenses, and by systematic care and economy, it is believed that the aggregate of them, will be considerably less than they have hitherto been.

With a view of securing for our line the important benefits incident to the transmission of freight from points of shipment to destination promptly and without breaking bulk, we have placed quite a large number of our cars into the two joint through lines now established upon our road. It is to be hoped that experience will demonstrate the wisdom of this arrangement both as a measure of economy in the handling of freight and in acquiring large accessions to our through traffic.

During the current year we have secured a full equipment of new, convenient and elegant sleeping cars, which should tend to popularize our line with the traveling public, and contribute considerably to the growth and success of our passenger business.

It is a pleasure to chronicle another year of almost perfect exemption from accidents. No losses or damage of any moment have been sustained to the property of the company by casualty to trains or from freshets or otherwise.

Trains have been run with extraordinary promptitude and regularity, and fewer connections have been missed than in any preceding year. Our business relations with all connecting roads continue harmonious, and I trust have resulted for the mutual and permanent benefit of all.

The plan devised and accepted at the period of the organization of this company, for the absorption of the bridge of the Meredosia Bridge Co., into our line, but not carried into execution, has recently been satisfactorily consummated, thus removing the only remaining barrier to the perfect integrity of our route from the Lakes to the Mississippi River.

The construction of the iron railroad bridge over the Mississippi River at Quincy, seriously retarded by the extraordinary and protracted high waters of last year, is now being prosecuted under more favorable circumstances, and with a degree of energy, that warrants its builders in fixing the month of September next as the time when the passage of trains will be accomplished. By the completion of this great and important work, we secure safety and dispatch in the transmission of all our freight destined to the far West, and obviate the present vexatious and considerable expense incident to ferriage.

Our capital stock, both general and preferred, is unchanged since the last annual report. The funded debt is changed in two particulars: first, by the payment and cancellation of $731,000 of our maturing Sinking Fund Bonds; and secondly, by the substitution therefor, by exchange and otherwise, of Consolidated Mortgage Bonds of the company, and also by disposing of a portion of the latter bonds, for the Meredosia Bridge and other purposes properly chargeable to the capital. The arrangement made some time since for the extension of the First Mortgage Bonds, secured on the Ohio and Indiana division of the road, is now practically accomplished. It is also anticipated that during the incoming year, the balance of $269,000 of Sinking Fund Bonds will be extinguished by exchange for Consolidated Mortgage Bonds, which finally disposes of all the funded debt maturing for some time to come.

In conclusion, the experience and observation of another year has only served to strengthen my convictions and confirm my former expressed views, as to the importance and value of our great line of road, and of its ultimately becoming one of the most reliable and remunerative enterprises in our country.

The length of road operated is as follows: in Ohio, 75.5 miles; in Indiana, 166.9; Main road in Illinois, 212.4; Keokuk Branch, 41.2; Naples Branch, 4; Camp Point to Quincy (leased) 22—total length of road operated, 522 miles. Three first class locomotives have been purchased during the year; and there have been manufactured in the shops of the company, and placed upon the road, 141 box freight, 61 stock, 20 platform, 2 baggage, 30 dump, and 3 caboose cars, and three passenger cars have been altered and rebuilt. The equipment now comprises 105 locomotives, 46 passenger, 3 smoking, 24 mail and baggage, 1,173 box freight, 405 stock, 243 platform, 154 coal, 45 caboose and 30 dumping cars Number of stations, 104. Number of engine houses, 11. Weight of rail per yard, 60 lbs. During the year 32 miles of new iron have been put in the track, and 39 miles taken out, repaired and replaced. Five miles of new side track have been built, and 225,000 new cross ties laid. The number of miles run by locomotives has been 1,259,485.

INCOME ACCOUNT.

Net income, as above.....	$1,022,471 26
Balance from previous year.....	273,599 00
Machinery and tools	1,840 00
Illinois and Southern Iowa R.R. Co.	22,100 00
Consolidated mortgage bonds sold..	1,410,000 00
	$2,730,010 26
Construction and equipment.....	$443,536 53
Toledo and Wabash Railway Co.....	1,454 98
New York office.....	10,543 28
Discount and exchange.....	12,800 82
Interest account.....	1,039,161 83
Sinking fund bonds paid.....	731,000 00
Balance	491,512 82
	$2,780,010 2 6

TREASURER'S GENERAL BALANCE.

Road bed and equipment		$20,999,000 00
Messrs. Griswold, White & Worden, Trustees	1,195,000 00	
Materials on hand	159,715 08	
Fuel on hand	109,042 80	
Wabash Elevator Co. stock	10,000 00	
Illinois and Miss. Telegraph Co.	11,950 00	
United States	469 70	
Bills receivable	203 10	
Uncollected freight earnings	2,931 75	
Hannibal and Naples R. R. Co.	10,000 00	
Meredosia Bridge	34,628 77	
South Shore line	800 00	
Quincy R. R. Bridge Co.	2,100 00	
Toledo Boarding house	254 43	
Jackson Depot Building Co.	2,000 00	
Sundry balances	30,341 13	
Equalization account	34,574 08	
Cash	151,171 98	
	$22,754,182 82	
General stock	$5,700,000 00	
Preferred stock	1,000,000 00	
1st mort. Toledo & Illinois R.R. Co.	900,000 00	
" L. E., W. & St. L. R.R. Co.	2,500,000 00	
" G. W. R. R. Co. east of Decatur	45,000 00	
" G. W. R. R. Co. west of Decatur	1,000,000 00	
" G. W. R. R. Co. of 1859	2,500,000 00	
" Quincy & Toledo R. R. Co.	500,000 00	
" Illinois & Southern Iowa R. R. Co	300,000 00	
2d mort. Toledo & Wabash R.R. Co.	1,000,000 00	
" Wabash & Western R.R. Co.	1,500,000 00	
" Gt. W. R. R. Co. of 1859	2,500,000 00	
Equipment bonds T., W. & W. R.W. Co	600,000 00	
Sinking fund bonds, T., W. & W. R. W. Co	269,000 00	
Consolidated mortgage bonds, T., W. & W. R. W. Co.	1,880,000 00	
Unpaid coupons 1865–'67	53,250 00	
Bills payable	15,420 00	
Balance of income account	491,512 82	
	$22,754,182 82	

President.—AZARIAH BOODY.

Directors.—Azariah Boody, LeRoy M. Wiley, Isaac H. Knox, William Kidd, James R. Jesup, Abraham B. Baylis, William I. Schenck, Theron R. Butler, A. M. White, New York; George Cecil, Logansport; James Spears, Lafayette; James Dunlap, Jacksonville, Warren Colburn, John N. Drummond, Toledo.

Vice President.—WARREN COLBURN.

Secretary and Treasurer.—JOHN N. DRUMMOND.

Gen'l Superintendent.—GEORGE H. BURROWS.

The Tuxpan Railway.

A paper called "*The Two Republics*," published at the City of Mexico, says that a company has been organized for the construction of this road, composed of the substantial men of New York and Philadelphia; and that a scientific corps, composed of several parties, has been formed, instruments, tools, &c., procured; overseers, mechanics, clerks employed; and all were about to embark for Tuxpan. The company also proposes to establish a bank, to operate in connection; the principal one to be in New York, with branches in Mexico and Tuxpan. The following is a list of officers of the company:

President.—Luther G. Bringham, New York.

Vice President.—John B. Hall, New York.

Secretary.—Andres Cassard, New York.

Treasurer.—W. Kidder Meade, New York.

Superintendent.—Manuel B. da Cunha Reis, Mexico.

Vice Superintendent.—Alfonso Morales Montenegro, Mexico.

Railroads of the State of New York (Operated by Horse-Power).

A tabular Statement of their Capital, Bonds, &c., Length and Cost, Earnings, Expenses, Dividends, &c., for the year ending September 30, 1867.

Compiled from the Annual Reports of the several Companies made to the State Engineer and Surveyor.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main	Branch.	Other.	Cost of road & equipm't.	Road oper.	Gross Earnings. Passenger.	Freight.	Mail, &c.	Total.	Operating Expenses.	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Albany	98,000	40,000	.....	138,000	5.50	1.87	7.37	139,414	5.50	53,491	.....	18,370	71,861	55,988	15,873	.....	...
Bleecker st. & Fulton F. (N.Y.)	900,000	694,000	44,749	1,638,759	9.00	13.00	22.00	1,746,441	9.00	293,777	.....	4,641	298,418	241,875	56,543	.....	...
Broadway (Brooklyn)	200,000	35,000	10,015	245,015	5.38	5.38	10.76	260,561	5.38	104,106	3,630	3,630	107,736	78,992	28,744	16,000	8
Broadway & 7th Avenue (N.Y.)	2,100,000	1,500,000	.....	3,600,000	8.00	7.00	15.00	508,818	8.00	670,962	.....	16,471	687,433	434,219	253,214	73,500	3½
Brooklyn, Bath & Coney Island	99,850	80,000	85,172	265,022	7.00	1.00	8.00	166,259	7.00	27,253	.....	.....	27,253	23,259	3,994	.....	...
Brooklyn City	1,500,000	300,000	.....	1,800,000	35.00	35.00	70.00	1,800,813	35.00	1,085,111	.....	46,018	1,131,129	935,222	195,907	180,000	12
Brooklyn City and Newtown	400,000	200,000	20,587	620,587	5.50	5.50	11.00	553,340	5.50	127,164	.....	2,103	129,267	114,415	14,852	.....	...
Brooklyn and Rockaway Beach	107,700	45,000	.....	152,700	3.50	0.62	4,12	125,586	3.50	12,257	.....	2,828	16,085	8,733	6,352	.....	...
Brooklyn and Jamaica	488,100	498,810	47,303	1,034,213	14.50	9.50	24.00	995,783	14.50	173,999	.....	18,291	192,290	182,920	9,470	.....	...
Buffalo street	50,000	50,000	109,500	209,500	4.71	3.74	8.45	184,357	4.71	59,694	.....	16,689	76,683	52,228	24,455	.....	...
Central City (Syracuse)	21,130	6,000	1,400	28,530	1.62	0.14	1.76	29,160	1.62	17,603	.....	52	17,655	12,869	4,786	4,250	8½
Central Park, N.&E.Rivers(N.Y.)	1,031,500	550,000	54,827	1,636,327	22.00	2.00	24.00	1,629,963	22.00	528,093	.....	3,822	531,915	515,630	16,285	.....	...
Coney Island and Brooklyn	500,000	141,000	47,727	688,727	10.20	4.62	14.82	644.672	10.20	115,789	.....	2,518	118,307	118,543	loss 236	.....	...
Dry Dock, E. B'way and Battery (N. Y.)	1,200,000	672,000	15,000	1,887,000	10.63	12.06	22.69	678,114	10.60	574,480	.....	8,052	582.532	493,222	89,310	120,000	5
Eighth Avenue (N. Y.)	1,000,000	203,000	.....	1,203,000	9.00	9.09	18.00	1,420,972	9.00	762,095	.....	30,479	792,574	653,479	139,095	120,000	12
42d st. & Grand st. Ferry (N.Y.)	748,000	260,000	.....	1,008,000	5.12	5.12	10.24	1,041,204	5.12	295,994	.....	4,975	300,969	206,255	94,714	37,470	5
Grand st. & Newtown (B'lyn)	170,000	38,000	5,000	213,000	3.00	2.50	5.50	172,000	3.00	72,234	.....	2,186	74,420	55,627	18,793	16,150	9½
Genesee & Water st. (Syracuse)	42,500	.....	.....	42,500	2.75	0.25	3.00	42,194	2.75	8,491	.....	274	8,765	8,346	419	.....	...
Greenpoint and Williamsburg	44,390	100,000	3,900	148,290	5.44	2.92	8.36	144,000	.....	.....	.....	.....	.....	.....	.....	.....	...
Harlem Bridge, Morrisania and Fordham	95,900	124,000	7,500	227,400	5.00	5.00	10.00	227,400	5.00	65,584	.....	1,029	68,603	64,025	4,578	.....	...
Kingston and Rondout	75,000	.....	.....	75,000	3.35	0.21	3.56	78,510	3.35	17,981	.....	9,619	27,600	26,080	1,520	.....	...
Metropolitan (Brooklyn)	191,500	180,000	4,000	375,500	5.00	2.00	7.00	361,500	5.00	24,292	.....	669	24,961	28,961	loss 4,000	.....	...
Ninth Avenue (N. Y.)	797,320	167,000	.....	964,320	6.10	6.10	12.20	466,295	6.10	90,096	.....	2,575	92,671	109.552	loss 16,881	.....	...
Niagara street (Buffalo)	80,000	40,000	1,247	121,247	4.10	2.66	6.76	118,083	4.10	61,912	.....	4,958	66,870	70,215	3,345	.....	...
Rochester City and Brighton	133,400	100,000	13,060	246,400	9.50	0.50	10.00	286,061	9.50	46,202	.....	2,057	48,259	46,758	1,501	.....	...
Second Avenue (N. Y.)	800,000	700,000	137,690	1,637,690	8.00	8.00	16.00	1,416,512	8.00	452,255	.....	6,690	458,945	449,475	9,470	.....	...
Sixth Avenue (N. Y.)	750,000	186,000	.....	936,000	4.00	4.37	8.37	1,571,214	4.00	540,905	.....	22,251	563,166	489,602	73,564	75,000	10
Skaneateles	67,780	20,000	.....	87,780	5.00	0.33	5.33	88,877	.....	.....	.....	.....	.....	.....	.....	.....	...
Syracuse and Geddes	25,000	25,000	.....	50,000	2.00	0.07	2.07	25,038	2.00	12,975	.....	100	13,075	8,029	5,046	5,000	20
Syracuse and Onondaga	31,000	.....	.....	31,000	1.87	2.50	4 37	31,000	1.87	6,596	.....	.....	6,596	5,420	1,176	1,500	5
Third Avenue (N. Y.)	1,170,000	1,280,000	50,000	2,500,000	8.00	10.00	18.00	2,453 404	8.00	1,171,657	.....	13,288	1,184,945	962,723	222,222	140,400	12
Troy and Albia	44,150	19,000	11,233	74,383	3.14	0.19	3.33	71,952	3.14	12,243	.....	203	12,446	14,586	loss 2,140	.....	...
Utica and Waterville	121,172	196,500	1,200	318,872	13.00	2.50	15.50	301,268	13.00	69,265	.....	5,914	75,179	60,472	14,707	.....	...
Van Brunt street and Erie Basin (B'klyn)	75,000	12,000	1,534	88 534	1.25	1.25	2.50	87,000	1 25	17,307	.....	88	17,395	15,128	2,267	.....	...
Watervliet (Albany)	240,000	134,000	2,700	376,700	7.25	8.27	15.52	294,388	7.25	99,923	.....	4,300	104,223	84,502	19,721	21,600	9

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley ---------- 50	1,498,400	----------	----------
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger....	670,000	----------	Jan. '68 3
Bay de Noquet & Marq...100	----------	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire* ---------- 100	600,000	J.A.J&O	Apl.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref..100	1,340,400	M. & N	May '68 3
Boston and Lowell.....100	1,830,300	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester 100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 50	325,000	J.A.J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City ---------- 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line 100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch ---------- 60	721,926	J. & J.	Jan. 68 3½
Catawissa. ---------- 50	1,150,000	----------	----------
Catawissa, pref.---------- 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	588,110	----------	Jan '68 4½
Central of Georgia.....100	4,666,800	J. & J.	Jul. '67 5
Central of New Jersey....100	13,768,000	J.A.J&O	Apl.'68 3½
Central Ohio.---------- 100	400,000	J. & D.	Dec. '67 3
Do. pref.----------	----------	J. & D.	Dec. '67 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S Carolina....100	1,201,000	----------	----------
Chemung*.---------- 100	380,000	----------	Mar '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 5
Chicago and Alton.....100	3,886,643	M & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	15,180,927	----------	----------
" " pref.100	12,994,719	Annual.	Dec. '66 7
Chicago, R. I. & Pacific....100	9,100,000	A. & O	Oct. '67 1½
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68½2
" Street.----------	----------	J. & J.	Jan.'68½2
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 5
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,424,091	May.	M.'68 10s
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord.---------- 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. '68 5
Coney Island & Brooklyn.100	800,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*.....100	2,384,941	----------	----------
Delaware.---------- 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050	----------	----------
Detroit & Milwaukee.....100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) ---------- 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	664,600	----------	----------
East Tenn. and Georgia....100	----------	----------	----------
East Tenn. and Virginia....100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway ---------- 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.---------- 100	8,555,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,884	----------	----------
Fitchburg---------- 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly ----------	----------	M. & N.	M'y'67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---------- 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phil.)..... 50	112,245	J. & J.	Jan.'68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite. ---------- 100	----------	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Apl. '68 5
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,258,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.---------- 100	820,000	----------	----------
" pref ---------- 100	1,180,000	J. & J.	Jan. '68 4
Hudson River.---------- 100	13,937,100	A. & O.	Apl. '68 4
Hazleton.---------- 50	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.---------- 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 -
Joliet and Chicago*.---------- 100	1,500,000	J.A.J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley ---------- 50	10,734,100	J.A.J&O	Apl.'68 2½
Lehigh Luzerne.---------- 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami.---------- 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*.---------- 50	2,046,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.---------- 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western.---------- 100	1,500,000	----------	Apl. '68 4
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central.---------- 100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	----------	----------	----------
" " " 1st pref.100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.---------- 100	3,627,000	J. & J.	----------
" " " pref.---------- 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex 100	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.---------- 100	600,000	M. & N	May'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.---------- 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '68 3
New Jersey.---------- 100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,009	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.---------- 100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem..... 50	5,285,050	J. & J.	Jan.'68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.---------- 100	797,400	----------	----------
North Carolina.---------- 100	4,000,000	----------	----------
Northern Central ---------- 50	4,643,980	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh...100	3,06*,400	J. & D.	Dec.'67 4
Northern of N. Jersey 100	158,800	----------	----------
North Missouri 100	2,369,307	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	5,607,197	Annual.	Dec. '67 7
Old Colony & Newport ...100	4.848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri.---------- 100	3.581,000	----------	----------
Panama.---------- 100	7,000,000	J.A.J&O.	Apl. 68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'68 4
Pennsylvania ---------- 50	29,000,000	M. & N.	May '68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,365,500	----------	----------
Philadelphia and Erie*.... 50	5,069,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,.00	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City ---------- 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,628	----------	----------
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68
Portland and Kennebec. ...100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia.... 50	665,019	----------	----------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport ---------- 100	58,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred. 100	----------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020 000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,900	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville ---------- 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275	----------	----------
South Shore.---------- 100	259,685	----------	----------
South Western, Georgia...100	3.203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	----------	----------
Staten Island---------- 100	660,000	J. & J.	Jul. '67 4
Stoney Brook ---------- 100	267,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '68 5
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650,000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref..100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.---------- 100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	809,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific.---------- 100	----------	----------	----------
Union (Phila.) ---------- 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.---------- 100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,000,000	J. & J.	J'n.'68 1½
Vermont Valley.---------- 100	516,164	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,452,815	----------	----------
Western (Mass.).---------- 100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	----------	----------
West Jersey ---------- 100	731,050	----------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester...100	1,130,470	----------	----------
Wilm. and Weldon.....100	1,340,273	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '68 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb. '68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 80	64,000	----------	----------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).---------- 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union.---------- 50	2,907,850	----------	----------
" preferred ---------- 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley.---------- 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation.---------- 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal.---------- 25	1,500,000	M. & S.	M. '68 6
Ashburton ---------- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.---------- 25	500,000	J. & D.	Dec.'67 2
Central Coal ---------- 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.---------- ----	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal.---------- ---	200,000	J.A. J.O.	Apl.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal.---------- 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.---------- 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble.---------- 25	1,000,000	----------	Dec'67 2½
Adams Express.---------- 100	10,000,000	FMA&N	Apr. '68 5
American Express ---------- 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single tr'k	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110.000	119,000	—	—	8,800	7,396	6.5	—	87
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	94½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,880	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	—	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	91,548	94,200	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	—	—	—	—	—	—	—	—	—
30 Nov.'67	3.06	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	—	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	40
30 Nov.'67	3.25	—	23	7	—	Northampton & Will.amsb.	300,000	300,000	—	2,818	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,800	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,800	—	288	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,673	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,373	—	100	—
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep. '67	10.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	18.00	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	150000	—	687,488	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	280,000	20,587	129,267	14,852	—	100	—
30 Sep. '67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,035	6,352	—	100	—
30 Sep. '67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.45	—	—	—	—	Buffalo Street	184,357	59,000	50,000	109,500	76,683	21,455	—	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	—	500	—	—	—	—	—	—	—
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	613,099	500 000	148,000	36,545	123,014	loss.	—	100	—
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	—
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	—	—	—	—	—	—	—
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	—	725,724	61,207	9	100	—
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	280,000	2,698	227,662	63,047	5	100	—
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '66	10.00	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	—	100	—
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	—	(Com	pleted	Sept.,	1867.)	—	—	—	—
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	—	73,276	loss.	—	100	—
30 Sep. '66	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	—
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	120
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	—	—	—	—	—	—	—	—	—
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,406,500	1,170,000	1,280000	70,000	1,098083	260,333	12	100	—
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	—	—	(Lease	d.)	—	—	—
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	—	—	(no re	port.)	—	—	—	—	—
30 Sep. '66	6.60	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	—	15,850	390	—	—	—
30 sep. '65	—	—	—	—	—	Westchester	5.949	7,370	—	—	—	—	—	—	—
30 Sep. '66	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct. '67	6.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,946	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	45
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,000	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,560	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	57
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	18½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	65
31 Oct. '67	6.25	—	145	23	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	16
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	266,348	42,591	7½	50	37½
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	875,000	100,000	—	281,058	50,692	10	50	65½
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	69,827	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	p c	Months.	Year.	p c
Broadway [Brooklyn]: 1st Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	496,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose: 1st Mortgage gua antied	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1890	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,800	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, May 1, 1868.					
Loan of Jan. 28, 1847 registered	8,688,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	142
" " " coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	113
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	124
" " " coupon		5	" "	1881	120½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113½
" " " coupon		6	" "	1881	113½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	264,246,200	6	Jan. & July.	1881	113½
" " " coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) registered	1,442,066,450	6	May & Nov.	1882	106½
" " " (5-20s) coupon		6	" "	1882	109
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106½
" " " (5-20s) coupon		6	" "	1884	107
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	107½
" " " (5-20s) coupon		6	" "	1885	107½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	108½
" " " (5-20s) coupon		6	" "	1886	109½
" " 3d series (5-20s) registered		6	" "	1887	109½
" " " (5-20s) coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) registered	188,925,400	5	Mar. & Sept.	1904	103½
" " " (10-40s) coupon		5	" "	1904	103½
Pacific R. R. Bonds (currency)	23,963,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	163,490,250	7.3	June & Dec.	1868	107½
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	107½
Matured Debt not presented	7,649,284	---	presentation.	---	---
Gold Certificates of Deposit	19,357,900	---	presentation.	---	---
Compound Interest Notes 1864 '65	44,573,680	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	356,144,727	---	---	---	---
Three per cent. certificates	28,330 000	---	---	---	---
Fractional currency	32,450,490	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July.	1876	---
" — " " (") "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	134
" — " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	---
" " " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	75½
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " registered	1,229,687	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " "	4,367,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,829,936	5	" "	1866	93½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	---
" —War Loan Bonds "	500,000		" "	'76-'81	---
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	253,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	645,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1886	---
" — " " (New) "	892,800	6	"	'86-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	---
" — " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " 1863 "	625,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	---
" — " " (Balt. and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	---
" — " " (R.R. various) "	120,000	5	" "	1889	---
" — " " (") currcy.	159,974	5	" "	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,380	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	---
" — " " (Ches. & Ohio Can.)	2 000,000	6		1870	102
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.)	429,888	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" " "	21,000	5	" "	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	101
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70-'72	126
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	118
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	888,000	5	" "	1883	108
" —Bounty Fund Loan	200,000	5	" "	1893	106½
" — " " "	4,379,500	5	May & Nov.	1894	110½
" — " " " sterling	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'72	---
" — " " "	2,350,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,319,620	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	---
" — " " (stg.)	554,180	5	" "	'88-'90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1863	---
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6		'41-'71	---
" " " (Union Bank)	5,000,000	6		Var.	---
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'88	90
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	88½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	---
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	99½
" — " " July 1, 1868	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" " " 1863 (")	1,002,900	6	" "	'86-'96	---
" — " " 1864	793,400	6	" "	'97-'62	105
New York—General Fund Bonds coupon	700.000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds "	2,559,000	7	Jan. & July.	1877	109
" " " " registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds "	1,149,780	6	" "	pleas.	---
" — " " "	500,000	6	" "	1868	---
" — " " "	800,000	6	" "	1878	---
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " "	6,000,000	6	" "	1873	101
" — " "	2,250,000	6	" "	1874	102½
" — " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" — " "	442,900	5	May & Nov.	1868	---
" — " "	900,000	5	Jan. & July.	1876	91
" — " "	800,000	5	" "	1878	---
" —Canal Bonds coupon	1,163,000	5	J. A. J. & O.	1868	---
" — " " "	167,000	5	" "	1871	---
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	---
" — " "	650,000	6	April & Oct.	'90-'91	---
" — " " (new)	3,500,000	6	Jan. & July.	1900	64½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	99
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	---
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	97
" — " " registered	5,083,052	5	" "	'68-'70	99
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	---
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,490	5	" "	1882	---
" — " " 3d series	720,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	106½
" — " " 2d series	7,909,520	6	" "	1882	108
" — " " 3d series	9,270,017	6	" "	1892	108½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	103
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug	1894	100½
South Carolina—Free Loan Bonds	798,848	5	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	3,275,000	16	Jan. & July	'71-'90	---
" — " (new)	1,210,803	6	" "	1887	---
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	---
" — " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67½
" — " endorsement	2,207,000	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	---
Vermont—State War Bonds	1,587,500	6	June & Dec.	'71-'78	68½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	---
" — " " registered	108,000	5	" "	long.	---
" — " " coupon	21,769,398	6	" "	long.	---
" — " (new) registered	10,900,000	6	" "	long.	61½
" — " (") coupon	1,379,500	6	" "	1876	---
" — " (")	489,300	6	" "	1886	52
Wisconsin—State Bond	39,600	6	" "	1890	---
	406,100	6	Jan. & July	'77-'99	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	266,626	295,512	356,408	401,103	357,228	353,344	328,528	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525 335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	318,219	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	364,564	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	167,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,592,861
1868	259,639	296,496	261,599	270,386	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,288	3,466,922
1867	292,047	224,621	272,454	280,282	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,163,812
1868	283,600	281,900	262,800	288,700	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407 888	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	663,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,941	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	623,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41.212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	80,967	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1.458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,776
1866	including Buffalo Division.. 1,185,746	987,936	1,070,917	1,163,441	1,101,682	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,696,418
1867	including Buffalo Division 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,713	1,421,881	1,041,646	14,139,300
1868	1,081,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	671,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613 329	7,160,992
1868	519,855	438,089	409,649	467,764	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,151	96,588	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1 201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,715	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,529	98,482	108,461	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,560	348,048	3,502,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,882	402,219	407,107	445,964	411,805	4 120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1863	312,846	277,284	412,715	413,970	418 024	384,884	338,858	384,401	429,177	486,855	429,646	352,218	4,660,328
1867	306,857	311,088	396,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,988	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	276,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,170	3,970,946
1865	306,324	279,137	344,228	237,241	401,458	365,663	329,105	413,501	476,681	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	366,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4 260,115
1867	304,095	283,661	375,210	362.783	338,952	284,977	316,021	398,993	464,778	506,296	414,934	330,374	4,371,073
1868	342,316	304,315	326,880	415,758	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	316,389	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	368,487	350,884	338,281	425,629	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,505	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,856	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,103	955,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,636	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,008	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	258,925	247.262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,638	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,851	265,905	252,149	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	632,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,636	754,551	1,032,149	812,176	9,655,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,686	10,033,026
1866	788,061	725,987	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874.974	436,599	10,637,124
1867	500,488	534,561	703,618	838,603	965,358	908,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	384,331	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	457,642	5,132,934
1864	290,676	457,227	611,297	558,066	525,751	532,911	606,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,936	655,242	7,467.217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,918
1864	100,872	147,485	160,497	157,786	149,865	155,730	144,942	218,236	234,194	204,785	202,966	204,723	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212 227	177,364	2,250,142
1867	149,658	149,342	174,162	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,395	171,499	2,207,931
1868	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,596	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,790	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354.831	287,150	3,717 386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,750	333,450	3,809,353
1868	278,712	265,793	263,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,583
1866	45,102	36,005	39,301	43,382	86,913	02,918	85,276	60,698	84,462	100,813	75,248	54,466	814,086
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	78,625	120,496	120 268	79,431	64,719	774 98?
1868	46,416	40,703	39,198	49,231	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Alleghany Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	97
" " " 1850	602,000	6	Jan. & July.	"	1880	97
" " " 1855	894,250	6	Jan. & July.	"	1875	98
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99⅝
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	—			1870	—
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1885	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1880	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct.	"	1875	91
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90⅝
" " $2,500,000	867,000	6	May & Nov.	"	1889	90
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	90½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,565,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	100
Convertible bonds	1,500,000	7	" "	" "	1888	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	118
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a.M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1863	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort a.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	102
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	92

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1905	84
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95½
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	90
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	91½
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	6				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000	—				
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480	—				
Mortgage (ordinary)	780,490	—				
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000	—				
1st Mortgage (after State)	74,000	—				
2d Mortgage bonds	14,000	—				
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96½
Five per cent bonds	670,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,855,000	7			1891	82½
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan & July.	" "	1894	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	100
" Eastern "	45,000	7	Feb & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " " "	2,500,000	7	May & Nov.	" "	1893	76½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	88½
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105½
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1863	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,439,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	93½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		71½
Scioto & Hocking Val. R. mort.	800,000	7	" "	"	1888	
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	840,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,264,000	7	May & Nov.	"	1880	
2d Mortgage	1,000,000	7	Jan. & July.	"	1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1868	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	111½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	111½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	98
2d General Mortgage	2,693,000	7	" "	" "	1877	91½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	85
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,600	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	97
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		87
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Stonington:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	93½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["] B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	463,000	7	Feb. & Aug	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec	" "	1887	97½
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept	"	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	99
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds, Coupon	1,683,500	6	April & Oct.	New York	1876	95
N. York, Providence and Boston						90
1st Mortgage	500,000		Feb. & Aug.	New York.	1878	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct	"	1900	84½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	670,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	91
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1893	84
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,288,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	176,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	94½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1842, "	2,556,600	6	April & Oct.	"	1870	97
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93½
" 1844, "	804,000	6	" "	"	1880	94
" 1845, "	101,000	6	" "	"	1880	94
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72–'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	72
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	54
Mortgage (Registered)	504,000	7	"	"	1873	64
Richmond and Petersburg:						
Mortgage bonds	130 500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	550,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'60–'91	
Steri. 8kg l'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steuben v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	80½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	74
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	30
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1905	55
Enlarged Mortgage	598,800	6	" "	" "	1864	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	92
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	79½
1st Mortgage guaranteed	200,000	6	" "	"	1890	
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1893	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777				1866	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,386	*	—	877,953	503,500	105,255	1,615,704	54.0	.....	101,102	37,886	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	36,991	—	336,010	109,500	21,632	518,966	30.3	.....	55,791	31,862	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,252	—	----
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	21	12	123	Montgomery and West Point		2,439,420	308,967	215,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,492	—	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,955	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,433	644,725	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,025	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,585,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	70
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	----	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	150
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	660,438	201,096	8	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	...	...	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,866	—	—
31 Oct. '62	16.2	—	----	—	...	...	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,807	3,535	—	—
-- -- '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
-- -- '62	100.0	3.9	10.0	153.5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	----	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	—
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,686,956	229.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	----	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	886,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6½	—
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,236	1,006,953	334,551	9	—
30 Sep. '59	188.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	882,243	454,541	—	—
								ILLINOIS.													
31 Dec. '67	280.0	—	----	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,533,307	280.0	1,672,965	3,892,561	1,745,733	10	128
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	149
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,967	—	67½
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	95½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '67	454.8	252.5	----	—	160	94	3,776	*Illinois Central*	31,328,473	*	10,234,807	23,415,780	10,544,500	—	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	145½
31 Dec. '67	111.0	—	----	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,136,289	111.0	297,509	754,463	187,005	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	.....	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,207,931	.....	—	43
								INDIANA.													
— —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,728	—	20
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,898	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	55
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384.539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	291	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	269,158	—	—
31 Mar. '64	86.0	46.0	8.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	845,827	371,402	—	36½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,982,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,862,123	960,000	653,965	5,429,203	156 5	319,880	805,271	237,861	—	53
31 Dec. '67	162.0	—	----	17	10	221	Des Moines Valley	5,507,204	—	—	—	1,820 200	2,892,000	795,004	5,507,204	162.0	.....	736,587	309,685	—	—
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,462,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,998	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	160,217	7	—
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	334 0	929,486	4,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,804,768	8,628,793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	58.7	—	----	135.3	...	...	—	*Vicksburgh, Shreveport & Texas*	1,662,891	*	—	1,253,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	—	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	.....	9,008,368	188.0	.....	340,896	.....	—	—
31 May '67	284.8	—	28.4	—	97	88	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	178½
29 Feb. '68	246.0	277.8	----	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,588,230	10,646,200	9,088,640	267,478	20,762,597	523.8	2,387,393	4,747,219	1,880,532	—	85½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	536	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,782	895,992	6,331,899	236.0	.....	554,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,453	—	—
31 Dec. '58	83.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,669	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	.....	.....	206.8	579,324	1,047,567	420,026	—	78
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,635	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,875	710,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.5	3.6	8.2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,422	3,501,000	40 558	6,852,109	90.1	238,189	399,201	139	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,664,089	*	—	2,494,900	3,471,560	1,985,870	7,962,330	149.0	578,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,537	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	105½
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	18,010,717	16,151,962	9,756,011	1,000,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	122
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,848	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	66	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,868	1,212,159	8	45½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,637	389,577	50,770	—	15
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	139
30 Nov. '67	47.0	7.0	48.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	139
30 Nov. '67	44.6	24.0	66.6	—	40	71	642	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,362	6,144,615	68.6	783,666	1,942,500	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	80,864	66,962	721,926	—	6,184	1,098,587	47.1	88,388	197,981	61,251	6½	66½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,184	8	128
30 Nov. '67	44.1	50.4	38.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	119
30 Nov. '67	51.0	42.5	76 9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	98.5	505,382	1,101,444	354,744	9	131
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,508	(O. by	B. & L.	21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	98,684	81,122	720,000	—	15,000	855,725	74.8	381,529	440,241	74,679	10	132
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,982	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	152,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	906,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,381,065	336,310	6	92
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b	y B & L.	17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	298,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	57½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	.....
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,362,587	169,613	126,826	1,622,200	—	69,906	1,648,826	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433,650	688,507	128,462	8	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	128½
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	382,540	681,301	242,998	8	120
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	98	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124 2	.....	3,508,511	781,801	10	128½
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,497	147,928	—	9½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,-00	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,876	10	120
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,018,617	3,616,350	6,347,437	1,618,438	11,477,225	87.7	827,528	1,382,840	164,647	3½	69½
31 Dec. '67	38.8	—	33 8	—	37	70	211	New Jersey	4,077,493	338,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,303	846,150	10	136½
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	159,100	300.000	62,145	495,044	25.0	123,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,867	5,262,067	81.0	—	431,361	6,664	—	65
31 Dec '67	18 2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	276,339	119,287	14	.....
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,946	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,710	434,228	220,215	—	—
30 Sep. '67	36.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	209,512	1,258,152	43.2	20,783	49,159	28,850	—	.....
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	140
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,102,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.8	901,351	2,352,230	676,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	8,837	Erie	19,247,770	*	5,071,492	25,111,210	22,429,923	3,524,513	54,319,262	784.0	6,458,279	14,317,213	2,662,141	—	70½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486,415	6,018,602	—	9,981,500	6,188,000	1,167	17,506,037	150.0	1,598,326	5,111,800	1,886,047	6	137
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,430	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.6	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,089,820	688,879	46,023,535	692.0	6,401,240	13,979,514	3,109,801	6	128½
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,663,697	1,109,366	6,785,050	5,993,625	37,000	12,816,675	162.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,994,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,645	86,516	—	66½
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	—	—	300,000	700,000	—	1,000,000	ope	r. by R.	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.5	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4 000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	37
30 Sept. '67	25.2	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	63,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g	4,000,724	*	587,519	2,400,000	1,834,500	353,613	4,588,243	218.6	—	1,215,471	449,093	10	117
30 Sept. '67	34 0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	658,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,180	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	2.2	—	13	13	228	Troy and Boston	1,915,096	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	195,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	952,732	*	—	831,300	—	121,432	952,732	34.9	83,168	160,375	83,679	7½	—
30 Sep. '67	12 0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,496	*	155,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	.....	—	—	—	—	Warwick Valley	172,577	*	11,673	98,550	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,187,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	'55	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,178	*	493,366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	256,351	—	—
15 Mar. '66	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '67	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	37
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,280,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	107½
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,760,600	2,500,000	—	11,250,000	95.5	804,876	2,659,346	973,518	10	102
30 Nov. '67	101 0	102.5	.....	—	63	37	1,290	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	84½
31 May '67	109.7	79.4	.....	—	40	34	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	106
30 Nov '67	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464,078	—	736,66-	1,786,200	243,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	—
30 Nov. '67	83.5	—	4.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	35,935	5 479,886	153.2	1,110,055	1,985,764	884,190	8	105
31 Dec. '65	173.8	77.6	18.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,774	*	1,578,999	12,667,658	3,688,385	316,434	17,429,777	250.8	739,900	1,224,058	445,302	—	—
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,335	1,707,000	461,583	23,500,000	3,888,000	598,638	28,108,918	340.0	.....	3,459,319	286,455	—	31
30 Jun. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	109,318	4,972,746	205.9	346,671	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,485	*	106,622	900,226	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	454.8	45.2	—	—	105	49	2,189	Toledo, Wabash & Western	20,999,000	*	1,755,183	6,700,000	15,494,000	68,670	22,754,183	340	1,259,485	8,809,258	1,002,471	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,910,000	1,049,166	58,838,989	565.7	.....	5,195,268	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	5½
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	226,078	534,296	94,187	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,000	703,205	17,402,225	204.5	2,034,524	2,613,978	loss.	10	119½
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,998	—	—
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	245,374	395,144	4,330	5	31
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,500	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leased Penn.		—	133,284	7	—
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	—	2,341,375	58 8	149,189	186,461	52,349	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,359	521,772	—	1,335,000	2,273,295	68,860	3,753,155	80.0	508,071	790,808	235,348	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,789,840	7,990,245	—	16,780,085	—	91,140	534,154	193,779	8	—
31 Oct. '67	150.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,375	3,580,76	1,272,068	10	53
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	863,000	—	3,514,100	oper	by Read	ing R.R	—	—	38½
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	"	302,048	8	56
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,012	896,574	361,894	5	83½
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,814,056	21,045,750	13,311,840	591,555	31,949,145	561.8	7,740,296	16,340,156	4,151,521	11	63
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norristn	1,139,079	306,120	411,794	1,535,550	116,100	—	1,756,993	24.2	315,184	634,717	298,518	10	66½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996,700	13,000,000	22,478	19,019,178	287.5	1,604,825	2,334,73	loss.	—	—
31 Oct. '67	147.0	20.2	266.6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,560,825	—	30,416,926	474.5	3,677,457	9,108,496	2,493,542	10	25
31 Oct. '67	26.5	—	32.2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,116	33.3	.....	663,705	298,330	10	45½
31 Oct. '67	96.0	3.8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,452,531	890,730	9	126½
31 Oct. '67	58.4	—	17.4	—	13	18	74	Pittsburg and Connellsville	2,251,908	256,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	659,596	270,439	—	85½
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,560	83,775	25,118,927	544.2	4,619,501	7,278,598	2,382,925	10	106½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,455	107,811	5½	—
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,290,885	180,693	10,000	684,036	962,600	183,966	880,702	35.4	167,552	875,600	189,705	—	40
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,530	*	49,660	822,450	1,283,600	630,919	2,925,990	(oper	ated by	Penn.	—	—	18
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	256,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,569	153,671	8	—
								RHODE ISLAND.													46
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,600,000	600,000	—	2,920,175	62.0	255,491	486,140	111,838	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,686	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,145,131	*	51,078	898,950	1,024,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	—	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,564,795	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,196,331	5,312,725	3,126,530	921,937	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,016,107	*	—	825,399	1,069,600	962,059	3,016,107	99.2	.....	367,252	173,729	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	169.0	.....	734,118	331,384	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	.....	—	.....	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	52	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,958	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,992	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	188.0	...	...	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	...	...	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	976,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	26.0	—	.....	110.0	...	...	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	26.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	498,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	568	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,361	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	—
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	6	1½
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	101½
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	55,862	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	54,121	18,382	—	—
30 Sep '65	103.6	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	694,000	.....	.....	103.6	436,729	758,883	42,878	—	—
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	27½
30 Sep. '65	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,585,187	133.4	.....	289,581	49,581	—	18½
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,436,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	310,204	639,662	280,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,386	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	28	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	—	—	—	—
28 Feb '67	80.0	—	—	—	17	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	372,297	6,579,046	221.8	300,405	554,611	136,648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,882	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	9,229,000	—	18,508,274	275 0	996,727	2,538,900	934,103	—	—
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	63
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	40
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,662	—	—
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,468,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	187.0	.....	78.0	204	130	2,399	Grand Trunk	10,345	*	—	15,123,430	54,750,610	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,865	—	68
31 July '63	229.0	115.5	63.0	—	92	128	1,689	Great Western	23,983,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	—	1½
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	—	148,339	58,777	—	—
July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	02,...	—	1,330,000	18,100	136,000	1,709,282	60 0	.....	138 456	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	180	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4 278,281	92.0	158,416	139,107	87,181	—	—
								NEW GRANADA.													
	8.		—	—	11	22	120	Panama	3,000,000	*	—	6,000	9[illegible]	—	19,763,750	48.1	—	127,488	1,198,224	—	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	18
Catawissa (preferred)	1,150,000	7	---	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	66½
Chicago & Alton (preferred)	2,425,400	7	7	129
Chicago & Northwestern (pref.)	14,789,125	7	7	77½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,573,300	10	10	83½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7	---	83¾
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	29½
" (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99
" " " (2d pref.)	841,400	7	7	91½
Milwaukee & St. Paul (preferred)	7,370,900	7	---	77
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,348	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18...	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	---	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	435,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	93
Boat Loan	267,010	6	----	----	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	42
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	48½
Delaware and Hudson	100	10,000,000	10	158
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	20½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	92
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	11½
" " (preferred)	50	2,888,988	---	19½
Susquehanna and Tide Water	50	2,048,260	---	16
Union	----	----	---	½
Union (preferred)	50	2,787,000	---	½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton. 39 — @ 43 —
Pig, American, No. 1	38 — @ 40 —
Pig, American, No. 2	36 — @ 38 —
Bar, Refined, English and American	87 50 @ 91 —
Bar, Swedes, assorted sizes	(gold). 87 50 @ 90 —
	(Store Prices.)
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	86 — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Sand	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ⅜ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod	per lb. — 9 @ — 10
Sheet, Russia, Med. No.'s	— 17 @ — 18
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English	(gold) per ton. 51 50 @ 52 50
Rails, American (at works)	— 78 — @ 80 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.)	per lb. — 18 @ — 23
English Spring (2d and 1st qlty.)	— 10 @ — 12½
English Blister (2d and 1st qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11½ @ — 17
American, Cast, Tool, do.	— 21 @ — 22
American, Spring, do.	— 10 @ — 13
American Machinery, do.	— — @ — 14
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb. — — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½ @ — 24

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. — — @ — —
Spanish	(gold) 6 37½ @ 6 50
German Refined	(gold) 6 37½ @ 6 62½
English	(gold) 6 37½ @ 6 87½
Bar	(net) 10 — @ — —
Pipe and Sheet	(net) 12 — @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — — @ — 27½
Straits	(gold). — 23½ @ — 24½
English	(gold). — 24½ @ — 24¾
	(Gold.) (Currency.)
Plates, I.C. Charcoal, p. box.	8 — @ 8 37½ 11 75 @ 12 50
Plates, I. C. Coke	6 75 @ 7 37½ 9 50 @ 10 50
Plates, Coke Terne	6 25 @ 6 37½ 8 75 @ 9 25
Plates, Charcoal Terne	7 50 @ 8 — 10 75 @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — 13 @ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— 18½ @ — —
Refined, free, S. W.	— 33½ @ — 34
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 28½ @ — —
Refined, in bond, Standard White	— 30½ @ — 31
Refined, in bond, prime White	— 31 @ — —
Naptha, Refined, (60 @ 63 gravity)	— 15 @ — —
Residuum	per bbl. — — @ 3 25

New York Stock Exchange.

Actual Sale Prices for the week ending May 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12	W. 13
Atlantic M. S. S. Co.	33	34	35	----	----	32
Boston, Hartford & Erie	15	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	51½	52	51½	50½	52	----
Central of N. Jersey	118½	----	119	119	119½	120
Chicago & Alton	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " M.	----	----	102	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	99	----	----	----	92	----
" " 8 p.c.	149	----	----	----	----	----
Chi. & Gt. Eastern 1st m.	----	----	----	----	----	----
Chic. & Northwest'n	66½	66½	66½	66½	67	67½
" " pref.	77½	77½	76½	77	76½	76½
" " 1st M.	90	----	----	----	90	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	94½	94½	95½	94½	94½	95½
" '1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	----	----	----	----	----
Clev., Col. and Cin.	109	----	----	94½	----	----
Clev. and Pittsburg	85	85	84½	84	84	84½
" " 2 M.	----	----	96	96	----	----
" " 3 M.	91½x	91½	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	106½	106½	106	105½	106	----
" S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	102	----	----	----	----	----
Cumberland Coal, pref.	33	----	----	33	34	35
Del. & Hudson Canal	157	158	----	----	158	----
Del., Lack. & West.	118½	----	----	----	----	----
" 1M. 8 p.c. '71-5.	96½	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	96	----	----	97
Erie	70½	69½	68½	68½	69½	69½
" pref.	----	----	----	74	----	----
" 1 M. 7 p.c. '67	----	102½	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	100½	----	----
" 3 M. 7 p.c. '83	97	----	----	96½	----	----
" 4 M. 7 p.c. '80	90	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	----	----	----	----	76½	76½
Hudson River	137	137	136½	136	136	136½
" 1M. 7p.c. '69	----	----	102	----	----	----
" 2M. S. F.	106½	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	146	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	27	----	28	29	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	5	----	5	----	5	----
" pref.	----	11½	11	10½	10	10
Michigan Central	120½	----	----	----	118½	----
" S F. 8 p.c. '82	----	----	----	----	111½	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	85½	84½	84	83½	84½	84½
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	92	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St. Paul	----	----	63	62½	----	----
" pref.	76½	76½	75½	74½	75½	77
" 1st mort.	93	93	93	----	----	----
" 2d mort.	85	----	----	----	----	----
Missouri 6s	90½	90	89½	89½	89½	89½
" iss. to H. & St. J. R.	89½	----	----	----	88½	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" 1st mort.	----	----	----	----	----	----
" 2d mort.	----	----	87	87	----	----
N. Jersey R. R. & T. Co.	----	----	----	----	----	----
New York Central	128½	129½	128	127½	127½	128½
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83.	94½x	95	----	93½	----	93½
" 6s, S. F. '87.	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	99
" 3M. 7p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	150	150	----	----	----	----
N. Carolina 6s ex-coup.	65	65½	----	65½	65½	----
" new	64	64	----	64½	64½	----
Ohio & Miss.	31½	31½	31½	31	31	30½
" pref.	----	----	----	----	----	80
" 1st m.	----	----	----	95	----	95
Pacific Mail S. S. Co.	93½	93½	93½	93	91½	92½
Panama	315	----	320	----	----	----
Phila. and Reading	91½	91	91	90½	90½	90
Pitts. Ft. W. & Chicago	106½	107	107½	106½	106½	105½
" 1M.	104	----	----	----	----	106
" 2M.	----	----	----	----	----	----
" 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	32½	32½	31½	29	30	30½
St. L., Alton & T. H.	----	43	----	----	----	----
" " pref.	73	----	73½	66x	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	85	85	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, ex-coup.	68½	68½	----	68½	68½	----
" new	66½	67	67	67	----	66½
Tol. Wab. & Western.	51½	52	52	----	----	51½
" Pref.	----	----	----	----	----	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	----	----	----	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	53	52	----	----	----	----
" new	----	51	52	----	52	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 13.

	Th.7.	F.8.	Sat.9.	M.11	Tu.12	W.13
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	124	----	----	----	----
U. S. 6s, 1871, coup.	----	----	----	----	----	----
U. S. 6s, 1874, reg.	112¼	----	113	----	----	----
U. S. 6s, 1874, coup.	----	----	----	----	----	----
U. S. 6s, 10-40s., coup.	103½	103½	103½	103½	103½	103½
U. S 6s, 10-40s, reg.	103	----	----	103½	103½	103½
U. S. 6s, 1881, reg.	----	----	113½	----	113½	113½
U. S. 6s, 1881, cou.	113½	113½	113½	114½	113½	113½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	142	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	143½	----	----	----
U. S. 6s, 5-20s, reg. '62.	106	106	106½	----	----	----
U. S. 6s, 5-20s, c. '62	108½x	108½	108½	109½	109	108½
U. S. 6s, 5-20s, reg. '64.	----	----	----	106½	----	----
U. S. 6s, 5-20s, c. '64	106½x	106½	107½	107	107½	107
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	107½
U. S. 6s, 5-20s, c. '65	107½x	107	107½	107½	107½	----
U. S. 6s, 5-20s, r. n. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	109	109½	109½	109½	109½	109½
U. S. 6s, 5-20s, r. n. '67.	109½	----	----	----	109½	----
U. S. 6s, 5-20s, c. n. '67.	109½	109½	109½	109½	109½	109½
7.30 Notes, 2d series.	107½	107½	107½	107½	107½	107½
" " 3d series.	107½	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 12.

	W.6	Th 7	F.8.	Sat.9.	M.11.	Tu.12
Catawissa	----	----	----	----	----	----
" preferred	25	----	----	----	25½	----
Camden & Amboy	127½	128	128½	128½	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	91½	91	----	----	91	----
" " 6s,'83	----	90½	90½	----	----	----
" " 6s,'89	----	90	89½	90	----	90
" mort. 6s,'89	96½	----	95½	96½	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	40½	----
" " 7s	----	----	----	----	----	96½
Lehigh Navigation	20½	21	20½	20	20½	20½
" " 6s, '84	----	83½	83½	82	82	----
" " Gold L.	88	88	----	88½	87½	----
Lehigh Valley R. R.	52½	52½	53	53	53	53
" " 6s	----	----	----	----	----	96
Little Schuylkill R. R.	37	----	----	27½	----	38
" " 7s	----	94	----	----	----	----
Minehill	----	56	56	----	56	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32	----	33	----	33½	----
" " 6s. 91	91	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	45½	45½	----	----	----
Pennsylvania R. R.	53	53	52½	52½	53	52½
" 1st m.	----	----	----	102½	----	----
" 2d m.	----	98½	----	----	98	----
Penn. State, 6s 1st series	----	----	106	----	106½	106½
" " 6s, 2d series	----	----	107½	----	107½	107½
" " 6s, 3d series	108½	108½	----	----	108½	108½
" " 6s, W. L.	103½	103	----	103	103½	103
Philadelphia City, 6s	101	----	----	101	----	----
" " new	103½	103½	103½	103½	103½	103½
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	45	45½	45½	45½	45½	45½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	97	97	----	97	----
Philadelphia & Erie	----	24½	25	----	----	----
" " 6s. 91	----	----	91	----	91½	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	----	71½	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	88
Susq. Canal	----	----	----	----	----	----
" " 6s '78	61	----	61½	----	----	63
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	15	----	----
Wyoming Valley Canal.	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	10½	10½	----	----	----	10½
Chestnut & Wal. "	----	----	----	----	----	46
Green & Coates, "	31	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	57	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	----	97½	97½	----	----	97½
" " 1886	----	----	----	----	----	----
" " 1890	98	98	98½	98½	98½	98½
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	122	----	----	----	122
" " b'ds, '75	----	----	98	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	97	----	----	----	----
Marietta & Cin. 1st m.	----	91½	89½	----	92	93½
" " 2d m.	70½	71½	72	----	----	71½
Northern Central	46½	----	----	----	----	----
" " b'ds, 1885	----	----	----	----	84½	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	92½	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13
Boston and Albany	149½	----	----	149½	149
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	139½	139½	139½	----	----	139
Boston, Hartford & Erie	15	14½	14½	14½	15	15
Cheshire, pref.	----	----	----	66	----	66½
Concord	----	----	----	----	----	----
Connecticut River	----	----	120½	----	----	123
Eastern	----	119½	----	----	----	119
Fitchburg	----	----	131½	----	----	131
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	121	119	----	----	119	119½
Northern, N. H.	118½	----	----	120	----	----
Ogdens. & Lake Champ.	----	----	64	63½	----	----
Old Colony & Newport	----	----	92	92½	92½	92
Ph., Wil. & Baltimore	55	55½	56	56	56	55½
Portl'd, Saco & Ports.	----	----	105½	----	----	----
Vermont & Canada	100½	100½	100½	----	----	101½
Vermont & Mass.	57	----	57½	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	64½	----	64½	----	----	64½
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22½	22	21½	----	----	----
Franklin "	----	13½	----	----	13½	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	3½	----	----	----
Pewabic "	----	----	----	----	7½	----
Pittsburg "	----	----	----	23	----	----
Quincy "	----	23	23	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities April 17th, and 24th:

	Closing Prices April 17.	Closing Prices April 24.
United States, 5-20s, 6 per cent 1882	70 @ 70½	70½@ 70½
Do. do. 6 do. 1884	69 @ 71	68 @ 70
Do. do. 6 do. 1885	68½@ 69½	69 @ 69½
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874	72 @ 74	73 @ 76
United States 10-40s, 5 per ct. 1904	67 @ 67½	67 @ 67½
Massachusetts State 5 per cent	90 @ 92	90 @ 92
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	31 @ 33	31 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	63 @ 68
Do. do., 2d mort., 1881	57 @ 62	60 @ 65
Do. Penn., 1st mort., 1877	60 @ 65	63 @ 68
Do. do., 2d mort., 1882	57 @ 62	60 @ 65
Do., consolid. mort. bonds, 1890	33½@ 34½	33 @ 34
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Do. 2d mort. 8 per cent.	59 @ 63	59 @ 63
Erie shares, $100 (all paid)	45 @ 46	45½@ 46½
Do., Preference ditto	69 @ 71	69 @ 71
Do., 3d mort., 1883, 7 p. c.	60 @ 65	60 @ 65
Illinois Central, 6 p. c., 1875	85 @ 90	90 @ 95
Do., $100 shares (all paid)	93½@ 94	93½@ 94
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	69 @ 71
Mich. Cen. convertible, 1869, 8 p. c.	68 @ 72	— @ —
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
Panama R. R. 2d mort., 1882, 7 p. c.	103 @105	103 @105
Do., General mortgage, 7 p. c.	102 @104	105 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	91 @ 93	93 @ 95
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	83 @ 85	84 @ 86
Do. with option to be paid in Phil.	83 @ 85	84 @ 86

American Railroad Journal.

Saturday, May 16, 1868.

Stock Exchange and Money Market.

Pending decisive action by the U. S. Senate, in the impeachment case, business has been quite spiritless in nearly all branches, since our last. Money has been much more abundant. The banks have made a further notable gain in the cash resources, and the Sub-Treasury coin and currency reserve has been augmented to a moderate extent. The speculative calls for aid have been less extensive, and less urgent. The mercantile demand has been only fair, for the season. Government has not marketed much gold, during the week, while it has been a free buyer of maturing Seven-thirty notes, thus helping to swell the available supply of currency in the open market. Advances have been made to large dealers in the public funds at 5; and to the Stock Exchange firms at 6 per cent., as a rule; while prime commercial paper has been readily discounted at 6½@7 per cent. per annum. The last city bank statement shows an increase of $8,127,211 in loans and discounts, $5,120,037 in specie, $90,566 in circulation, $8,070,433 in net deposits, and a decrease of $321,762 in legal tenders.

The specie reserve of the city banks is now $21,286,910, against $14,959,590 same time last year. The city bank deposits are now $199,276,568, against $200,342,832 week ending May 11, 1867. The legal tender reserve amounts to $57,541,837, against $67,906,639 same time last year. The circulation now stands at $34,205,409, against $23,595,869 same time last year. The loans are now $265,755,883, against $253,682,829 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $84,504,761 a day, against a daily average of $98,119,650 the preceding week, and $100,464,000 the week ending with April 25, 1868. The current week's exchanges average about $93,358,574 a day. The city banks, last week, lost $321,762 of legal tender, while they gained $8,070,433 in the deposit line, and $5,120,037 of their specie reserve. They increased their loans, $8,127,211; and their circulation, $90,566.

The New York Gold Exchange Bank reports for the week ending Saturday, the 9th day of May, 1868, the average amount of loans and discounts as $1,138,300; average amount of specie, $1,416,846; average amount of deposits, $2,093,328.

The Philadelphia Bank movement the past week shows an increase in loans of $438,154; an increase of $83,412 in specie; an increase in legal tenders of $175.185; an increase of $907,659 in deposits; and a decrease of $1,989 in circulation. The Bank Clearings show an increase of $196,180, and the balances, an increase of $752,143.

National Bank notes to the amount of $86,930 were issued last week, making the total issue to 1,673 banks thus far, $307,614,951, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $7,849,796, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,765,155. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,952,000; and for the public deposits, $38,344,950—making a total of $380,296,950. The Treasury Department last week redeemed and destroyed $433,000 of worn and mutilated fractional currency, and issued $540,297 of new. The outstanding amount of fractional currency on the 1st inst. was $32,450,489, against $32,588,690 on the 1st of April, and $32,307,947 on the 1st of March 1868.

The U. S. Sub-Treasury receipts, week ending with May 9, were $34,896,836, including $2,284,604 from customs duties; payments, $34,789,865, including $3,919,000 of coin interest; balance at the close of the week, $101,315,192, against $101,208,222, at the close of the preceding week, showing an increase of $106,970. The business of the Office during the first two days of the cur-

rent week, was as follows: Receipts on Monday, $5,445,988 including $458,985 from customs; and payments, $5,305,013; on Tuesday, receipts, $1,843,184 including $432,741 from customs, and payments, $1,550,632. The balance at the close of business on Tuesday stood at $101,748,719, against $99,866,825, a week previous; and $108,-184,237 on April 28, 1868.

The Sub-Treasury balance at the close of April was $102,495,374, against $98,161,867 at the close of March. The office issued $10,309,121 of coin certificates, in April. The aggregate amount of the certificates outstanding on the 1st inst. was $19,357,900, against $17,742,060 on the 1st of April.

Government revenues have been on a moderate scale, since our last, in both forms, of excises and customs. The excises, last week, yielded some 4½ millions, against three millions the preceding week; customs at the port of New York, $2,284,-604 and at the outports, about $750,000 (in coin) more, making the grand total income for the week equal to about $8,748,500 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $166,000,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to April 15, 1868, $2,489,547, against $2,236,045 same time last year.

Gold has been rather more confidently dealt in, by speculators and export buyers, since our last, and more firmness has been noted in the price, which has been as high as 140¾, but which closed at 139¾, on a firm though less animated and less buoyant market. The exports hence last week were unusually heavy, nearly 3¾ millions. Thus far in the current week, the shipments of specie from this port have been about a million.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $2,966,392, against $892,614 same time last year. The customs demand for Gold last week, averaged $380,767 a day; thus far, this week, it has been equal to $445,-863 a day, or equal to a weekly aggregate of $2,675,178. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $174,404 and from California, $1,127,849. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $98,314,621, against $108,650,216 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $29,667,077, against $35,-087,448 same time in the preceding fiscal year, showing a decrease of $5,420,371 in 1867–'68. The exports of specie from this port, last week, were $3,686,394, against $1,777,256 same week last year. The exports of specie, hence, since July 1, 1867, have been $53,063,761, against $28,186,100 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $3,919,000, and since July 1, 1867, $65,603,261, against $48,196,392 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to April 20, 1868, were $12,467,463, against $10,416,-449 same time last year.

Government has disbursed nearly 12 millions of coin interest through the local office, thus far in May.

Foreign exchange has been in less request and rather easier, though not quotably lower in price. At the close, the tendency was in favor of purchasers. Bankers' prime sixty day bills on London closed on Wednesday at 110@110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,434,538, against $3,235,734 same week last year; total, since July 1, 1867, $156,255,349, against $169,-847,593 same time in 1866–'67.

All issues of the public funds have been quoted quite firm in price, as a rule, since our last, on a fairly active call from home and foreign buyers, for investment purposes, chiefly for the several series of the Five-twenties, and for the Ten-forties. There has been quite a lively inquiry for bonds of the smaller denominations, which have been in very light supply, and decidedly more firmly held. Seven-thirties have been passing into the Treasury, in increasing amounts, by conversion or direct purchase. The Sub-Treasurer at this port has bought in some 2½ millions of the maturing notes, since our last. There has been little doing in the open market in Compound Interest Notes, which have not varied remarkably in price.

U. S. sixes of 1881 closed here on Wednesday at 113¾@113⅞; U. S. Five-twenties of 1862, 108¾@108⅞; U. S. Five-twenties of 1864 at 106⅞@107; U. S. Five-twenties of 1865 at 107⅛@107¼; U. S. Five-twenties of 1865, consolidated, 109⅜@109½; U. S. Five-twenties of 1867, 109⅝@109¾; U. S. Ten-forties at 103⅛@103¼, and U. S. Seven-thirties at 107⅜@107½. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

May, 1865	119¼	September, 1865	117¾
August, 1865	118¼	October, 1865	117¼
U. S. three per cent. certificates			100¼

Government paid off $215,400 of the matured loan of 1847–'67, in April.

Secretary McCulloch has given notice, under date May 11, that all Compound Interest Notes intended for conversion into three per cent. temporary loan certificates must either be presented to the Assistant Treasurer at New York, who has the full charge and control of the issue of such certificates, or to the Treasurer of the United States at Washington, who will issue certificates which, on presentation at the office of the Assistant Treasurer at New York, will entitle the holder to receive such certificates in exchange. Compound Interest Notes intended for redemption in lawful money must be forwarded to the Treasurer of the United States at Washington for that purpose.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 29.	May 6.	May 13.
Consols	94	94⅛	94⅜
U. S. 5-20's of 1862	70¼	70⅝	70¾
Erie	46½	46	46¾
Ill. Central	95	95¼	94⅞

Railway and miscellaneous share property has been moderately active, throughout the week, and prices on the whole, have been well supported, the market closing strong and buoyant, though without notable animation.

General business has been comparatively brisk in the breadstuff line, but at lower rates, and rather dull in most other kinds of domestic produce at easier and irregular figures. Middling upland cotton closed languidly on Wednesday at 29½@30 cents, per lb. The stock of cotton now here is estimated at about 78,000 bales. The receipts at the port this week, have averaged only about 1,100 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,083,000 bales, against 1,691,500 bales same time last year; exports, same time 1,531,000 bales, against 1,254,-000 bales same time last year; stock on hand at latest dates, 205,000 bales, against 365,000 bales same date last year. At the Live Stock markets this week, Beeves have been in request and firmer at from 15½@19c. per lb.; week's receipts, 5,161. Veal calves in moderate demand and steady at from 7@11½c. per lb.; receipts, 2,554. Sheep and lambs active and higher, ranging from 6½@10½c. per lb.; receipts, 10,736. Swine dull and heavy at from 9@10¼c. per lb., all live weight; receipts, 21,605. On and after Wednesday, May 20, the regular market days at the National Yards will be Wednesdays and Thursdays of each week. There has been less movement in foreign merchandise prices, of which have not varied remarkably. The total imports of foreign dry goods, last week, were $1,125,659, and the total amount marketed $1,342,893. The value of foreign merchandise imported last week, was $3,-091,247—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,216,906, against $5,052,677, same week last year; total since July 1, 1867, $205,-272,742, against $234,741,193 same time in 1866–'67. The freight market has been less active, closing heavily. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 4½d.@5d. by sail, and 5d.@6d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and ⅛@$\frac{3}{16}$ by steamer, per lb.; and heavy goods at 15s.@35s. by sail, and 20s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday 503.

The New York exports, exclusive of specie, for the week ending May 12th, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,235,734	$3,434,538
Prev. reported	71,920,222	61,677,926
Since January 1	$75,155,956	$65,112,464

The imports for the week ending May 9th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,351,921	$1,125,659
Gen. merchandise	3,800,756	3,091,247
Total for the week	$5,152,677	$4,216,906
Previously reported	90,277,705	81,463,497
Since January 1	$95,430,382	$85,680,403

The balance in the Sub-Treasury on Wednesday was $100,742,884 94.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—California 7s, 134; Connecticut W.L., 100; Ohio 6s, 1875, 101; Georgia 6s, 75⅝; do., 7s, 92; Brooklyn City W. L., 96½; Ohio and Miss. consolidated bonds, 87; Detroit, Monroe and Toledo bonds, 95; Pacific R. R., 7s, guar. by Mo., 91; Lackawanna and Western 1st mort., 97; New York and New Haven 6s, 95; Rensselaer and Saratoga R. R., 87; Boston Water Power Co., 20½; Wells-Fargo Exp. Co., 22¼; Adams' Express, 59¼; Merchants' Union Exp., 30; American Exp., 58½; U. S. Exp., 59; Ashburton Coal, 3½; Western Union Telegraph, 38¼; do., bonds, 82¼; Union Navigation, 25½; Bank State of New York, 112; Continental Bank, 103; Fourth National Bank, 107; Leather Manuf. Bank, 200; Mechanics' Bank, 127; Butchers' and Drovers' Bank, 135; Mer. Ex. Bank, 114; Metropolitan Bank, 136; Nassau Bank, 107; Shoe and Leather Bank, 116; Central National Bank, 107½; Tradesmans' Bank, 140; Importers' and Traders' Bank, 140; Merchants' Bank, 119½; Ninth National Bank, 107¾; Am. Ex. Bank, 107¾; American Flag, 0.45; Burroughs Gold, 0.08; Consol. Gregory Gold, 3.00; Davidson Copper, 0.55; La Crosse Gold, 0.38; Montana Gold, 0.35; New York Gold, 0.59; Quartz Hill Gold, 0.96; Rynd Farm, petroleum, 0.12; Rutland Marble, 15.00; Smith and Parmalee, 2.30; Union petroleum, 4.25; United States, petroleum, 1.65; Walkill Lead, 0.22.

Philadelphia.—Sunbury and Erie 7s, 94¾; Phila. and Reading 6s, 1848-'80, 94; do., 1843-'80, 93⅝; Phila. and Erie 7s, 79; West Jersey R. R. 6s, 92; Camden and Burlington Co. R. R. 6s, 90; Cleveland and Mahoning 7s, 91; Allegheny Co. 20-year bonds, 79¾; do., Comp. 5s, 75¾; Philadelphia City 5s, 87; Lehigh Coal and Nav. 6s, R. R. Loan, 86½; Girard College R. R., 26⅜; Chestnut street R. R. bonds, 85; West Philadelphia R. R. 65½; Thirteenth and Fifteenth streets R. R., 16; Shamokin Coal, 6½; Fulton Coal, 5½; Big Mt. Coal, 4⅜; Ocean Oil, 2⅛; Philadelphia Bank, 157; Manufacturers' Bank, 30; Farmers' and Mechanics' Bank, 128; Mechanics' Bank, 31¼; City Bank, 70; Bank of North America, 250; Commonwealth Bank, 60; Penn. National Bank, 57⅜. The latest quotations are: City 6s, 100¾@101¼; do., free of tax, 103¾@103⅞; State 5s, reg., 98@99½; do., coupon, 98@99; do., 6s, W. L., 103@103½; Reading, 45⅛@45¼; do., 6s, 1870, 97@97½; do., bonds, 93½@94½; Camden and Amboy, 128¾@130; do., mort. 6s, 1889, 96@96¼; do., 1883, 90@91; Penn. R. R., 52¾@52⅞; do., 1st mort., 102½@103; do., 2d mort., 98@98½; Little Schuylkill R.R., 38@38¾; Morris Canal, 35@50; do., pref., 85@87¾; do., bonds, 80@90; Wyoming Valley Canal, 40@41; do., 6s, 79@85; Susquehanna Canal, 15½@16; do., 6s, 62@63; Sch. Nav., 10@12; do., pref., 19⅛@19¼; do., 6s, 1882, 71@71½; Union Canal bonds, 14½@15½; Delaware Div. Canal, 47@49; do., bonds, 82@82; Elmira and Williamsport, 30@33; do., pref., 40@44; do., 7s, 1873, 95½@97; do., 5s, 58@60; Lehigh Coal and Navigation, 20⅛@20¾; do., bonds, 1884, 81½@82½; North Pennsylvania, 32¾@33½; do., 6s, 91¼@91¼; Philadelphia and Erie, 24¾@25; do., 6s, 91@92; Minehill, 56@56½; Catawissa, 5½@10; do., pref., 25½@26; Lehigh Valley, 53@53⅞; do., bonds, 95¾@96; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 57@57½; West Philadelphia, 65@65½; Spruce and Pine, 20@23; Green and Coates, 30½@31¼; Chestnut and Walnut, 45@45½; Thirteenth and Fifteenth, 16@17; Girard College, 26¼@26½; Tenth and Eleventh, 65@70; Union, 40@50; Hestonville, 10¼@10½.

Boston.—Vermont Central 1st mort., consolidated, 80; Central Pacific R. R. 6s, gold, 99; Old Colony and Newport 6s, 96⅛; Cheshire R. R. 6s, 1880, 95; Boston, Hartford and Erie 7s, 65; do., new, 52; Vermont Central and Vermont and Canada 8s, 103; Michigan Central 8s, 1882, 112; Union Pacific R. R. 6s, gold, 98⅞; N. Y., Providence and Boston 8s, 1873, 90; Eastern R. R. 6s, 1885, 96; 99; Indianapolis and Cincinnati, 27½; do., 7s, 1883, 85; Ogdensburg and Lake Champlain pref., 102½; do., Equipment 8s, 1878, 101½; Cape Cod R.R., 66½; Union Railway, 85; Cary Imp., Co., 8⅛; Boston Water Power Co., 21; Waverly Land, 1¼; Ophir (N. S.) gold, 1.40; Bullion Consolidated Mining Co., 60c.; Short Mt. Coal, 14; Massachusetts 6s, 1872, gold, 126; do., 5s, 1894, gold, 110⅝; New Hampshire 6s, 1877, 100; do., 1884, 100⅛; Rhode Island 6s, 1882, 99⅞. Connecticut 6s, 1881, 99¾; Cook Co., Ills., 7s, 95¼; Salem 6s, 1877, W. L., 100; Gardiner 6s, 1870, 97¼; Boston 6s, 1876, currency, 103; do., 5s, 1874, gold, 116¼; Lynn 6s, 1886, 99¼; Albany 6s, 1896, 95½; Augusta 6s, 1870, 97¼; St. Louis 6s, Harbor Imp., 82; do., 6s, gold, 100; Chicago 7s, Municipal, 96⅛; Brooklyn 6s, 1881, 95¾; Portland 6s, 1877, R. R. Loan, 93; Cambridge 6s, W.L., 100; Atlas National Bank, 117⅞; City National Bank, 106¼; Continental National Bank, 116½; Hamilton National Bank, 125; Hide and Leather National Bank, 144; Merchants' National Bank, 119½; Market National Bank, 107⅜; National Bank of Redemption, 115⅛; National Bank of Commerce, 118¼; National Bank of North America, 106¾; State National Bank, 107⅛; Traders' National Bank, 101; Union National Bank, 126; Webster National Bank, 107⅞; Allouez Mining Co., 2⅞; Algomah, 50c.; Concord, 2½; Calumet, 27; Copper Falls, 50c.; Humbolt, 50c.; Petherick, 87½c.; South Side, 52½c.; Superior, 1⅛.

Baltimore.—Virginia 6s, old, reg., 44¾; do., 1866, reg., 42; do., 1867, reg., 40½; Central Ohio R.R., 37; do., 1st mort., 86½; Parkersburg R. R., 27; Wilmington and Weldon 7s, gold, end. by N. C., 86; Bare Hill Mining Co., 0.50; Balt. and Cuba S. & M. Co., 48; Gardner Hill, 0.51; Farmers' and Planters' Bank, 33½; Union Bank, 60¾; Mechanics' Bank, 10½; Bank of Baltimore, 113⅛; Bank of Commerce, 28; Commercial and Farmers' Bank, 25½; National Exchange Bank, 99; Citizens' Bank, 15⅛; Western Bank, 28. The latest quotations are: Balt. and Ohio, 121@122; do., 6s, 1875, 98@98¼; do., 1880, 98@—; do., 1885, 97@97; Northern Central, 44@45½; do., bonds, 1885, 84½@84¾; do., 1900, 82½@84; Parkersburg Branch, 26@27½; N. W. Va., 1st mort., 96@96¼; do., 2d mort., 94@95; do., 3d mort., 1873, 92@94; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 93@94; do., 2d mort., 71⅜@71⅞; Central Ohio, 36¾@37¼; do., 1st mort., 86¼@86½; Western Md. 6s, 1890, 75@80; do., guar., 94@95; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 97½@98; do., 1886, 98¾@99; do., 1890, 98@98¼; do., 1893, 96@97; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19⅝@20; George's Creek, 56@66; Santa Clara, 1.50@3.00; Atlantic Coal, 0.80@0.82.

New York and Oswego Midland Railroad.

A meeting of the Executive Committee was held at the office of the company in Oneida, on the 5th inst., charged with the duty of locating the line in the several localities where the same had not been before definitely fixed. A large number of delegates, representing the interests of various sections, were present, and urged the claims of their several localities. The report of the chief engineer showed a grade by the new Morrisville route of upward of 80 feet per mile, and a considerable increase in the distance, which of course necessitated the abandonment of that line.

The committee made a final determination upon all the disputed and unlocated points, with one or two exceptions, which were to have been further considered at an adjourned meeting of the committee on the 8th.

The line adopted is by way of the Stockbridge Valley to Eaton Village. Smith's Valley, Smyrna, North Norwich, Oxford and Guilford, to Sydney Plains.

Improved Drill Lathe Chucks.

We invite attention to the Advertisement in another column of the Excelsior Chuck Manufacturing Co., and at the same time would endorse their statements with reference to the superiority and acknowledged excellence of the Chuck which they are offering. They have exhibited to us numerous letters from machinists who have employed this Chuck; and from the favorable impression which it has invariably produced among them, and a careful examination on our part, we are fully convinced that it is destined to supplant all the Chucks hitherto manufactured. We do not hesitate, therefore, to assert that machinists will find it to their interest to adopt it; as, in addition to the many established advantages which are enumerated in the advertisement, drills can be adjusted with greater facility than in any other Chuck. Undoubtedly it is the best in the market, and every one using such an article should give it a trial.

Central Pacific Railroad.

The investment demand for CENTRAL PACIFIC RAILROAD FIRST MORTGAGE BONDS continues undiminished. They are now being taken as rapidly as the progress of the work entitles the company to issue them, and have a prominent position among safe, standard and profitable securities. They bear 6 per cent. gold interest, and explicitly provide for repayment IN COIN, and are offering at par and back interest from Jan. 1, in currency. Particulars can be learned on application to the General Agents.

FISK & HATCH,
Bankers and Dealers in Government Securities,
5 Nassau street.

☞ Contractors will find several Notices of interest to them in our present issue; among them one from the New York, Housatonic and Northern Railroad Co.

☞ The Indianapolis *Journal* says the style of the new company formed by the consolidation of the Cleveland, Columbus and Cincinnati Railroad Company, and the Bellefontaine Railroad Company, will be the "Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company."

Railroad Earnings.—Weekly.

The earnings of the Detroit and Milwaukee Railroad for the first week in May, 1868, were $36,577 46
Corresponding week of 1867 ..... 37,280 24

Decrease $702 78

The earnings of the Chicago and Alton Railroad for the 1st week in May, 1868... $61,930 16
Corresponding period previous year .. 80,539 75

Decrease $18,609 59

The earnings of the Chicago and Rock Island Railroad for the first week in May, 1868, were $78,778 00
Corresponding week of previous year.. 64,576 00

Increase $14,202 00

The earnings of the Michigan Central Railroad for the 1st week in May, 1868, were .. $84,833 96
Corresponding week of previous year.. 82,672 81

Increase..... $2,161 15

The earnings of the Western Union Railroad for the 1st week in May, 1868..... $12,340 56
Corresponding week previous year.... 12,536 07

Decrease $195 41

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week in May, 1868, were..... $93,578 00
Corresponding week of 1867 ..... 81,021 00

Increase $12,557 00

The earnings of the Chicago and Northwestern Railroad for the 1st week in May, 1868. $224,719 92
Corresponding week previous year .. 180,286 19

Increase $44,433 73

The earnings of the Marietta and Cincinnati Railroad the 1st week in May, 1868... $23,263 00
Corresponding week previous year.... 18,380 00

Increase $4,883 00

Journal of Railroad Law.

RIGHT OF A COMMON CARRIER TO CLAIM FREIGHT —NEGLIGENCE OF AGENT IN STOWING GOODS— RULE OF DAMAGES.

The decision in the late case of Krohn *vs.* Oechs (48 Barb., 127,) being as applicable to carriers of freight by rail, as in vessels at sea, we publish it under our usual heading. The facts are briefly as follows:

This action was brought by the plaintiff, a common carrier, for freight on a lot of wines, olive oil, &c., from Bordeaux to New York. The defendant set up a counter claim for loss by leakage of wine from some of the casks. It was proved that the wine was properly stowed and dunnaged. That the stowage was by the defendant's men, and the port-warden proved that when he examined the cargo in this port, he found it well stowed and dunnaged. There is no evidence to show at what period of time the injury occurred. The Judge charged the jury that if the damage was caused by the negligence of the captain in placing too much weight on the casks, the defendant was entitled to counter claim the value. In the course of the trial he confined the defendant to proof of the value at the port of shipment, and excluded proof of value at the place of destination; to which the defendant excepted. The jury allowed the counter claim, and assessed the damages at the price of the wine at Bordeaux. Judgment was entered in favor of the plaintiff for $436 25, damages and costs, and the defendant appealed.

The following is the opinion of INGRAHAM, J.—There is a distinction between the cases, arising out of the inquiry at what place the loss occurred. In some of the cases, the action was for not bringing the goods from the port of departure; and in such cases the rule of damages is the difference between the value of the goods at the place of shipment, and the value at the place of destination. Such were the cases of Smith *vs.* Richardson (3 Carnes, 219,) and Medbury *vs.* The N. Y. and Erie R. R. Co., (26 Barb., 564.)

And when the goods are destroyed or lost in the foreign port, before the departure of the vessel, the rule of damages has been held to be the value at the place of shipment. (Dusar *vs.* Murgatroyd, 1 Wash., C. C. Rep., 13.) But when the loss occurs after the vessel has left the place of shipment, then the value of the goods at the place of destination, deducting the charges, furnishes the true rule of damages. In Watkinson *vs.* Laughton (8 John, 213,) damages were given for the value of the goods at the place of destination, deducting the charges. (See Van Winkle *vs.* U. S. Mail Steamship Co., 37 Barb., 122.) There is nothing in the evidence to warrant the conclusion that the loss occurred in port, before the vessel sailed, on the contrary, the port-warden testified that the casks were properly stowed and well dunnaged; that there was no undue pressure on them, and that he thought the injury had been caused after the vessel had sailed. The weight of evidence is against the supposition that the loss had occurred in *port*.

If it was a matter of doubt whether the loss occurred before, or after leaving port, it became a question for the jury to pass upon; and the evidence of value at the place of destination was material, if the jury found the injury to have occurred after sailing.

The Judge erred in excluding the evidence of value in the port of destination.

A new trial should be granted, costs to abide the event.

☞ Steps are being taken to organize the Huntingdon, Fulton and Franklin Railroad Company. This road is to extend from Mt. Union, Huntingdon County, Penn., to a point on the Cumberland Valley Railroad, and is designed to be a connecting link between Washington City and the lakes, and also to connect the Cumberland Valley Railroad with the Broad Top coal fields.

☞ The proposed concession to an English company for the building of the Vera Cruz Railroad has been condemned by the Mexican Congress.

☞ The construction of the railroad between Stamford and New Canaan is rapidly approaching completion. The rails for the road are now being unladen from barges at Stamford.

☞ The work of grading the Oregon Central Railroad is progressing at the rate of two miles a day.

☞ The contract for the construction of the Michigan Grand Trunk Railway has been let to Messrs. J. E. Young & Co.

☞ The construction of a railroad from Wilmington, Del., to Oxford, Chester County, Pa., is advocated by the Board of Trade of Wilmington.

Southwest Pacific Railroad.

The corporators of this road met at St. Louis on the 8th inst., and after the requisite amount of stock was subscribed, the board of directors were elected as follows:

A. C. Kingsland, C. D. Cragin, A. S. Dixon, G. V. Fox, W. L. Halsey, Henry E. Davies, New York; Clinton B. Fisk, St. Louis; Eli G. Parrish, of Mount Vernon, Mo.; Thomas H. Bates, Freeman Clark, W. H. Coffin, of Rochester, N. Y.; F. B. Hayes, A. Pierce, Jr., of Boston.

The Board then adjourned to meet in New York on the 18th inst., when the general officers will be elected. C. D. Cragin was elected chairman of the board.

The books for stock subscriptions will be open for public accommodation at the Bank of St. Louis, office of Ben Holliday, New York, and the office of Pierce & Bacon, Boston.

☞ The Pittsburg *Commercial* says that negotiations are pending between the Michigan Southern and Northern Indiana Railroad Co., and the Baltimore and Ohio Co., with a view to the creation of a through line from Chicago, via Toledo, Cleveland and Pittsburg, to Baltimore and Washington. The Pittsburg and Connellsville Co. located a road some time ago from Pittsburg to Youngstown, Ohio, the design of which was not then apparent. The distances to Chicago by the proposed route are as follows: Pittsburg to Youngstown, via surveys, 55 miles; Youngstown to Cleveland by Mahoning road, 67 miles; Cleveland to Toledo, 112 miles; Toledo to Chicago, 244 miles; Pittsburg to Chicago, 478 miles.

☞ The Wilmington *Commercial* says that the surveying party on the route of the Columbia and Port Deposit Railroad has reached McCall's Ferry. These men are under the control of the Pennsylvania Central, and it is said that this company is surveying the route to ascertain the estimate cost of the work by one of its own engineers.

☞ The only remaining portion of the Boston and Albany Railroad not supplied with double track is that nine miles between Chester and Becket; and on this section the excavations and grading for the second track will be completed and the rails laid before the 4th of July.

☞ The Springfield and London Railroad, with all its fixtures, was sold at Springfield, Ohio, on the 8th inst., by the U. S. Marshall to Jacob W. Pierce, of Boston, for $100,000.

☞ Monroe county has voted to subscribe $200,000, and Pocahontas county $50,000 to the stock of the Chesapeake and Ohio Railroad. Both counties are in West Virginia.

☞ Benj. D. Frost, Esq., of Boston, has been appointed Superintending Engineer of the Troy and Greenfield Railroad.

☞ The cars on the Central Pacific Railroad are now running to Reno, Nevada, 20 miles from Virginia City.

☞ The United States survey of the lakes will employ 240 men this season, principally upon Lake Superior.

☞ The new Perkiomen railroad has been completed from its junction with the Reading Railroad above Norristown to Freeland station.

☞ New surveys are being made with the view to straightening the line of the New York Central Railroad between Utica and Syracuse and the right of way for a portion of the road has been secured on satisfactory terms. The line passes through the towns of Whitestown, Westmoreland and Vernon, and the construction of the road would be a matter of great advantage to the people of these towns.

☞ The Denver *Tribune* says that the contract for the construction of the entire route of the Denver Pacific Railroad, between Denver and Cheyenne, has been awarded to T. C. Durant and Sidney Dillon. The route selected and approved runs from Cheyenne to Latham, at the mouth of the Cache-a-la-Poudre, there crossing the Platte and reaching Denver by the east side. The work is to commence immediately.

☞ A reduction of 25 per cent. has been made on the passenger and freight tariff over the Union Pacific Railroad. The reduction went into effect on the 13th instant.

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Pig Lead, Tin, Iron & Zinc,
And opens Bankers' Credits when needed.

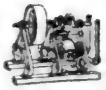
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MAIN TRACK UNBROKEN.
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The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.
AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*
I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.
I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.
WM. WHARTON, Jr., Patentee,
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JOHN W. GOULD, EDWARD P. BIGELOW.

NOTICE TO R. R. CONTRACTORS.

OFFICE OF THE NEW YORK, HOUSATONIC AND NORTHERN R. R. Co., 137 BROADWAY, NEW YORK, May 14th, 1868.

SEALED PROPOSALS will be received at this office until 11 o'clock, A. M., of May 30th, 1868, for the grading, masonry, bridging, ties, track-laying and ballasting, of the whole or any part of the New York, Housatonic and Northern Railroad, from White Plains, N. Y., to Danbury, Conn., a distance of thirty-five (35) miles, divided into twenty-six (26) sections.

The Company reserve the right to reject any and all proposals not deemed for their interest to accept.

Maps, profiles and specifications may be seen, and all necessary information obtained at this office.

GEORGE W. MEAD, President.
GEO. S. AVERY, Chief Engineer.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS FOR GRADING the Railroad of the Squankum and Freehold Marl Company from Farmingdale to Freehold, about eight miles in length, will be received at the Office of the Company at FREEHOLD, N. J., until the 28th of May, 1868.

Profile and specifications may be seen, and all necessary information obtained at the Office on and after May 19th.

I. S. BUCKELEW,
Engineer.

NOTICE TO CONTRACTORS.

OFFICE ORANGE, ALEXANDRIA AND MANASSAS RAILROAD COMPANY, ALEXANDRIA, VA., April 27, 1868.

PROPOSALS will be received at the office of the company until the 14th of MAY, for the RECONSTRUCTION OF THE MANASSAS ROAD, between Timberville and Harrisonburg, in the county of Rockingham, Va. There are 14 miles of track to lay, 30,000 cross ties to be furnished, about 1,000 lineal feet of trestle bridging, and excavation to the extent of from 3,000 to 5,000 yards of solid rock, and some embankments to be made.

H. W. VANDEGRIFT.
Chief Engineer and General Sup't.

NOTICE TO R. R. CONTRACTORS.

PROPOSALS will be received until the thirtieth day of May, for the grading, masonry, bridging, ballasting and track-laying on the Bangor and Piscataquis Railroad, extending from its junction with the European and North American Railway at Oldtown, or Milford, to Dover and Foxcroft, in Piscataquis county—about forty (40) miles.

Said road will be divided into four divisions, and proposals will be received for a part or the whole of the work.

The Company reserve the right to reject any and all proposals not deemed for their interest to accept.

Profiles, Plans and Specifications may be seen previous to the day advertised for letting, by application to the President of said Railroad, at the office of Charles Hamlin, Esq., in the City of Bangor.

H. HAMLIN, President.
A. W. WILDES, Chief Engineer.
BANGOR, Me., April 28, 1868.

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THE UNION PACIFIC RAILROAD COMPANY

OFFER A LIMITED AMOUNT OF THEIR

First Mortgage Bonds

AT PAR,

PRINCIPAL AND INTEREST

PAYABLE IN GOLD.

The Great Pacific Railroad Line, extending 1721 miles from Omaha, on the Missouri River, to the tide waters of the Pacific Ocean, is being built by two powerful Companies—THE UNION PACIFIC, beginning at Omaha, building West, and the Central Pacific of California, beginning at Sacramento, building East, until the two roads shall meet.

Both Companies have prosecuted the work with great vigor, the Union Pacific having already expended over

THIRTY MILLION DOLLARS,

and the Central over *Twenty Millions*, upon their respective parts of the undertaking. THE UNION PACIFIC HAVE COMPLETED 550 MILES—have iron and other materials for two hundred miles more upon the ground, and one hundred additional miles are ready for the track. They will have a much larger force employed this year than ever before, and it is expected that between

800 and 900 MILES

will be in operation during 1868. There seems to be no reasonable doubt that the distance between Omaha and Sacramento will be traversed by rail in 1870.

The GOVERNMENT GRANTS 12,800 acres of land, and its Bonds to the average amount of $28,000 per mile to aid in the construction of the line, and authorizes the issue of the First Mortgage Bonds now offered for sale, to the same amount and no more. The Government takes a *second* lien, and gives to the First Mortgage Bondholders a prior lien for their security, to which a large paid-up capital is added. The Bonds cannot be issued except as each section of twenty miles is accepted by Government commission, so that they always represent a real property.

It is universally admitted that on the completion of the Union Pacific Railroad, its through business will make it one of the most profitable in the world—but its *way* or *local* business is already several times the interest on its bonds; so that, if not another mile were built, they would be a secure investment.

THE NET EARNINGS for eight months of last year on an average of 386 miles are officially reported at **$1,069,136**, while the interest on all the bonds it could issue on that length of road for that time, reduced to currency, was only $345,856.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

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Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

APRIL 10, 1868.

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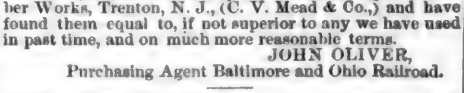
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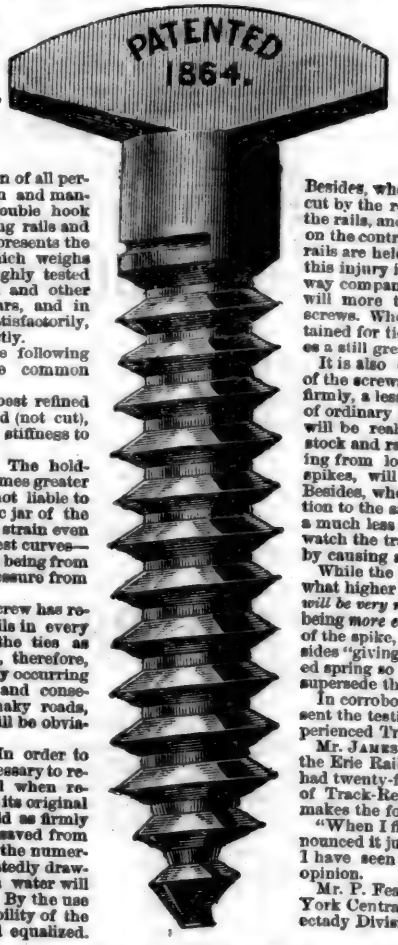
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In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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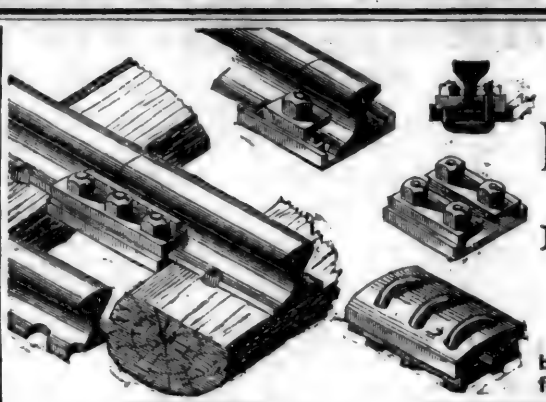
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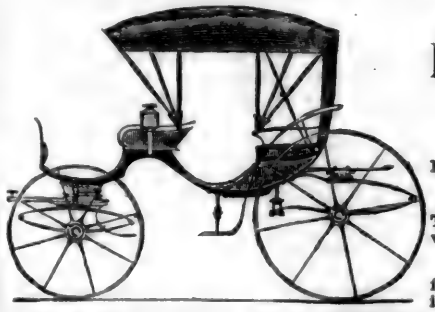
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SECOND QUARTO SERIES, VOL. XXIV., No. 21.] SATURDAY, MAY 23, 1868. [WHOLE No. 1,675, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 23, 1868.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 13th inst. The President announced that at a called meeting of the shareholders on the 11th inst., at which 111,318 shares out of 177,868 shares, (being the aggregate of both the common and preferred shares of the Main Stem and Washington Branch,) were represented, and at which the State of Maryland and the City of Baltimore were represented by their directors respectively, the resolutions prepared by the finance committee, under the instructions of the board, to authorize the issue of $2,000,000 preferred stock, on which a perpetual dividend of six per cent., and no more, is to be paid, were considered and adopted unanimously.

The President then presented resolutions authorizing, in accordance with the action of the shareholders, the issue of the preferred stock stated, and the opening of books of subscription at the office of the Treasurer of the company, Camden Station.

Subscriptions are to be received for the stock at par, with accrued interest to the date of payment. The President stated that the requirements of the company would be met for some time to come by the issue of $500,000 of the preferred stock, and that applications for considerable amounts had already been made. This stock being entitled to the same immunities as the common stock of the company, is therefore free from State and Municipal taxation, and presents a most secure and desirable investment. The resolutions were unanimously adopted.

Mr. Garrett stated that since the last meeting of the board the double track between the Point of Rocks and Catoctin (two miles) had been completed, and is now regularly used. In order to open this line three tunnels, respectively 787, 563 and 53 feet, making a total length of 1,403 feet have been constructed through extremely hard and difficult rock. Although this work proved very expensive—the cost exceeding $200,000—it will doubtless prove very advantageous in materially increasing both safety and economy in working the line.

Large forces continue to be engaged in arching the tunnels on the Parkersburg Branch. This work is progressing rapidly, 1,003 feet having been arched in nine tunnels during the month of April. The total length of tunnels upon that branch is 17,870 feet; of which, on the 1st inst., 13,103 feet had been completed. The remaining 4,767 feet, it is expected, will be finished within the next five months.

A new iron bridge at Illchester has been erected, and the last bridge required upon the line. A first class iron structure is being built upon the piers on the 21st section, near New Creek. The work upon the bridges at the Ohio River and upon the other great enterprises in which the company is engaged is being vigorously prosecuted.

An encouraging feature to induce continued effort on the part of the community and the company to perfect the connections still required to increase the business of Baltimore, especially the Pittsburg and Connellsville and the Winchester and Strasburg road, is shown by the aggregate revenues of the Baltimore and Ohio Company and its present branches for the past month, which amounted to $868,452 21. At the low tariffs existing, this revenue indicates the vast volume of traffic which is being transported, and which builds up and develops all the great interests with which the company is connected.

Central Pacific Railroad.

In a recent Circular of Messrs. Fisk & Hatch, financial agents of the Central Pacific Railroad Company, it is stated that "the net earnings for the past year upon less than one hundred miles, operated under temporary disadvantages, amounted to $1,087,901, in gold, over the operating expenses; and the gross earnings for the first quarter of the current year were fifty per cent. greater than for the same period in 1867. It is estimated that the net earnings for 1868 will reach $2,500,000, which, after deducting interest payments (estimated at less than $4,000,000,) are applied to construction purposes. Beside further subscriptions to the capital stock and other resources, the company will be receiving from the United States Government its thirty-year six per cent. bonds, at the rate of $32,000 per mile, and are therefore enabled to carry forward the enterprise with the utmost confidence and vigor."

The Brooks Insulator in France.

In our issue of last July, we gave some account of the admirable improvement in telegraph insulators made by Mr. David Brooks, and we published the result of experiments made upon them, in comparison with others, by Dr. Charles M. Cresson. Since that time, the insulator, without a preliminary decease has been, where other good Americans are reported to go after that event—to Paris.

We have now received the first news of its arrival and condition, from the French press. In *L'Union*, of February 4th, we find the following statements, which it gives us great pleasure to translate and publish:

"M. de Vougy, Director-General of Telegraphs, some time since appointed a commission specially charged with the examination of telegraph insulators of the most approved construction, with a view to the adoption of the best sort for our lines.

"This commissions provided with instruments of the greatest delicacy for detecting loss of the current by the insulators, have established the great superiority of the insulator devised by Mr. David Brooks, of Philadelphia, to all its competitors, and have ordered from him a large number to make an experiment, on the large scale, upon our telegraph lines." A description is here given,

which we omit, because identical in substance with that we have already published, (Vol. IV., p. 10,) after which, as follows :

"Mr. Brooks, who is constantly engaged in connection with telegraphic constructions, and whose insulator is very well known in America, only arrived at the complete form, which we have just described, after many and continued experiments.

"It is clearly to the use of paraffine, now recognized as the first of insulating substances, that Mr. Brooks owes the success which he has obtained."

From a private letter received from a gentleman who is one of the commission mentioned above, we learn that after six months' trial, the Brooks Insulator excelled its next best rival fully one hundred times.—*Franklin Institute Journal, March*, 1868.

Michigan Southern and Northern Indiana Railroad.

The earnings of this road for the years ending March 1, 1867 and 1868, were as follows :

	1867.	1868.
From freight	$2,681,900 16	$2,725,249 80
" passengers	1,749,336 74	1,689,107 09
" mails	54,786 24	54,645 43
" express	120,316 65	186,588 09
" rents	19,780 83	22,772 50
" all other sourc's	47,072 24	68,856 20
	$4,673,192 86	$4,747,219 11
Expenses, viz :		
Repairs of roadway	$617,590 52	$558,177 31
" bridges	34,177 74	68,781 52
" fences	16,235 61	30,672 58
" buildings	57,437 51	81,663 80
" engines	249,856 59	242,625 50
" cars	229,793 47	223,816 31
" tools, etc	17,445 41	17,933 12
" fuel	255,568 63	268,740 13
" oil, waste, etc	65,781 77	50,180 60
General superintend'ce	51 598 38	54,124 53
Gen'l office clerks, etc.	19,777 22	28,156 05
Outside agencies	40,462 02	41,515 22
Conductors, etc	108,294 19	111,643 30
Engine and firemen	143,397 01	147,191 76
Agents & station labor	320,709 39	268,354 41
Switch and watchmen.	84,361 54	89,700 91
Telegraph	42,660 78	46,869 66
Flagmen and patrol	19,752 49	16,840 03
New and re-ro'led rails	447,827 50	316,433 10
Joints for do.	47,434 80	22,312 80
Gas and water.	28,458 39	28,574 21
Supplies	25,837 73	30,571 49
Loss and damage	44,093 19	38,310 83
Law exp. & N.Y. office	44,945 38	29,872 34
Advertising, etc	21,376 81	18,913 38
Rents, insurance, etc.	28,831 74	34,412 61
	$3,063,705 81	$2,866,387 50
Net earnings	$1,609,487 05	$1,880,831 61
Less :		
Interest on funded debt	$640,516 13	
Dividends on guaranteed stock	68,740 00	
Taxes	138,254 88	
Rent Erie and Kal. R.R.	30,000 00	
Interest and exchange	2,569 05	
Contributions to Sinking Fund	151,000 00	
		1,031,080 06
Surplus		$849,751 55
Add cash on hand March 1, 1867		295,698 67
Sinking Fund Bonds sold at par		58,000 00
Union Stock Yard stock "		50,000 00
Sales of land at Chicago, etc		67,780 06
Common stock issued in settlement of back dividends on guaranteed stock		45,000 00
Total, to be accounted for		$1,866,230 28
Disposition of same—		
Lands purchased, Toledo, Chicago, etc.	$31,738 66	
Completion of depots, Chicago and Detroit	49,174 40	
New buildings on line	15,359 90	
New side tracks	20,248 90	
Bridge masonry	83,810 26	
Other improvements	22,895 08	
New cars	201,850 15	
Settlement back dividends on guaranteed stock	45,090 00	
Premium on conversions of do. (cash)	60,240 00	
D., M. & T. stock bought in	3,629 67	
Northern Indiana 1st mort. bonds paid	4,000 00	
Second mortgage scrip paid	200 00	
Decrease in floating liabilities	274,846 04	
Worthless assets charged off	5,513 48	
Cash in New York	$382,513 06	
" Chicago	107,463 79	
Increase in working supplies	57,656 89	
		547,633 74
Total, as above		$1,866,230 28

Compared with the previous year, the gross earnings of 1867-'68, show an increase of $74,026 25; with a decrease in operating expenses of $197,318 31—making the increase in net earnings, $271,344 56. The report says :

Earnings derived from freight show an increase of $43,349 64. This is wholly on local business, as the amount of through traffic is less than the year preceding.

The action of the Trunk lines in fixing arbitrary prices for transportation of freight between Buffalo and the seaboard, compelled the establishment of rates from Chicago to New York and Boston, which, during part of the winter, proved almost prohibitory—this has resulted in the holding at Chicago of a large amount of produce for the opening of lake navigation, while a moderate (and we think remunerative) rate would have moved the property and added considerably to the revenues of this and connecting roads.

The business of the Empire Transportation Company, a fast-freight organization, extending from Chicago to New York, Philadelphia and Baltimore, was in December last transferred to this road, and the experience of the first few months indicates that it will be to us an important auxiliary.

Passenger earnings show a decrease of $60,229 65 as compared with the previous year. It will be observed that this loss is in local traffic before harvest, as, commencing with August the number of local passengers shows an increase in each remaining month of the year. This result was expected; it will be remembered that the wheat crop of 1866 was a failure, and of course, all sources of local earnings were injuriously affected, while the crop of 1867, being good upon most of our line, the contrary result was obtained.

Since the payment of a dividend on the common stock, paid March 1st, 1865, the policy of the direction has been toward such a disposition of the earnings as would make the property valuable to those whose interest therein was of an investment character. The interest of the permanent stockholders has been kept steadily in view, and the temptation to prematurely resume the payment of dividends resisted. This resistance was not always an easy task, two influences combining to increase the difficulties of delay. The natural impatience of stockholders to realize income from their property, and the desire of parties holding stock merely on speculation to profit by the impetus a dividend might give to the market for the stock, combined to urge upon the management an early resumption of dividends.

The direction has, however, steadily maintained the policy of putting the road bed and track in good condition, increasing the strength and improving the quality of the equipment, and adding necessary depots and station accomodations. Also, of relieving the finances from the burden of floating debt and of claims that threatened the company with vexatious litigation and heavy payments. All of these objects were to be accomplished as preliminary to the payment of dividends, and, at least in so far as they involved the expenditures that might be classified as for construction, without adding to our liabilities either of stock or bonded debt. Necessarily the net earnings were drawn upon for the purpose, and to the exclusion, for the time being, of dividends upon the common stock. In pursuing the policy indicated during the past three years, after first satisfying those claims for interest, rentals, etc., which precede the common stockholders' claim for dividends, the residue of the net earnings has been applied annually to the enlargement and improvement of their property.

These expenditures for construction, so to speak, have been, during the three years, as follows :

New buildings and depot grounds	$526,484
New equipment	484,038
New track	87,950
New stone bridges	173,794
Union stock yards	100,000
	$1,372,266

The improvements enumerated have gone far towards raising the property to the desired condition of permanence and enlarged capacity, with their resulting cheapness in operating, and increase of earnings, a condition justifying the expectation of an early resumption of cash dividends with a reasonable certainty of their being regularly maintained thereafter; also warranting the expectation that the stockholders may soon have represented to them in some form the sum invested in these additions to their property. The direction, whilst under the necessity of delaying dividends, have never been insensible to the propriety of the expectations entertained by the stockholders of realizing income at the earliest practicable period and receiving the profits earned when the liabilities would bear the increase involved in the payment.

Besides the amount of earnings invested in improvements and additions to your property as previously stated, net earnings have been applied annually by the Commissioners of the Sinking Fund to the extinguishment of the bonded debt. The amount thus applied from the creation of the fund to date is $1,310,000. For this application of profits the stockholders may reasonably expect a representation when the distribution will not involve a departure from the sound financial policy which it has been and still is the aim of the management to pursue; that is to say, when the increased business of the road will warrant such an addition to the aggregate liabilities as would result from such a division of past profits.

The amount to the credit of income for these undivided profits may be properly stated as follows :

Profits invested during the past three years in construction and new property	$1,372,266
Total of Profits invested in the Sinking Fund (of which $426,000 was contributed during the past three years)	1,310,000
Amount of money not derived from sales of stock and bonds but from earnings, applied to extinguishment of guaranteed stock and guarantees during the three years	99,819
Cash on hand—clear surplus	489,977
Total	$3,272,062

Of which $2,388,062 is the accumulated surplus earnings of the past three years.

Of the burdensome claims previously referred to as pressing upon the company in March, 1865, the heaviest in amount and the one threatening the most vexatious litigation, was the ten per cent. guaranteed stock. It amounted then to nearly three millions of dollars, and with the addition of claims for back dividends, raised the aggregate to a sum exceeding four and a half

millions. During the three years past this stock has been so far extinguished that but $586,800 remains outstanding, upon only $186,200 of which are there any unsettled claims for back dividends.

Notwithstanding the decision of the Supreme Court of Massachusetts mentioned in our last report, whereby the litigant for back dividends was defeated, another guaranteed stockholder has sued the company in the New York Supreme Court on a like claim. Whatever the result of this suit may be, the amount of unsettled claims is now so small as to deprive the question of the importance it once possessed, and render its consideration of no practical value in reviewing the financial condition of the company.

The cost of the extinguishments of the guaranteed stock and of the claims thereupon, and the cost of the purchases of Detroit, Monroe and Toledo railroad stock, effected during the three years, was met mainly by sales of previously unissued bonds and common stock, principally in 1865 and 1866, as has been heretofore reported to you in detail. For amount of earnings money applied to this purpose see table above.

As the time for resuming payment of dividends is believed to be approaching, it has been thought proper to lay before the stockholders the foregoing brief summary of the financial operations since the last dividend was paid, in order that they might estimate more correctly the present condition and value and the future prospects for their property.

To this end we may add further, that during this period the amounts paid as current expenses have more than maintained the value of the property, extraordinarily large sums having been paid for this purpose. For instance, there has been laid 209 51-100 miles (20,030) of new and rerolled iron, amounting to 40 per cent. of the entire road. We have also laid 395 87-100 miles (953,824) of cross ties, or 68 per cent. of all in the track, costing nearly two millions of dollars.

Had the property been allowed to remain in the condition it was in at the beginning of the three years just closed, the surplus of $3,272,062 previously stated would have been considerably larger.

In February last the Board authorized the execution of an agreement which was entered into with the Erie Railway Company whereby that company agrees to extend its broad-guage to Toledo by the way of the Atlantic and Great Western Railway. This company agrees thereupon to carry the same guage over its line by third rail or otherwise to Chicago.

Estimates considered reliable justify the Board in believing that the profits of the increased traffic furnished by the enlarged facilities will greatly exceed the charge for interest on the cost. Therefore it is not in contemplation to apply net earnings to cover the cost of this construction, but to meet it by an increase of liabilities in some form.

Neither our inclinations nor our policy point to an alliance with either the wide or narrow guage lines so exclusive as to place us in an attitude antagonistic to the other. On the contrary we believe that our interests will be promoted by all such enlargements and additional connections as will increase the facilities for interchanges of business with both, and improve our business relations with any and all of these lines, linking our great West with the seaboard. Our interests are in harmony with the interests of all the great lines lying between our eastern termini and the seaboard, and it would be a policy alike illiberal and unwise that would discountenance connections and improvements tending to avoid the evils of breaking bulk and operating to cheapen the cost of transit.

With the local growth along our lines and the extension of our western connections to the Pacific, the future of your property, intermediate trunk line as it is, points to an aggregation of business over its rails that will defy the restrictions so narrow a policy would impose.

Of the Sinking Fund Bonds stated in our last report as on hand, nineteen remain in possession of the company, as yet unsold and unissued.

The large elevator "A" at Toledo was destroyed by fire December 21st. Contracts have been made for rebuilding it, and it is expected to be ready for use by August 1st.

The Board would again express their appreciation of the fidelity to the interests of the road exhibited by the general superintendent, chief engineer and heads of departments, and the employees generally during the year just closed. The remarkable freedom from accidents with which the trains have been run affords the best evidence of their efficiency.

The assets and liabilities of the company at the close of the past and preceding year were as follows:

AVAILABLE ASSETS.

	1867.	1868.
Uncollected earnings	$198,928 44	$187,279 91
Freight overcharges due Co	24,669 45	13,327 03
Bills receivable, Chicago	5,801 24	9,210 00
Working supplies on on hand	656,527 99	735,436 78
Individual accounts, Toledo	1,669 71	.....
Totals	$887,596 83	$945,253 72

FLOATING LIABILITIES.

	1867.	1868.
February expenses, etc.	$484,700 43	$234,406 36
Unclaimed interest and dividends	32,623 28	33,071 31
Bills payable, Chicago.	25,000 00	.....
Totals	$542,323 71	$267,477 67

The apportionment of freight and passenger earnings of Main line and branches for the year 1867–'68, was as follows:

	Passenger.	Freight.
Through business	$741,940 58	$1,051,418 17
Main line, local	507,358 76	1,066,315 17
Air line, local	151,133 88	256,086 04
Detroit, Monroe and Toledo	190,548 10	188,292 76
Adrian and Monroe	39,076 25	64,737 99
Jackson Branch	59,049 52	46,989 30
Storage	.....	51,410 37
Totals, as above	$1,689,107 09	$2,725,249 80

The number of passengers carried eastward, was 402,998; do., westward, 449,190—total, 852,188, of which 128,110 were through, and 724,078 way. Of the through passengers, 88,618 were 1st class, 21,837 2d class, and 17,655 3d class, yielding $741,940 58. Of the way passengers, 722,629 were 1st class, 909 2d class, and 540 3d class, yielding $947,166 51. The number of miles traveled by through passengers, was 31,615,064; by way passengers, 28,777,559—total, 60,392,623; showing an increase in passengers carried of 5,488, and in the mileage of do., 2,868,729.

The number of tons of through freight moved eastward, was 194,800; do., westward, 91,652—total, 286,543, yielding, $1,201,529 62. Way freight moved eastward, 271,454; do., westward, 177,531—total, 448,985, yielding, $1,472,309 81. Total tons through and way eastward, 466,254, yielding, $1,579,981 13; do., westward, 269,184, yielding, $1,093,848 30—the total tonnage being 735,438, against 699,765 the previous year, and the revenue therefrom, as above, (exclusive of storage,) $2,673,839 43—a gain, as compared with the previous year, of $22,693 91, or 0.86 per cent. Mileage of freight eastward, 71,912,049; do., westward, 38,251,562—total, 110,163,611.

The company have 99 locomotives, 63 first class, 9 second class, 2 sleeping, 24 baggage, 5 emigrant, 1 paymaster's, 26 drovers', 22 caboose, 233 stock, 965 box, 320 platform, 1 tool, and 3 wrecking cars.

Number of miles run by passenger trains, 863,077; by freight trains, 1,308,165; by wood and gravel trains, 216,156—total, 2,387,398, an increase over the previous year of 1,205. Cost of repairs of engines per mile run, 10.16 cents.

CONDENSED BALANCE SHEET.

Railroad		$14,654,881 48
Equipment		2,865,817 34
Detroit, Monroe and Toledo R. R.		1,291,968 13
D., M. & T. R. R. stock (at par)		411,700 00
Union Stock Yards Chicago	$100,000 00	
Supplies on hand	735,436 78	
Cash on hand	489,976 85	
Uncollected earnings	187,279 91	
Claim against A. L. & T. R. R.	3,000 00	
Freight overcharges due us	13,327 03	
Bills receivable	9,210 00	
		1,538,230 57
		$20,762,597 52
Capital stock—common		$10,059,400 00
" guaranteed		586,800 00
		$10,646,200 00
Funded debt, ($9,038,640,) viz:		
Sinking Fund 1st general mortgage bonds	$6,094,000	
Less held by S. F	1,310,000	
		4,784,000 00
General second mortgage bonds		2,698,000 00
Goshen Line bonds		637,000 00
Detroit, Monroe and Toledo bonds		924,000 00
Scrip outstanding		640 00
February expenses		234,406 36
Unclaimed interest and dividends		33,071 31
Profit and loss		810,279 85
		$20,762,597 52

President.—E. B. PHILLIPS.

Directors.—Jesse Hoyt, Henry Keep, Le Grand Lockwood, Albert Havemeyer, D. N. Barney, John P. Acker, Nelson Beardsley, William Williams, John S. Barry, Philo Morehous, E. B. Phillips, Albert Keep and Truman H. Hoag.

Treasurer.—LE GRAND LOCKWOOD.

Secretary.—D. P. BARHYDT.

Gen'l Sup't—CHARLES F. HATCH.

Union Pacific Railroad.

The Secretary of the Interior has submitted to the President the report of the Government Commissioners on the additional section of twenty miles of the Union Pacific Railway recently forwarded to the department, stating that the road is ready for present service and recommending the issue of bonds and patents to the company on account of said section agreeable to law. The President has accepted the report and recommendations and directed the Secretary of the Treasury to carry them into effect.

☞ Another section of twenty miles of the Union Pacific Railroad, Kansas Branch, has been completed, and commissioners have gone out to examine it. This finishes the track to the three hundred and eightieth mile post.

☞ Capt. A. W. Eichelberger has been re-elected President of the Hanover Branch Railroad Company. The stockholders have resolved to subscribe $20,000 to the stock of the Frederick and Pennsylvania Line Railroad Company.

Commerce of New York.

The foreign imports at New York for the month of April, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	$10,800,747	$9,652,649
Do. for warehousing	13,327,839	10,780,668
Free goods	1,232,997	964,488
Specie and bullion	271,710	871,079
Total entered at port...	$25,633,293	$22,268,884
Withdrawn fr. wareh'use	8,838,610	10,140,834

The foreign imports at New York for the four months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	$46,586,489	$39,894,052
Do. for warehousing...	42,696,311	39,118,127
Free goods	3,792,648	3,283,243
Specie and bullion.....	680,787	2,723,304
Total entered at port..	$93,756,135	$85,018,726
Withdrawn fr. wareh'se	43,331,661	36,217,921

The foreign imports at New York for ten months of the fiscal year, were:

	1867.	1868.
Six months	$143,210,153	$116,072,182
January.....	20,979,087	15,418,571
February.....	25,630,781	20,818,337
March.....	21,512,974	26,512,984
April.....	25,633,293	22,268,884
Total 10 months.....	$236,966,288	$201,090,908
Deduct specie.....	9,078,630	4,472,947
Total mdse.....	$227,887,658	$196,617,961

The duties received at New York for ten months ending with April, were:

	1867.	1868.
Six months.....	$60,531,571 82	$54,731,301 44
January.....	9,472,248 48	7,133,428 42
February.....	11,466,418 42	9,696,752 39
March.....	11,977,418 19	11,195,861 33
April.....	9,372,701 48	10,023,029 37
Total 10 months..	$102,820,358 39	$92,780,372 95

The exports from New York to foreign ports in the month of April, were:

	1867.	1868.
Domestic produce	$16,979,383	$13,976,761
Foreign free goods.....	38,389	113 489
Do. dutiable.....	845,824	648,960
Specie and bullion	2,261,283	6,095,179
Total exports.....	$20,124,879	$20,834,389
Do. exclusive of specie.	17,863,596	14,739,210

The exports from New York to foreign ports for four months from January 1st, were:

	1867.	1868.
Domestic produce.....	$64,186,067	$54,169,739
Foreign free goods	220,532	187,317
Do. dutiable	2,883,376	2,415,520
Specie and bullion.....	8,828,236	21,343,741
Total exports	$76,068,211	$78,116,317
Do. exclusive of specie	67,239,975	56,772,576

The exports (exclusive of specie) from New York to foreign ports for ten months ending with April, were:

	1867.	1868.
Six months ending Jan. 1st.....	$84,590,637	$91,143,385
January	13,448,647	14,448,327
February	15,452,506	14,021,589
March	20,475,226	13,563,450
April.....	17,863,596	14,739,210
Total mdse.....	$151,830,612	$147,915,961
Specie.....	25,599,506	48,550,027
Total exports 10 mos..	$177,430,118	$196,465,988

☞ A company has been organized in Washington Territory to build a railroad from Walla Walla to Portland.

Railroad and Steamboat Connections at Albany.

The following is a copy of an act passed by the Legislature of New York on the 4th of May, 1868, the object and intent of which is to compel railroad companies whose roads terminate at Albany or Troy, (except the Hudson River and Harlem railroads) to furnish the same facilities to passengers, baggage and freight received from or to be transported by steamboats on the Hudson River as is afforded the same if received from or to be transported by railroad:

SECTION 1. The proprietors of any steamboat, or line of steamboats, navigating the Hudson river, are hereby authorized and empowered to furnish tickets, upon being paid therefor, for the transportation of passengers from any station on the line of any railroad terminating at the city of Albany or Troy, for the conveyance of such passengers from the city of Albany or Troy to the city of New York on their said steamboats. On such tickets being furnished to any such railroad company it shall be their duty to require their ticket agent, at any station on the line of their road, to sell such tickets, and to any passenger who shall make application therefor, at a price which shall be equal to the amount of fare charged upon such road to the city of Albany or Troy, with the addition of such price as shall be fixed by the proprietor of such steamboat for the transportation of such passenger from Albany or Troy to New York.

SEC. 2. The proprietors of said steamboat, or line of steamboats, are also authorized and empowered to furnish baggage checks for the transportation of any passenger's baggage through to the city of New York by the way of their said steamboats, and on such checks being furnished to the baggage-master, at any station on the line of said railroads, it shall be his duty to check baggage on the application of any passenger through to the city of New York, which baggage, on its arrival in the city of Albany or Troy, shall be delivered up to the authorized agent of any steamboat, or line of steamboats, to be transported from the railroad to the steamboat, on which such passenger contemplates going, without the check being removed from such baggage. And said baggage shall be transported from railroad station to steamboat landings, and from steamboat landing to railroad station, by said steamboat owners, free of charge.

SEC. 3. It is hereby made the duty of every railroad company, which terminates at the city of Albany or Troy, on application being made therefor by the proprietor of any steamboat, or line of steamboats, navigating the Hudson River, to furnish them with tickets for the transportation of passengers from the city of Albany or Troy to any point on the line on their respective roads, to be sold by such steamboat proprietors in their respective offices, and to receive and transport the baggage of any passenger which shall be checked through to any point beyond the city of Albany or Troy; such tickets to be sold and paid for to the railroad or steamboat company, which shall furnish the same at the price charged by such company for the conveyance of such passenger to the place which such ticket purports to carry him. The object and intent of this act being to compel railroad companies to furnish the same facilities to passengers going to or from the city of New York by boat as is afforded those who go by the railroad.

SEC. 4. If any freight shall be delivered at any station on the line of any railroad which terminates in the city of Albany or Troy for transportation to the city of New York, which is marked to go to New York via boat, or any particular line of boats, it shall be the duty of the railroad company to whose agent such freight shall be delivered, to receive the same and transport it with all convenient speed to the city of Albany, and on its arrival, the company over whose road the same has been transported, shall forthwith cause to be notified the agent of the steamboat line by which it is directed to be sent, and shall deliver the same to such agent with the bill of charges thereon due such railroad company, for the payment of which charges the proprietor or proprietors of such steamboat line shall be responsible. But the railroad company transporting such freight shall not charge for its transportation over its road, any greater sum than they charge for carrying the same kind of freight the same distance over their road if the same were transported from Albany or Troy to New York by railroad, and any freight delivered by the authorized agent of any steamboat or steamboat company, for transportation over any railroad, which shall have been brought from New York by boat, shall be transported by such railroad company to its place of destination for the same price as it would be if brought from New York by railroad.

SEC. 5. Any railroad company in this State, whose agent or servants shall neglect or refuse to sell tickets or furnish a check, as is provided for in this act, when the same shall have been furnished them, shall be liable to the same penalty as is provided for in section thirty-seven of the act passed April second, eighteen hundred and fifty, entitled "An act to authorize the formation of railroad corporations and to regulate the same," and no fare or toll shall be collected or received from any passenger whose application for such ticket or check shall have been refused, for riding over the road of said company, and in addition thereto, the said railroad corporation shall be liable to a penalty of two hundred and fifty dollars, to be recovered in the name of the proprietor or proprietors of any steamboat or steamboat line navigating the Hudson River, in any court of competent jurisdiction, for each day they shall neglect or refuse to comply with the provisions of this act, unless such neglect or refusal is caused by a failure on the part of such steamboat proprietor or proprietors to furnish tickets and checks as herein provided for.

SEC. 6. The provisions of this act, so far as relates to the sale of tickets and furnishing of checks, shall not apply to either the Hudson River or New York and Harlem railroad companies.

SEC. 7. This act shall take effect immediately.

Liability of Railroad Companies in Pennsylvania for Injury and Loss of Life from Accidents.

An act relating to railroad companies and common carriers, defining their liabilities, and authorizing them to provide means of indemnity against loss of life and personal injury.

Be it enacted, &c., That when any person shall sustain personal injury or loss of life while lawfully engaged or employed on or about the road, works, depots and premises of a railroad company, or on or about any train or car therein or thereon, of which company such person is not an employee, the right of action and recovery in all such cases against the company shall be such only as would exist if such person were an employee. *Provided*, That this section shall not apply to passengers.

SEC. 2. That in all actions now or hereafter instituted against common carriers or companies owning, operating or using a railroad as a public highway, wherein steam or other motive power is used, to recover for loss and damage sustained and arising either from personal injuries or loss of life, and for which, by law, such carrier or corporation could be held responsible, only such compensation for loss and damage shall be recovered as the evidence shall clearly prove to have been pecuniarily suffered or sustained, not exceeding, in case of personal injury, the sum of $3,000, nor in case of loss of life the sum of $5,000.

SEC. 3. That it shall be lawful for such carrier or corporation to insure the lives and persons of passengers against loss or injury from accidental causes, and however happening, while in their charge, and for that purpose to issue and sell to such passengers applying for the same, tickets or

policies of insurance, specifying the name of the insured, the premium charged, the particular trip, or time covered by the policy, and the amount insured, not exceeding (except at the option of the said carrier or corporation) the sum of $25 for each week of disability, for a period not longer than twenty-six weeks, in case of personal injury; not more than $10,000 in case of death, and all premiums so received shall be kept separate and apart from the other receipts of said carrier or corporation, and shall not be liable for any other claim, debts or demands against such carrier or corporation than those arising out of said policies, and the amount of said premium; and the securities in which the same are invested for the benefit and protection of such policy-holders shall be reported to the Auditor-General annually as a part of the operations of such carrier or corporation as is now provided for by the act entitled "An act to require railroad companies to make uniform reports to the Auditor-General," approved April 4, 1859. Provided, nevertheless, that it shall be lawful for any such carrier or corporation, in lieu of issuing tickets as aforesaid, to keep on sale at their ticket office the policies of insurance or indemnity against personal injury or death resulting from accidental causes, issued by insurance companies incorporated for any such purposes as shall have an actual *bona fide* cash capital invested in securities approved by the Governor, State Treasurer and Auditor-General of this Commonwealth of at least $200,000. *Provided*, That a recovery upon any policy issued or sold under the provisions of this act shall be no bar to a recovery under the provisions of the second section of this act.

SEC. 3. That all acts or parts of acts inconsistent herewith, be and the same are hereby repealed, and any provisions in the acts incorporating such common carriers or corporations inconsistent herewith, shall be repealed upon the acceptance of the provisions of this act by such carriers or corporations, and upon the acceptance of the provisions hereby by any carrier or corporation, the same shall become a part of its act of incorporation.

Approved the 4th day of April, 1868.

JOHN W. GEARY, Governor.

The American Iron and Steel Interest.

A correspondent of the Philadelphia *Ledger* (D. D.) in a recent letter to that paper from Washington says:

A third effort is now being made to repeal that clause in the Pacific Railway law which requires the constructors to use American iron exclusively. Five Pacific Railway corporations have received from the National Government grants of land and loans of bonds amounting to about one hundred and twenty millions of dollars to aid the construction of their roads, on condition, among others, that none but American iron or steel shall be used.

Senator Pomeroy, President of one of the corporations made an effort in the Thirty-eighth Congress to have the clause repealed, that they might import all the iron used if it was thought expedient. Senator Sherman made a similar effort in the Thirty ninth Congress, but both failed.

Joint resolution 263, which has passed the House, and has just been referred to the Senate Pacific Railway Committee, aims at the accomplishment of the same purpose, in part. It declares that the law "shall be so construed as to make it necessary to use *American* iron only for all nails, chairs, fish-bars, bolts and spikes," leaving the corporations at liberty to import the rails and other iron for the roads for their entire rolling stock, and all their Bessemer or other steel, for any purpose, including rails.

Parties in the interest of this resolution, having thus procured, it is thought, the silence of the nail, chair and spike manufacturers by an exception in their favor, will be able to carry the day against the rolling mills that make rails and other railroad iron and the entire Bessemer steel interest this time. Next session a resolution, permitting the importation of the articles exempted now, can be introduced, and if adopted, the whole object will be accomplished by piece-meal.

Pittsburg and Connellsville Railroad.

A called meeting of the stockholders of this road was held in Pittsburg on the 16th inst., for the purpose of voting upon the adoption or rejection of the ordinance recently passed by the Baltimore City Councils, authorizing "the renewal and extension of the mortgage due the city of Baltimore by the Pittsburg and Conellsville Railroad Company, and to fund arrears of interest due thereby," together with the supplement thereto. W. O. Hugart, Esq., President of the company, after explaining the provisions of the ordinances, alluded briefly to the difficulties which had been encountered by the company, the litigations to which it had been subjected, the efforts to obtain the repeal of oppressive legislation, and the success which had crowned these efforts. He referred to the action of the Baltimore Councils, and stated that in all the efforts put forth by the company not one dollar had been expended otherwise than in a legitimate manner. He alluded in most encouraging terms to the future of the company, and stated that the work would be commenced at an early day on a financial basis that would not admit of a doubt that the entire road would be finished within two years. During the course of his remarks he also alluded to the negotiations now pending with other companies, and intimated that the only difficulty likely to arise, was from a claim by Allegheny Co., but that a proposition had already been made for its speedy settlement. After the reading of the ordinance and the supplement thereto, the following resolution was adopted unanimously:

Resolved, By the Stockholders of the Pittsburg and Connellsville Railroad Company in general meeting assembled. That the provisions of an ordinance of the Mayor and City Council of Baltimore, entitled "An Ordinance for the renewal and extension of the mortgage debt due the city of Baltimore by the Pittsburg and Connellsville Railroad Company, and to fund arreas of interest due thereby," and the supplement thereto approved on the 5th day of May, 1868, entitled a "supplement to an ordinance, passed on the 13th day of March, 1868," entitled "an ordinance for the renewal and extension of the mortgage debt due the city of Baltimore by the Pittsburg and Connellsville Railroad Company, and to fund arreas of interest due thereby," be and the same are hereby accepted, according to the tenor of the ordinances aforesaid, and that the Directors of this Company be and they are fully authorized to do whatever may be necessary to give full effect to the provisions of said ordinances, and to agree with the Trustees named in said ordinances, or with the majority of them, upon the terms, time and manner in which the bonds of the company, for four millions dollars, shall be issued, and to execute, acknowledge and deliver to the said Trustees, or to the majority of them, the deed of trust therein provided for, to be delivered to the Trustees named therein; it being, however, expressly understood that no bond shall be issued, which, in addition to the signatures of the President and Secretary, shall not be countersigned by the said parties of the second part, or a majority of them.

The Adirondack Railroad Company of this State propose to make an early extension of their road from Saratoga Springs to the St. Lawrence River or Lake Ontario. Twenty-five miles are now built and in operation from Saratoga to Luzerne.

Brooks' Patent Paraffine Insulator.

The Director General of French Telegraphs, desiring further improvements in the telegraphic material in use in that country, some time ago appointed a commission specially charged with the selection of the best kind of insulator for adaptation to the French telegraphs. Having completed their examination we learn that choice has been made of an insulator invented by Mr. David Brooks, of Philadelphia. This insulator consists of an iron hook, for holding the wire, cemented in an elongated glass vase, the latter being cemented in a hollow cast cylinder. All parts of the apparatus susceptible of absorbing paraffine, are saturated with that substance which is now known to stand first among insulating bodies. The French Government has sent to the inventor a delicate differential galvanometer of 40,000 involutions, to test the insulators he is engaged in making for their telegraph line, and specimens of all the insulators from every part of Europe offered in competition before the Commission.—*Scientific American, March* 21.

Pennsylvania Railroad.

The Philadelphia *Ledger* denies, by authority, the statement which originated in the Cincinnati papers, that this company "has recently purchased various railroads west of Pittsburg to Chicago and St. Louis." The Pennsylvania Company, it says, has not recently made any such purchase, though it has for years had control of the greater part of the roads enumerated, by holding control of the majority of their stock. Last Fall the Pennsylvania Railroad Company bought at sheriff's sale the Pittsburg and Steubenville Railroad, and now, under the consolidated title of the Pittsburg, Cincinnati and St. Louis Railroad, the Pennsylvania Railroad Company controls unbroken connection from Philadelphia to Chicago and St. Louis. The recent proposition of the company to sell new stock has not anything to do with the alleged purchase of Western Railroad connections, as some supposed on reading the announcement made in the Cincinnati papers.

Large Wire Rope.

The largest, longest and heaviest wire rope ever made in one piece, for an inclined plane, has just been completed at the works of John A. Roebling, at Trenton, N. J. It is intended for Plane No. 2 of the Lehigh Coal and Navigation Co., located at the north slope of the Wilkesbarre Mountain, in Hanover Township, Luzerne County, for the purpose of lifting coal out of the Wyoming Valley. The load hauled up each trip, consists of 10 coal cars, weighing 30 tons, laden with 55 tons of coal, making a total weight of 85 tons. Speed of rope, 9 miles per hour; inclination of plane, 14 feet 8 inches in one hundred feet. The length of this wire rope is 3,700 feet; its diameter over 2½ inches, and weight 20 tons net.

Tax on Manufactures.

In reply to the question whether those who have paid a tax as manufacturers are again required to pay on the *same goods* an additional tax as wholesale dealers, the Internal Revenue Commissioner replies, that if manufacturers sell their own goods at the *place* of manufacture they are liable for manufacturer's tax only, on such sales. But if they sell such goods at places other than the place of manufacture, they would be required in addition to the manufacturer's tax of $2 on each $1,000 of sales to include such sales with other goods which they may sell, not of their own manufacture, and pay the dealer's tax thereon.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	$1,675,139		
Allegheny Valley	1,498,400		
Alton and St Louis	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina	5,545,225		
Atlantic & Gt. Western	11,522,150		
" " " pref.	1,919,000		
Atlantic & St. Lawrence*	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio	16,151,982	A. & O.	Apl. '68 4
Do. Washington Br.	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger	670,000		Jan. '68 3
Bay de Noquet & Marq.		A. & O.	Apl.'68 5
Bellefontaine Line	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware	997,112		
Berkshire*	600,000	J.A J&O	Apl.'68 1½
Blossburg & Corning.*	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont.	459,600		
Do., do. pref.	1,340,400	M. & N	May '68 3
Boston and Lowell	1,830,300	J. & D.	Dec. '67 4
Boston and Maine	4,076,974	J. & J.	Jan. '68 5
Boston and Providence	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston)	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av. (N.Y.)	2,100,000	J. & J.	Jul '67 5
Brooklyn City	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n	399,800		
Buff., New York & Erie*	850,000	M. & N.	N'v 67 3½
Buffalo and State Line	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)	747,800	A. & O.	Apl.'68 4½
Camden and Amboy	6,842,200	F. & A.	Feb. '68 5
Camden and Atlantic, pref.	600,000		
Cape Cod Branch	721,926	J. & J.	Jan. 64½
Catawissa	1,150,000		
Catawissa, pref.	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna*	589,110		Jan '68 4½
Central of Georgia	4,666,300	J & J	Jul. '67 5
Central of New Jersey	13,768,000	J.A J&O	Ap'.'6 2½
Central Ohio	400,000	J. & D.	Dec.'67 3
Do. pref.		J. & D.	Dec. '67 3
Cen. Park, N. & E. River	970,000		Oct.'67 2½
Charlotte & S Carolina	1,201,000		
Chemung*	380,000		Mar.'68 2
Cheshire, preferred	2,017,825	Annual.	Jan' 68 5
Chicago and Alton	3,886,643	M & S.	Mar.'68 5
" " pref.	2,425,576	M. & S.	Mar.'68 5
Chicago, Burl. & Quincy	12,500,000	M. & S.	Mar.'68 f
Chicago and Gt. Eastern	4,390,000		
Chicago, Iowa & Nebras*	1,000,000		Jan.'68 5
Chicago and Milwaukee*	2,227,000		
Chicago & N. Western	13,180,927	June	Jn'68 10s
" " pref.	12,994,719	June	Jn'68 10s
Chicago, R. I. & Pacific	9,100,000	A. & O.	Oct. '67 2
Cin., Ham. & Dayton	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger		J'n & J'ly	Jan.'68&
" Street		J. & J.	Jan.'68 2
Cincinnati and Zanesville	1,600,250		
Citizens' Passenger (Phil.)	192,750	J. @ J.	Jan.'68 6
Cleve., Col. & Cincinnati	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*	2,044,600	M. & N.	M.'68, 3
Cleve., Painsv. & Ashta	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg	5,424,091	May.	M.'68 10s
Cleveland and Toledo*	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Cen.	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*	1,786,200	J. & J.	Jan.'68 4½
Concord	1,500,000	M. & N.	May '68 5
Concord & Portsmouth	350,000	J. & J.	Jan. '68 5
Coney Island & Brooklyn	600,000		
Conn. & Passump. Rivers			
Do. do. pref.	1,673,300	J. & J.	Jan. '68 3
Connecticut River	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk	300,900		
Dayton and Michigan*	2,384,941		
Delaware	406,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley	1,550,050		
Detroit & Milwaukee	452,354		
" " pref.	1,500,000		
D. Dock, E. B'dw. & Bat.	1,200,000		
Dubuque and Sioux City	1,673,641		
Do. do. pref.	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.)	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.)	492,500	J. & J.	Jan. '68 4
East Pennsylvania	654,600		
East Tenn. and Georgia			
East Tenn. and Virginia			
Eighth Avenue (N. Y.)	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*	500,000	M. & N.	N'v.'67 2½
Do. do. pref.	500,000	J. & J.	Jan.'68 3½
Erie Railway	16,570,100	F. & A.	Feb.'66 4
Do. pref.	8,535,700	Annual.	Jan. '68 7
Erie & North East*	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.	1,142,834		
Fitchburg	4,640,000	J. & J.	Jan. '68 4
Fitchburg & Worcester	247,800	J. & J.	Jan.'68 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.	750,000	A. & O.	Oct. '67 5
Frankf. and Southw. (Ph.)	491,620	J. @ J.	Jul. '67 3
Georgia	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)	112,245	J. & J.	Jan. '68 3
Girard College (Phila.)	160,000	J. & J.	Jul. '67 2
Granite		J. & J.	Jan.'68 4
Green and Coates St. (Ph.)	150,000	J @ J.	Jan. '68 2
Hartford and New Haven	$3,000,000	J.A J&O	Apl. '68 3
Hannibal and St. Joseph	2,900,000		
Do. do pref.	5,253,830		
Hanover Branch, Pa.	116,850	M. & N.	May '68 5
Housatonic	820,000		
" pref	1,180,000	J. & J.	Jan. '68 4
Hudson River	13,937,100	A. & O.	Apl. '68 4
Hazleton	1,615,000	F. & A.	Feb.'68 3
Huntingdon & B'd Top	494,380		
" " pref.	190,750	J. & J.	J'n.'68 3½
Illinois Central	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.	1,989,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.	2,000,000	J. & J.	Jan. '68
Joliet and Chicago*	1,500,000	J.A J&O	Ap'.'68 1½
Joliet & North. Indiana*	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb.	1,335,000		
Lehigh and Mahanoy	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley	10,734,100	J.A J&O	Apl.68 2½
Lehigh Luzerne	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort	514,646	M. & N.	Nov.'67 3
Little Miami	3,572,400	J. & D.	D'c.'67 4
Little Schuylkill*	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.)	90,000		
Long Island	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore	95,194		N'v'67 10
Louisv., Cin and Lex. pr.	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville	5,500,000	F. & A.	Feb.'68 4
Louisv., N. Alb. & Chicago	2,800,000		
Lowell and Lawrence	200,000	A. & O.	Apl. '68 3
Macon and Western	1,500,000		Apl. '68 4
Mahanoy & B'd Mount n*	921,615		
Maine Central	1,600,860		
Manchester & Lawrence	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati	2,029,778		
" " 1st pref.	6,586,185	M. & S.	Sep. '66 3
" " 2d pref.	4,061,744	M. & S.	Sep. '66 3
Memphis and Charleston	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio	670,000		
Metropolitan (Boston)	1,250,000	J & J.	Jan. '68 5
Michigan Central	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind.	9,811,300	May.	M. '68 10s
" " guaranteed	787,700	F. & A.	Feb.'68 5
Middlesex (Boston)	400,000		
Millville and Glassboro'	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien			
" " " 1st pref	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul	3,627,000	J. & J.	
" " " pref.	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven	2,775,000	J. & J.	Jan. '68 4
Mobile and Ohio	3,588,300		
Montgomery & W. Point	1,419,769		
Morris and Essex	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell	600,000	M. & N.	May'68 5
Nashville & Chattanooga	2,056,544		
Naugatuck	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton	500,000	J. & J.	Jan.'68 4
New Haven & N. London	738,538		
N Haven & Northampton	1,224,100	J. & J.	Jan. '68 3
New Jersey	5,000,000	F. & A.	Feb.'68 5
New London Northern	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n	4,093,425		
New York Central	26,530,000	F. & A.	Feb.'68 3
New York and Harlem	5,285,950	J. & J.	Jan. '68 4
" " pref.	1,500,000	J. & J.	Jan. '68 4
New York & New Haven	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue	797,400		
North Carolina	4,000,000		
Northern Central	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	195,000		May'67 4
Northern of N. Hampsh.	3,06?,400	J. & D.	Jun.'68 4
Northern of N. Jersey	158,800		
North Missouri	2,369,307		
North Pennsylvania	3,150,150		F'b.'68 5s
Norwich & Worcester	2,368,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n.	3,077,000	F. & A.	Feb.'68 3
" " pref.	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi	20,222,647		
" " pref.	5,607,197	J. & D.	Jun'68 3½
Old Colony & Newport	4,848,300	J. & J.	Jan. '68 3
Orange and Newark	281,550		
Oswego and Syracuse	482,400	F. & A.	Feb. '68 4
Pacific of Missouri	3,581,000		
Panama	7,000,000	J.A J&O.	Apl. '68 6
Paterson and Ramapo	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv	630,000	J. & J.	Jan '68 4
Pennsylvania	20,000,000	M. & N.	May'68 8
Peoria & Bureau Valley*	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg	1,366,500		
Philadelphia and Erie*	5,069,450		Jan. '68 3
Philadelphia and Reading	21,191,067	J. & J.	Jan.'68 5
Do. Do. preferred	1,551,?00	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor'n	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*	999,200	F. & A.	Feb. '68 6
Phila., Wil. & Balt	9,019,300	J. & J.	Jan. '68 4
Philadelphia City	100,000	J & J.	Jul. '67 5
Philadelphia and Darby	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry	217,697	J. @ J.	Jan.'68 4
Pittsburg & Connellsville	1,791,623		
Pittsb., Ft. W. & Chicago	11,500,000	J.A J&O	Apl. 68 2½
Pittsfield and N. Adams	450,000	J. @ J.	Jan '68 3
Portland and Kennebec.	1,000,000		Aug.'67 3
Portl., Saco & Portsm'th*	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia	605,019		
Rensselaer and Saratoga	800,000	A. & O.	Apr.'68 3
Richmond and Danville	2,000,000		
Richmond and Petersb'g.	847,000		
Rich., Fred. and Potomac	1,041,800		
Rockport	88,400		Nov.'67 2
Rome, Watert. and Og'nb.	2,385,500	J. & J.	Jan. '68 5
Rutland preferred.		F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute	2,800,000		
" " " pref.	1,?00,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.	1,469,429		
Sandusky and Cincinnati	2,089,000		
" " pref.	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark	900,000		
Saratoga and Hudson R.	1 020,000		
Saratoga and Whitehall*	500,000	A. & O.	Apr.'68 3
Savannah and Charleston	1,000,000		
Schuylkill and Susqueh'a.	1,269,150		
Second and Third St. (Ph.)	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley*	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke	868,200		
Second Avenue (N. Y.)	670,000	A. & O.	Oct. '66
Shamokin V. and Potts.	869,150	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.)	750,000		Nov.'67 5
Somerville	75,000	M. & N.	May'68 3
South Carolina	2,819,275		
South Shore	259,685		
South Western, Georgia	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi	1,000,000		
Staten Island	600,000	J. & J.	Jul. '67 4
Stoney Brook	267 300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.	1,200,130		
Taunton Branch	250,000	J. @ J.	Jan.'68 4
Tennessee and Alabama	595,922		
Terre Haute and Indiana	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.)	1,750,000		
Thirteenth and Fif. (Ph.)		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw	1,650 000		
" " " 1st pref.	1,700,000		
" " " 2d pref.	908,176		
Tol., Wabash and West	5,400,000		
" " pref.	1,000,000	M. & N.	N. '67 3½
Troy and Boston	607,111		
Troy and Greenbush*	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)	200,000		
Union Pacific			
Union (Phila.)	291,475	J. @ J.	Jan. '68 2
Utica and Black River	834,400	J. & J.	Jan. '68 4
Vermont and Canada*	2,250,000	J. & D.	Jun'68 4
Vermont Central	8,000,000		
Vermont and Massachu'ts	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley	516,164		
Virginia Central	3,353,679		
Virginia and Tennessee	3,452,815		
Western (Mass.)	6,710 800	J. & J.	Jan. '68 5
Western Union	2,687,237		
West Jersey	731,050		Feb.'68 4
West Philadelphia	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester	1,130,470		
Wilm. and Weldon	1,340,213		
Worcester and Nashua	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio	8,228,595		
Delaware Division	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson	10,000,000	F. & A.	Feb.'68 8
Delaware and Raritan	2,298,400	F. & A.	Feb.'68 5
Erie of Pennsylvania	64,000		
Lehigh Coal and Navigat.	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation	728 100	J. & J.	Jan.'68 2
Morris (consolidated)	1,025,000	F. & A.	Feb.'67 3
" (preferred)	1 178,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.)	1,608,207	F. & A.	Feb.'67 6
" " (pref.)	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water	2,052,083		
Union	2,907,850		
" preferred			
W. Branch and Susq	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship	20,000,000	MJS&D.	Dec.'67 3
Union Navigation	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph	28,450,000	J. & J.	Jul. '67 3
American Coal	1,500,000	M. & S.	M. '68 6
Ashburton	2,500,000	J. & D.	Dec.'68 4
Butler Coal	500,000	J. & D.	Dec.'67 2
Central Coal	2,000,000	J. & J.	Jan.'67 5
Mt. Pleasant Coal	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal	1,250,000	J. & J.	Jan. '67 3
Spruce Hill Coal	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	3,400,000	A. & O.	
Wyoming Valley Coal	1,250,000	F. & A.	Aug. '66
Rut'and Marble	1,000,000		Dec'67 2½
Adams Express	10,000,000	FMA&N	Apr.'68 5
American Express	9,000,000	FMA&N	May,'68 2
Merchants Union Express	20,000,000		
United States Express	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp.	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	P. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,860	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	58	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	96
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,880	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	45,984	164,987	loss.	—	—	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.06	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,655	10	—	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	40
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,800	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,560	4,500	6	—	30½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,580	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	268,851	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,090	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep. '67	10.76	—	—	—	37	Broadway (Brooklyn	286,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	18.00	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep. '67	4.12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	—	16,085	6,352	—	100	—
30 Sep. '67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	236	—	100	—
30 Sep. '67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	200,000	—	792,574	139 065	12	100	—
30 Sep. '67	10.24	—	—	4	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	360,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,900	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 620	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	58,296	9,042	—	100	—
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	135
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	—	—	—	—	—	—	—	—	—
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408.509	1,170,000	1,238000	70,000	1,098883	260,333	12	100	—
30 Sep. '68	—	5.00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep. '68	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	—	—	(Lease	d.)	—	—	—
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	—	—	(no re	port.)	—	—	—	—	—
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—
30 Sep. '68	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	—	15,850	390	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,886	23,343	5	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,900	10,000	74,852	21,550	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk, Schuylkill River (Phila.)	179,635	120,500	63,300	—	40,759	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—		47,463	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	439	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	66½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	65
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	16½
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,501	7½	50	37½
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	66
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	per c.	Months.	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway: 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	198,000	7	J. & D.	1870	—
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg: 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,300	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	124,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose: 1st Mortgage sus antied	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.)	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,973	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1870	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	490,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Watertville: 1st Mortgage	100,000	7	—	—	—
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1872	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, May 1, 1868.					
Loan of Jan. 28, 1847 registered	8,688,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	142
" " " coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	114
" " " coupon		5	" "	1874	117½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	125
" " " coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	114½
" " " coupon		6	" "	1881	114½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	284,246,200	6	Jan & July.	1881	114½
" " " coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) registered	1,442,065,460	6	May & Nov.	1882	106½
" " " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106½
" " " (5-20s) coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	106½
" " " (5-20s) coupon		6	" "	1885	108½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	110
" " " (5-20s) coupon		6	" "	1886	110½
" " 3d series (5-20s) registered		6	" "	1887	109½
" " " (5-20s) coupon		6	" "	1887	110½
Loan of March 3, 1864, (10-40s) registered	198,925,400	5	Mar. & Sept.	1904	104½
" " " (10-40s) coupon		5	" "	1904	104½
Pacific R. R. Bonds (currency)	23,983,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	163,490,250	7.3	June & Dec.	1868	107½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	107½
Matured Debt not presented	7,640,284	---	presentation.	---	---
Gold Certificates of Deposit	19,357,900	---	presentation.	---	---
Compound Interest Notes 1864 '65	44,573,680	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	356,144,727	---	---	---	---
Three per cent. certificates	23,330,000	---	---	---	---
Fractional currency	32,450,490	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,350	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July.	1876	---
" — " " (") "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	---
" — " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	75½
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " "	3,829,936	5	" "	1866	93½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	---
" —War Loan Bonds "	500,000		" "	'76-'81	---
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	253,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	695,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1886	---
" — " " (New) "	802,800	6	"	'88-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	---
" — " " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,522	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	---
" — " " (R.R. various) "	120,000	5	" "	1889	---
" — " " (") currcy.	159,974	5	" "	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,388	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	---
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	601,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" — " "	21,000	5	" "	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70-'72	126
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	118
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	888,000	5	" "	1863	108
" —Bounty Fund Loan	200,000	5	" "	1893	106½
" — " " "	4,379,500	5	May & Nov.	1894	110½
" — " " " sterling	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	---
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	---
" — " " " (stg.)	554,180	5	" "	'88, '90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6		'41-'71	---
" — " " (Union Bank)	5,000,000	6			Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	91½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	89½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	---
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	---
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	108
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	110
" — " " " registered	2,726,500	7	" "	1877	108½
" —General Fund Bonds	1,145,750	6	" "	pleas.	---
" — " " "	500,000	6	" "	1868	---
" — " " "	800,000	6	" "	1878	---
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1873	101
" — " " "	2,250,000	6	" "	1874	102½
" — " " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" — " " "	442,960	5	May & Nov.	1868	---
" — " " "	900,000	5	Jan. & July.	1875	---
" — " " "	800,000	5	" "	1878	91
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	---
" — " " "	167,000	5	" "	1871	---
" — " " "	4,500 000	5	" "	1874	---
North Carolina—State Bonds	386,000	6	Various.	'69-'78	93
" — " " "	8,334,000	6	Jan. & July.	'81-'90	65
" — " " "	650,000	6	April & Oct.	'90-'91	---
" — " " (new)	3,500,000	6	Jan. & July.	1900	---
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	65½
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	101
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	6	Jan. & July.	1875	102
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	---
" — " " registered	6,083,052	5	"	'68-'70	97
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	98½
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,480	5	" "	1882	---
" — " " 3d series	720,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	---
" — " " 2d series	7,909,520	6	" "	1882	107½
" — " " 3d series	9,270,017	6	" "	1892	107½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	108½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	104
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100½
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	3,276,000	6	Jan. & July	'71-'90	---
" — " " (new)	1,210,803	6	" "	1887	---
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " " "	239,167	5½	" "	Var.	---
" — " " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67½
" — " endorsement	2,207,000	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	---
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	67½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	---
" — " " registered	108,000	5	" "	long.	---
" — " " "	21,469 398	6	" "	long.	---
" — " " (Coupon	10,900,000	6	" "	long.	51½
" — " (new) registered	1,379,500	6	" "	1876	---
" — " " (") coupon	439,300	6	" "	1886	53
" — " " (")	39,600	6	" "	1890	---
Wisconsin—State Bond	406,100		Jan & July	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,444	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525,336
1866	475,641	438 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407.018	465,102	383,396	400,550	461,879	488,177	488,917	474,134	360,641	5,167,371
1868	404,467	393,251	318,219	421 008	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	166,899	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	367 966	307,919	236,824	3,840,092
1866	226,153	222 241	290,111	269,249	329.851	371,544	321,697	387,269	322,688	360,223	323,080	271,247	3,696,153
1867	343,787	157 832	225,961	282,165	335,510	342,358	354,244	416,982	408,999	426,752	359,102	339 169	3,892,861
1868	259,539	296,496	261,590	270,386	------	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,226	122,512	126,798	144,996	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,885	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,288	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	566,405	558,200	415,400	351,600	4,158,912
1868	383,600	281,900	262,900	288,700	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,156	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,654	765,398	774,279	895,712	893,357	800,325	1,038,824	1,461,284	1,508,883	1,210,287	918,088	11,532,248
1868	741,926	800,787	855,611	1,068,959	------	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,676	80,867	91,956	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,036,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429 643
1865	1,001,007	947,116	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,836	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,613
1867	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,200
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,044	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,831	4,571,028
1864	327,900	416,588	459,762	422,797	466,378	510,100	428,578	640,179	799,236	661,391	657,141	603,407	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,857	518,088	7,181,206
1866	603,053	509,266	505,465	411,605	569,250	567,679	480,626	578,253	571,345	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	526,242	709,327	738,530	823,901	727,810	613 329	7,160,992
1868	519,855	488,089	409,649	467,754	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,148	105,767	1,224,054
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,536	106,594	114,710	121,217	142,823	132,387	123,383	1,296,971
1868	92,433	81,530	98,482	108,461	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	306,106	375,567	332,269	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,152
1865	363,996	366,861	413 974	365,180	351,489	387,095	301,613	418,575	486,806	524,769	495,072	351,799	4,826 727
1866	312,846	277,234	412,716	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,540	362,218	4,660,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,316	488,388	530,871	429,786	380,094	4,663,808
1868	362,021	338,335	381,497	455,983	------	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,463	206,221	193,328	215,449	308,163	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,156	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,804	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	393,993	464,778	506,296	442,934	380,373	4,371,073
1868	343,516	304,315	328,880	415,758	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	316,389	------	------	------	------	------	------	------	------	------
1868	368,487	350,884	333,281	425,629	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	988,228	1,002,766	9,993,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	940,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,587	059,024	1,105,064	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,197,505	1,116,829	13,357,709
1865	957 869	613,381	965,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,366	1,117,854	14,576,129
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,516	1,211,104	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,916	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,320	260,486	309,261	269,444	224,963	223,242	268,177	302,696	332,400	278,008	346,243	276,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247.262	305,454	278,701	310,702	302,426	281,613	3,380,543
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,871	379,367	336,066	272,063	3,459,319
1868	211,978	231,851	265,905	252,149	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,286	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,685	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,183	711,457	1,170,241	1,125,636	754,551	1,032,149	812,178	9,555,510
1865	653,053	609,305	116,215	923,283	416,341	866,979	957,194	1,121,206	1,361,579	1,419,232	1,196,955	702,686	10,035,028
1866	738,061	725,907	779,198	861,604	1,109,267	1,140,201	996,841	1,252,336	833,742	887,793	874,974	436,490	10 637,124
1867	500,485	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,158	956,858	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,410	277,380	397,525	401,290	364,331	370,983	3,745,310
1863	387,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,500	505,814	466,300	487,642	5,132,984
1864	290,876	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,360	701,352	691,566	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	584,523	712,496	795,938	858,501	712,363	680,904	8,489,062
1866	659,982	480,986	662,163	598,806	682,510	633,667	552,378	648,201	664 926	757,441	679,735	655,223	7,467,217
1867	542,416	525,497	627,960	590,657	586,434	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,894	602,753	684,190	774,103	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,800	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	156,893	192,138	170,486	168,699	162,532	166,015	222,953	198,854	244,834	212 127	177,364	2,250,142
1867	149,658	149,542	174,162	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,965	171,499	2,207,931
1868	127,593	133,392	149,164	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,695	151,062	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	24 1,840	221,470	220,200	205,154	2,050,423
1865	144,084	139,171	155,758	144,001	188,788	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,643
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	398,248	349,117	436,065	354,631	287,150	3,717 389
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,490	3,809,353
1868	278,712	266,793	263,259	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	669,886
1866	45.102	35,005	39,301	43,882	86,913	02,916	85,376	60,098	84,462	100,813	76,348	54,468	814,086
1867	39,078	27,667	36,392	40,710	57 852	60,556	58,262	73,525	126,496	120 268	79,431	64,719	774 96*
1868	46,415	40,703	39,196	49,231	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja Ap. Ju Oc.	London.	1839	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850.	602,000	6	Jan. & July.	"	1880	97
" " " 1855.	894,250	6	Jan. & July.	"	1875	98
" " " 1834.	821,361	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1856	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000	---			1870	---
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	57
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	96
" " $675,000	675,000	6	April & Oct.	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90½
" " $2,500,000	867,000	6	May & Nov.	"	1889	90½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,585,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	100
Convertible bonds	1,500,000	7	" "	" "	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	96
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	102
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000		April & Oct.		1883	92
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	90½
Chicago and Great Eastern:						
1st Mortgage	6,600,000	7	Apr. & Oct.	New York.	1895	84
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	95
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	95½
General 1st Mortgage	3,600,000	7	" "	" "	1885	90½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	90½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1886	75
Flagg Trust Bonds	200,000	8	Jan. & July.			
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1880	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,003,000	7	May & Nov.	" "	1875	91½
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	78
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	160,500	7				
Dayton and Western:						
1st Mortgage	280,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,223,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	83
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	130,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,999,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96½
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest When payable.	Interest Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100¼
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	89½
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,690,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Luckawanna and Bloomsburg:						
1st Mortgage	2,021,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	93½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		71½
Scioto & Hocking Val. R. mort.	800,000	7	" "	"	1893	
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	840,000	6				

Description.	Amount.	Interest.	Interest When payable.	Interest Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
2d Mortgage	1,000,000	7	Jan. & July.	"	1895	70
Michigan Central:						
1st Mortgage sterling	467,489	8	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N. Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	98
2d General Mortgage	2,693,000	7	" "	" "	1877	91½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	94
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	85
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	98½
Minnesota and Pacific.						
Real Estate	1,206,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,000	7	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	6		"		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,000	6	Jan. & July.	New York.	1886	
1st Mortgage	600,000	6	" "	" "	1870	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob	1881	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'66	
" ten years	76,342	8	" "	"		
Mongomery and West Point:					'63-'66	
Mortgage (due 1863 and '65	30,500	6				
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1851	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	97½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		88
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond and Stou'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London.	1871	100
Extension Bonds	72,900	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	6				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	93½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged Stks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,500	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	4?3,000	7	Feb. & Aug	" "	18?6	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec	" "	1887	97½
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,020			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	99½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York	1875	95
N. York, Providence and Boston:						90
1st Mortgage	600,000		Feb. & Aug.	New York.	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (see'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1875	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	84½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	670,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	92½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1893	84
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	108
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98
2d Mortgage Sterling	2,293,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
2d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	70
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,366,600	6	April & Oct.	"	1870	97
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1842, "	1,525,800	6	" "	"	1880	93½
" 1844, "	804,000	6	" "	"	1880	94
" 1848, "	101,000	6	" "	"	1880	94
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	158,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	64
Mortgage (Registered)	504,000	7	"	"	1873	64
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145
2d Mortgage	937,500	7	" "	"	1563	60
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. 8kg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	80½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1893	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	82½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	259,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	74
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	33
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'88-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	93
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	70½
1st Mortgage guaranteed	200,000	6	" "	"	1890	
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	167,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,386	*	—	877,983	503,500	105,255	1,516,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,986	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,206	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,778	21,006	—	—
31 Dec. '65	469.3	18.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,859	482.5	8 mos	1,224,847	642,499	—	—
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,459,420	308,967	715,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,577	*	—	361,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,498,850	*	—	798,850	700,000	—	1,498,850	22.5	.....	220,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	406,900	23.8	58,885	108,338	26,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	3,974,680	122.4	319,433	644,728	166,184	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546.113	1,085,534	592,288	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	222,500	150,848	2,787,594	124.0	192,989	478,098	86,463	—	70
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,480	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,588	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.5	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	----	—	15	13	316	New London Northern	1,402,267	*	178,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	6	90
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6 000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	157
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,800	9,172	3,280,357	66.4	364,521	650,438	201,036	8	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,884	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,289	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,536	—	191,485	196,000	75,894	619,112	32.0	.....	7,807	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	----	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	8½	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	----	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	—
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	71.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	188 940	6,686,956	229.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	----	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,176,281	242.0	.....	1,136,142	346,856	6½	—
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,668,976	102.5	226,361	404,616	212,676	19	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,960	249,000	—	1,026,868	50.0	.....	202,714	110,616	8	—
1 May, '58	68.1	—	----	—	3	4	38	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	—
30 Sep. '59	138.0	—	----	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,243	454,541	—	—
								ILLINOIS.													
31 Dec. '67	280.0	—	----	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,966	3,892,851	1,742,733	10	138
30 Apr. '67	317.0	63.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	18,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,453	20	149
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,967	—	67
31 Mar. '67	181.8	181.5	.....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,367	3,674,084	1,413,999	10	94
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '67	454.8	252.5	.....	—	150	94	3,776	*Illinois Central*	21,328,473	*	10,231,607	23,415,780	10,544,500	.....	41,562,280	708.3	3,765,216	7,160,992	3,513,286	10	147
31 Dec. '67	111.0	—	.....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,136,269	111.0	297,509	764,463	187,005	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,207,951	.....	—	48
								INDIANA.													
— —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	—
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,728	—	20
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	16,900	2,102,761	109.0	.....	442,898	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	640,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,868	230,834	9	27
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,768	307,382	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,186	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	268	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	271,402	—	86
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,235	2,979,281	73.0	448,884	1,049,720	297,120	12	150
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,718	75.5	125,325	466,745	161,417	—	—
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,966	5,429,203	156.5	319,890	806,271	237,861	—	58
31 Dec. '67	162.0	—	----	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,892,000	795,004	5,507,201	162.0	.....	736,567	309,685	—	—
30 Jun. '65	136.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,582	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,582	4,375,988	111.8	.....	426,408	227,584	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	} Lexington and Frankfort	601,966	52,300	36,711	514,646	63,000	1,790	690,976	29.0	243,321	510,219	158,217	7	—
30 Jun. '67	56.1	—	5.4	—				} Louisville and Frankfort	1,405,910	126,735	4,278	1,109,694	294,519	7,450	1,586,923	65.1				6	
30 Jun. '67	136.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,038	2,966,000	444,172	12,841,096	324 0	929,486	4,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,098,426	1,730 600	2,504,768	8,628,793	80.0	105,960	414,741	300,220	—	—
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,638	206.0	.....	1,533,045	886,268	—	—
31 Aug '60	53.7	—	----	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,424	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	183.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,003,309	188.6	.....	340,808	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,225,490	1,496,713	10	119
29 Feb. '68	246.0	277.8	.....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,866,817	1,588,230	10,646,200	9,039,640	267,478	20,762,597	523.8	2,287,393	4,747,219	1,889,832	—	86
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,809	236.0	.....	884,342	328,692	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	169,018	—	798,285	456,949	275,960	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	84.2	—	----	60.4	...	...	.....	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,850	—	—
								MISSOURI.													
31 Aug. '68	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,000	.....	.....	206.8	579,324	1,047,567	420,026	—	78
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,583	815,063	266,716	2,469,540	4,400,000	108,235	8,028,361	182.0	.....	1,020,080	267,894	—	—
31 Dec. '62	152.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,695	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,875	719,220	—	—
31 Dec. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	4,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.5	1.6	8 2	—	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,352,106	90.1	206,186	389,201	82[illegible]	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	767,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	68.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	1.0,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,868,669	51.3	227,304	529,325	230,825	6	106
								MARYLAND.													
30 Sep. '66	279.0	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,521	3,621,755	18,016,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,923	10,096,706	4,437,983	10	122
30 Sep. '66	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,913	30.0	584,843	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	13,065,151	326.0	.....	3,390,868	1,212 159	8	44½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	209.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	3,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	15½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	84.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,167	481,471	10	140
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	139½
30 Nov. '67	44.8	24.0	66.0	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,862	6,144,615	63.6	783,066	1,942,500	781,721	16	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	80,884	66.962	721,926	—	6,134	1,098,587	47.1	88,288	197,951	61,257	6⅔	66⅔
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	125½
30 Nov. '67	44.1	30.4	36.4	—	41	70	699	Eastern	4,616,276	624,334	415,000	3,883,300	1,770,469	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	119
30 Nov. '67	51.0	42.5	76.0	—	31	33	507	Fitchburg	3,189,861	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	131
30 Nov. '67	18.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	25,421	323.884	13.2	86.195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	382,884	30,274	5,345	200.000	73,000	2.160	368,503	(O.b'y B. & L.		21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,684	81,122	720,000	—	15,000	855,725	73.4	381,529	440,241	74,679	10	132
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	152,954	43,061	6	101½
30 Nov. '67	180.5	10.5	32.5	—	34	59	387	Old Colony and Newport	6,214,824	196,805	905,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,281,065	336,310	6	92½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	48.4	1.0	10.0	—	19	17	652	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	2	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b'y B & L.		17,500	16,688	1½	110½
30 Nov '67	11.1	0.8	1.6	—	4	5	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,750	11.7	56,992	217,997	28,845	8	112½
30 Nov '66	4.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,808	—	—	(Oper	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	3.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,349	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	67½
30 Nov. '67	166.1	17.6	184.2	—	103	55	1,820	Western (incl. Alb. & W.S. etc.)	11 108,521	1,683,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	18	226	Worcester & Nashua	1 352,557	169,613	126,626	1,622,200	—	69,996	1,648,826	45.7	260,847	449,283	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689.307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433 650	688,700	128,462	8	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Oper	r. by Co	ncord)	97,925	9	128½
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northwaere	600,000	—	—	200,000	—	—	600,000	(Oper	r. by C.)	50,267	48,317	—	—
31 Mar. '67	99.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,640	681,301	242,998	8	115
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	512,668	3,753,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,418	10,182,137	—	18,169,550	124 2	.....	3,508,511	781,801	10	129½
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,497	147,928	—	9½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,645	2,075,493	5,497,127	13,768, 00	1.500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10	120
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,013,617	8,616,350	6,347,437	1,513,438	11,477,225	87.7	827,528	1,382,840	164,547	3½	69½
31 Dec. '67	33.5	—	33.5	—	37	70	211	New Jersey	4 077,493	868,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,393	846,150	10	136½
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	.....	159,100	300 000	62,145	495,044	25.0	128,394	252,366	48,459	—	—
31 Dec 67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,367	5,262,067	81.0	.....	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,'00,000	—	59,050	1,547,650	511.400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	183	West Jersey	1,259,172	*	517,358	804,150	1,018,000	—	1,822,150	37.5	.....	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,683	439,846	50,018	1,774,824	2,486,000	239,767	5,465,947	108.0	237,710	484,228	220,215	—	—
30 Sep. '67	35.7	—	.....	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43.2	20,733	49,159	28,850	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	960,000	2,280,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	140
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,102, 33	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,352,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,837	Erie	19,247,770	*	5,071,492	25,111,210	22,429,923	3,524,813	54,319,262	786.0	6,458,279	14,317,213	2,662,141	—	68½
30 Sep. '67	144.0	—	166.6	—	82	142	1,022	Hudson River	11,486 415	6,018.602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	8	138½
30 Sep. '67	97.0	20.0	.....	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.6	—	289	296	5,610	New York Central	29,759,528	6,384,877	9,429,130	28,537,000	12,099,820	688,879	46,023,535	692.0	6,401,240	13,979,514	3,109,801	6	128½
30 Sep. '67	130.8	2.1	65.5	—	41	71	633	New York and Harlem	10,491,685	1,563,697	1,109,365	6,785,050	5,993,625	37,000	12,815,675	162.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,954,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,644	86.515	—	64
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	ope	r. by R.,	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.5	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	647,225	1,428,000	386,954	6	88½
30 Sept. '67	25.2	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g	4,000,724	*	587,519	2,400,000	1,334,600	358,613	4,588,248	218.6	—	1,215,471	449,003	10	117
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	658,896	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,604	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	229	Troy and Boston	1,915,096	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	196,480	—	—
30 Sep. '67	34.9	—	3.6	51.3	5	7	56	Utica and Black River	962,732	*	—	831 300	—	121,432	952,732	34.9	83,168	150,375	83,979	7½	—
30 Sept. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	185,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.8	—	—	—	—	—	—	Warwick Valley	172,577	*	11,673	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	'59 97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201.000	671,984	3,778,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	26	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '66	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289.017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '65	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	108,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	37
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '67	136.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,356	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	107½
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	968,337	—	3,750,000	2,500,000	—	11,250,000	95.5	804,876	2,659 346	978,518	10	103½
30 Nov. '67	101 0	102.5	.....	—	63	37	1,29	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	84½
31 May '67	100.	79.4	.....	—	40	38	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,761	188.6	1,223,523	2,492,218	1,107,377	14	106½
30 Nov '67	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464.078	—	736,66	1,786,200	248,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494.54 3	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	—
30 Nov. '67	83.5	—	4 1	—	45	40	747	Little Miami	3,775,767	*	1,704,128	3,572,400	1,589,000	35,935	5,479,886	153.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '65	178.8	77.6	13.	—	58	26	485	Marietta & Cincinnati, re-org.	15,850,77	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
31 Dec. '67	40.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,335	1,707,000	461,533	23,500,000	3,888,000	598,688	28,108,918	340.0	.....	3,459,319	288,455	—	30
30 Jun. '64	53.5	16.0	.....	—	28	15	42	Sandusky and Cincinnati	3,985,364	695 400	391,992	3,382,168	1,218,972	109,318	4,972,746	205.9	346,971	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	6	220	Sandusky, Mansfield & Newark	2,868,485	*	106,623	900,256	2,041,600	28,225	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	464 8	45.2	—	—	105	49	2,18	Toledo, Wabash & Western	20,999,000	*	1,755,183	6,700,000	16,494,000	68,670	22,754,183	240	1,259,485	3,809,358	1,009,471	—	49½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	166	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,960,900	1,049,166	58,838,989	565.7	———	5,195,265	1,620,329	———	———
31 Oct. '67	65.0	2.5	5.0	—	21	9	280	Catawissa	3,634,000	———	———	3,359,500	262,500	———	3,634,000	67.5	236,991	502,918	443,361	—	54
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	———	———	1,316,900	356,100	———	1,691,037	74.0	236,078	534,295	94,147	8	88½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	12,386,020	3,308,000	708,205	17,402,225	204.5	2 034,524	2,613,979	loss.	10	120
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	———	654,600	574,900	———	1,861,664	36.0	221,129	358,531	259,992	———	———
31 Oct. '67	78.0	—	12.0	—	———	———	———	Elmira and Williamsport	2,268,000	352,000	———	1,000,000	1,620,000	———	2,620,000	78.0	255,576	396,149	4,338	b	31
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	388,004	640,768	202,865	—	———
31 Oct. '67	36.0	18.0	33.0	—	———	———	———	Harrisburg and Lancaster	1,882,550	———	———	1,182,550	700,000	———	1,882,550	leas	ed Penn.	———	133,284	7	———
31 Oct. '67	44.0	14.8	———	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	———	685,130	1,656,245	———	2,341,375	58 8	149,189	186,451	62,348	—	56½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	———	1,335,000	2,273,295	68,850	3,753,1°0	80.0	508,071	700,908	235,346	—	———
31 Oct. '67	91.0	46.8	16.0	—	33	8	1.850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	———	16,730,085	———	91,140	534,154	193,776	8	———
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	———	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,378	3,880,764	1,272,069	10	54½
31 Oct. '67	28.2	3.0	24.7	—	———	———	———	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	868,000	———	3,514,100	oper	by Read	ing R.R.	———	———	88½
31 Oct. '67	93.3	—	51.9	—	———	———	———	Mine Hill and Schuylk. Haven	3,775,600	———	———	3,775,600	———	———	3,776,600	"	"	"	302,048	8	80
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292.154	———	6,992,287	66.0	343,012	498,574	361,634	5	33½
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311 840	591,555	34,949,145	551.5	7,740,290	16,340,156	4,151,521	11	51
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,078	306,126	411,794	1,535,550	116,100	———	1,856,983	24.2	315,1°4	634,717	298,318	10	67½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469.165	*	1,645,700	5,996 700	13,000,000	22,473	19,019,173	287.5	1,604,823	2,334,731	loss.	———	25
31 Oct. '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907 514	5,099,019	23,856,101	6,569,825	———	30,416,926	474 8	3,677,457	9,106,496	2,493,842	10	45½
31 Oct. '67	26.5	—	32-2	—	———	———	———	Philadelphia and Trenton	1,378,697	———	287,418	1,099,120	200,000	———	1,666,115	33.3	———	463,706	299,32°	10	120½
31 Oct. '67	96.0	3 8	108.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	———	10,884,300	99 8	876,241	2,432,531	890 730	9	85
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	402,896	270,419	———	———
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	———	11,497,402	12,564 500	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382 623	10	108½
31 Oct. '67	28.0	—	6.0	—	———	———	———	Shamokin Valley & Pottsville	1,569,450	*	———	869,450	700,000	———	1,569,450	28.0	154,003	280,452	107,811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,883	180,693	10,000	684,036	962,600	133,966	880,602	35.4	167,352	375,680	189,705	—	18
31 Oct. '67	42.4	21.3	12.3	—	———	———	———	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	———	———	———
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,501	576,400	250,000	35,000	1,107,476	34.6	124,206	262,500	133,671	8	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	———	2,920,175	62.0	285,431	486,140	111,885	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9	———	———	———	———	———
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	———	1,201,000	384,000	———	———	109.6	———	283,263	151,536	6	———
1 Jan. '59	143.2	21.3	.....	—	———	———	———	Greenville and Columbia	2,439,769	324,161	———	1,429,008	1,145,000	345,546	———	164.5	———	341,190	125,871	———	———
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,14°,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,776	66,687	———	———
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,575	242.0	———	1,512,738	387,232	———	———
30 Sep. '60	47.6	—	.....	—	———	———	———	TENNESSEE.													
30 June '66	30.0	—	1.8	—	17	11	200	Central Southern (Tenn.)	1,021,439	58,133	———	505,214	514,000	99,110	1,187,707	47.6	———	29,967	19,187	———	———
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Georgia	———	*	———	———	2,141,970	———	———	140.0	10 mos.	441,029	154,061	———	———
30 Jun. '67	271.6	19.4	20.0	—	55	60	478	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	———	———
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Charleston	6,281,585	1,002,601	2,195,331	5,312,725	3,126 530	921,957	9,481,517	291.0	788,231	1,661,612	71,490	———	———
1859.	100.0	—	30.6	55.8	———	———	———	Memphis and Ohio	2,259,267	141,141	———	570,000	1,361,000	145,000	———	———	———	———	———	———	———
30 Sep. '66	99.2	—	———	—	12	7	92	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	———	298,721	740,000	———	———	———	———	———	———	———	———
1859.	47.4	—	2.3	—	4	5	46	Mississippi and Tennessee	3,015,107	*	———	825,399	1,069,600	962,089	3,01f,107	99.2	———	367,252	173,729	———	———
1859.	34.2	—	7.0	—	12	2	81	Mississippi Central and Tenn.	892,710	82,908	———	317,447	632,500	22,369	———	47.4	54,175	83,129	44,666	———	———
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	McMinnville and Manchester	533,807	56,816	———	144,894	406,000	5,000	———	34.2	30,065	23,806	18,892	———	———
1859.	———	———	———	———	———	———	———	Nashville and Chattanooga	3,632,882	*	———	2,056,544	1,731,000	———	———	159.0	———	734.116	337,384	6	———
1860.	45.8	—	4.2	11.7	5	5	32	Nashville and Northwestern	———	———	———	———	———	———	———	———	———	———	———	———	———
1859.	30.0	—	0.6	8.0	———	———	———	Tennessee and Alabama	76,016	76,016	———	595,922	860,000	204,544	———	45.8	57,950	127,963	67,243	———	———
								Winchester and Alabama	———	———	———	216,962	413,000	408,477	———	30.0	———	1,248	———	———	———
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	———	———	———	Buffalo Bayou, Braz. & Col'r'do	———	———	———	———	———	———	———	32.0	———	———	———	———	———
— — '58	56 0	—	.....	184.0	———	———	———	Galvest., Houst. & Henderson	———	———	———	———	———	———	———	56.0	———	———	———	———	———
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	———	———	275-000	240,000	171,560	———	50.0	31,300	32,670	———	———	———
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	———	455,000	976,000	369,000	———	70.0	102,200	282,846	196,566	———	———
— — '59	25.0	—	———	110.0	———	———	———	San Antonio & Mexican Gulf	———	———	———	———	———	———	———	25.0	———	———	———	———	———
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	498,706	184,652	———	———
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	———	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	823,027	112,163	———	———
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	———	1,097,000	———	———	1,206,683	62.5	186,761	185,474	67,785	———	———
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	———	5,000,000	3,500,000	———	8,500,000	184.5	1,030,304	1,577,782	334,326	———	11
31 May, '65	47.0	18.5	5.3	———	———	———	———	Vermont and Canada	2,250,000	*	———	2,140,000	———	———	2,250,000	ope	r. by Vt.	Central	180,000	6	97
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	———	516,164	793,200	———	———	23.6	———	90,273	34.358	———	———
30 Jun. '68	59.0	5.5	3.6	———	———	———	———	Western Vermont	1,083,500	*	———	332,000	700,000	———	———	ope	r.b.Troy	& Bost.	53,852	———	———
								VIRGINIA.													
1 Aug. '59	41.3	—	———	122.1	———	———	———	Alex., Loudoun & Hampshire	1,492,194	42,000	———	1,403,018	36,188	88,131	1,534,194	———	———	———	———	———	———
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	———	2,969,861	775,500	118,789	———	118.7	703,084	138,302	43,062	———	———
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	———	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	———	———
30 Sep. '66	103.5	———	———	———	———	———	———	Northwestern Virginia	5,322,150	*	———	5,680,685	694,000	———	———	103.5	436,729	758,388	42,878	———	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	———	———	———	2,063,655	2,923,600	380,780	———	167.7	6 mos.	800,101	102,661	———	18½
30 Sep. '66	123.3	10.1	———	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	———	1,365,600	1,631,900	124,931	3,566,187	133.4	———	289,581	49,581	———	———
30 Sep. '59	59.2	21.3	———	—	14	17	131	Petersburg and Roanoke	1,225,526	*	———	883,200	102,500	5,790	1,486,527	80.5	———	326,554	213,852	———	75
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,681,446	196.5	310,204	639,662	280,211	———	———
30 Sep. '59	75.1	———	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	98,828	———	78.6	159,981	279,945	145,386	7	———
30 Sep. '66	22.2	2.8	5.1	—	3	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	———	———
30 Sep. '59	23.7	———	0.2	14.6	2	———	28	Richmond and York River	704,840	20,554	———	657,812	85,000	———	———	23.7	12,842	———	———	———	———
28 Feb '67	80.0	———	———	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	———	———
30 Sep. '67	205.0	———	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	372,297	6,879,046	221.8	300,405	554,511	135,648	———	———
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,199,550	*	171,670	3,497,291	1,839,500	520,522	7,362,250	214.9	278,839	556,022	93,832	———	———
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,592	10,988,960	5,229 000	———	18,508,374	275 9	996,727	2,538,900	934,103	———	64
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	———	4,144,696	390.500	———	———	235.0	———	———	———	———	40
——— ———	———	———	———	———	———	———	———	Western Union	———	———	———	———	———	———	———	———	———	———	———	———	———
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,938,000	*	———	11,750,000	188,000	———	11,938,000	16.10	———	236,798	67,862	———	15
31 Dec. '62	49.0	———	———	—	16	17	214	Montreal and Champlain	2,463.989	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	———	242.798	117,842	———	65½
30 Jun. '63	1,096	137.0	———	78.0	204	130	2,399	Grand Trunk	7,210,345	*	———	15,123,430	54.750,510	7,336,405	77,210,345	1,096	———	4,368,510	1,164,865	———	———
31 July '63	229.0	115.5	63.0	—	92	128	1,639	Great Western	23,933,760	*	1,250,000	16,802,745	9,251,435	———	26,084,180	357.0	———	3,011,860	1,649,510	14	———
31Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	———	———	———	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	———	———
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	———	———	4,668,706	———	———	———	108.0	———	148,339	55,777	———	———
July,'61	60.0	———	———	———	———	———	———	New Brunswick and Canada	1,402,748	02,[illegible]	———	1,380.000	18.100	136,000	1,709,232	60 0	 c	135 [illegible]	56,670	———	———
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	———	———	20	18	160	Nova Scotia	4,278,401	*	———	[illegible]	———	———	4 278,281	92.0	188,416	138,107	37,181	———	———
	s.							NEW GRANADA.													
					11	22	120	Pan [illegible]	9,900,000	*		[illegible]			10.768,7[illegible]	48.1	———	[illegible]	[illegible]	———	———

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	18
Catawissa (preferred)	1,150,000	7	---	25½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	65½
Chicago & Alton (preferred)	2,425,400	7	7	129
Chicago & Northwestern (pref.)	14,789,125	7	7	77
Cochecho (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers, (pref.)	1,073,300	10	10	83½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,998,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	74
Hannibal & St. Joseph (preferred)	5,253,856	7	---	83
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	800,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,556,155	7	3	29½
" " (2d pref.)	4,051,744	7	3	12
Michigan S. & N. Indiana (guar.)	686,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	99
" " " (2d pref.)	841,400	7	7	91½
Milwaukee & St. Paul (preferred)	7,370,900	7	---	76½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	94½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	80
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	873,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,361	6	"	1884	80
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	93
Boat Loan	267,010	6	----	----	85
North Branch:					
1st Mortgage	800,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	71
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	62½
Preferred Interest b'ds.	227,589	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	42
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	48½
Delaware and Hudson	100	10,000,000	10	158½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----------	----	----
Lehigh Navigation	50	6,968,146	10	20½
Monongahela Navigation	50	726,800	8	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	79
North Branch	100	----------	----	----
Sault Ste Marie	100	----------	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	10
" " (preferred)	50	2,888,988	---	19½
Susquehanna and Tide Water	50	2,043,260	---	15
Union	----	----------	---	½
Union (preferred)	50	2,787,000	---	½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	39 —	@ 43 —
Pig, American, No. 1		38 —	@ 40 —
Pig, American, No. 2		36 —	@ 38 —
Bar, Refined, English and American		85 —	@ 90 —
Bar, Swedes, assorted sizes	(gold).	87 50	@ 90 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes			@150 —
Bar, English and American, Refined		95 —	@100 —
Bar, English and American, Common		85 —	@ 90 —
Scroll		125 —	@170 —
Ovals and Half-round		120 —	@150 —
Sand		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ¾ @ 3-16 inch		100 —	@160 —
Hoop		133 —	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No.'s		— 17	@ — 18
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	52 50	@ 52 50
Rails, American (at works)		78 —	@ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring.(2d and 1st qlty.)		— 10	@ — 12½
English Blister.(2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German. (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 11½	@ — 17
American, Cast, Tool,	do.	— 21	@ — 22
American, Spring,	do.	— 10	@ — 13
American Machinery,	do.	— —	@ — 14
American German	do.	— 10	@ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

		All Cash.	
	per lb.	— —	@ — 33
Sheathing, New		— 33	@ — —
Bolts		— 33	@ — —
Braziers'		— 18	@ — 20
Sheathing, &c., Old		— 26	@ — —
Sheathing, Yellow Metal		— —	@ — 26
Bolts, Yellow Metal		— 23½	@ — 24
American Ingot		— —	@ — —

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb. Pipe and Sheet, 2½ cents per lb.

		— —	@ — —
Galena	per 100 lb.	6 —	@ 6 50
Spanish	(gold)	6 —	@ 6 62½
German Refined	(gold)	6 37½	@ 6 87½
English	(gold)	6 37½	@ —
Bar	(net)	10 —	@ —
Pipe and Sheet	(net)	12 —	@ —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 27½
Straits	(gold).	— 24½	@ — 24½
English	(gold).	— 24½	@ — —

	—Gold.—		—Currency.—	
Plates, I.C. Charcoal, p. box	8 25	@ 8 37½	11 75	@ 12 50
Plates, I. C. Coke	6 75	@ 7 37½	9 50	@ 10 50
Plates, Coke Terne	— —	@ 6 37½	— —	@ 9 25
Plates, Charcoal Terne	7 75	@ 8 —	11 —	@ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 13	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 18	@ — —
Refined, free, S. W.		— 33½	@ — 34
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 23
Refined, in bond, Standard White		— 28½	@ — 29
Refined, in bond, prime White		— —	@ — 30
Naptha, Refined, (60 @ 63 gravity)		— 13	@ — 13½
Residuum	per bbl.	— —	@ 3 25

New York Stock Exchange.

Actual Sale Prices for the week ending May 20.

	Tu. 14	F. 15	Sat. 16	M. 18	Tu. 19	W. 20
Atlantic M. S. S. Co.	35	35	----	----	----	----
Boston, Hartford & Erie	----	----	15	----	15	15½
California 7s	134	----	----	----	----	----
Canton Co.	51	----	----	----	----	----
Central of N. Jersey	120	120	120	----	119½	119½
Chicago & Alton	128	127½	128	----	----	----
" " pref.	----	----	----	----	----	----
" " M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	149½	----	----	----
" " " 8 p.c	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	84	----	----	----	----	----
Chic. & Northwest'n	67½	67½	----	67	----	----
" " pref.	----	77½	77½	77½	----	77
" " 1st M.	----	92	90½	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol	----	----	90½	----	----	----
Chicago & Rock Isl.	95½	95½	94½	94½	94½	94½
" 1st M. '70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	94½	----	----	95	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	84½	84½	----	84½	----	84½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	78	----	----	----
Clev. and Toledo	105½	105½	106	105½	106½	106
" S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	----	----	103	103½	----	----
Cumberland Coal, pref. 35	----	----	35	35	----	----
Del. & Hudson Canal	168	157	155	158½	159	158½
Del., Lack. & West.	119½	119½	----	----	120	----
" 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	----	70½	68½	69½	68½	68½
" pref.	----	----	----	----	----	74
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	101	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	----	----	----	----	76	76
Hudson River	136	137½	138	----	----	138½
" 1M. 7 p.c. '69-101	101½	----	----	----	----	----
" 2M. S. F.	----	----	----	106	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	145½	----	----	----	----	147
" bonds	113	----	----	----	----	114
Marietta & Cin. 1st pref.	29½	29½	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	6	----	----	6	5	----
" " pref	10	10	----	----	9½	----
Michigan Central	----	----	----	----	118½	118½
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	85½	85½	87½	86½	86½	86½
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	63	63	----	----	----	64½
" " pref.	76	76½	----	----	76	76½
" " 1st mort.	----	----	94	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	90	90½	91	90½	91	91½
" 1ss, to H. & St. J. R.	----	----	----	89½	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" 1st mort.	97	----	----	97½	----	----
" 2d mort	----	----	----	88	----	88
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	128½	127½	125½	128½	128½	128½
" 7s, S. F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	93½	----	----	93½	----	----
" 6s, S. F. '87	95	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	100	100	----	----
" 3M. 7 p.c. '87	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	157
N. Carolina 6s ex-coup.	65½	66	66	----	----	66½
" new	64½	64½	----	66	----	----
Ohio & Miss.	30½	30½	30	29½	29½	30½
" " pref.	----	----	----	80	----	----
" " 1st m.	95	----	----	----	----	94
Pacific Mail S.S. Co.	92½	91½	91½	90½	90½	92½
Panama	----	----	----	----	----	----
Phila. and Reading	90½	90½	90½	90½	91	91½
Pitts., Ft. W. & Chicago	106½	106½	107½	106½	107½	107½
" " 1M	105½	----	----	----	----	106
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	31½	29½	30½	29½	28½	29½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	66	----	66	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	86
" " Inc. b'ds	80½	----	----	----	----	----
Tennessee 6s. ex-coup.	68½	69	68½	----	----	68½
" new	66½	66½	66½	67	67	67½
Tol. Wab. & Western.	51½	51½	----	----	50½	50½
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	80½	80½
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	53½	----	53½
Virginia 6s, ex-coupon.	59½	53	----	52	----	52½
" new	----	----	52½	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending May 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W. 20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	125		
U. S. 5s, 1871, coup.	----	----	----	----		
U. S. 5s, 1874, reg.	----	----	----	114		
U. S. 5s, 1874, coup.	----	117¼	117¼	117¼		
U. S. 5s, 10-40s, coup.	103¼	103¼	----	103¼	103¼	104¼
U. S. 5s, 10-40s, reg.	----	----	----	103¼	103¾	
U. S. 6s, 1881, reg.	113¾	113¾	----	----	114¼	114¼
U. S. 6s, 1881, coup.	114	114	----	----	114¼	114¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	106¼	106¾	106¾	107	106¾	
U. S. 6s, 5-20s, c. '62	109	109	----	109¾	109¾	
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	107¾	107¾	107	107¾	107¾	108¼
U. S. 6s, 5-20s, reg. '65.	105¾	10 ¼	----	----	----	----
U. S. 6s, 5-20s, c. '65	107	107¼	107¾	107¾	107¾	108¼
U. S. 6s, 5-20s, r. n. '65.	----	----	----	110	----	
U. S. 6s, 5-20s, c. n. '65.	109¾	109¾	109¾	109¾	110	110¼
U. S. 6s, 5-20s, r. n. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67.	109¾	109¾	109¾	110	110	110¼
7.30 Notes, 2d series.	107¾	107¾	107¾	107¾	107¾	108
" " 3d series.	----	----	----	107¾	107¾	108

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 19.

	W.13.	Th 14.	F.15.	Sat.16.	M.18.	Tu.19
Catawissa	----	----	----	----	----	----
" preferred	25¾	----	----	----	25¾	25¾
Camden & Amboy	----	129	129¼	129¾	----	----
" " 6s, '70	----	----	----	----	----	98
" " 6s, '75	----	----	----	----	----	91¼
" " 6s, '83	----	90¾	----	----	----	90¾
" " 6s, '89	----	90	----	----	----	90¼
" mort. 6s, '89	96¾	96¾	96¾	96¾	----	97
Elmira & W'msport	----	----	----	31	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	96¼
Lehigh Navigation	20¾	20¼	20¼	20	----	20
" " 6s, '84	----	82	81¾	----	----	----
" " Gold L.	----	87¼	87¾	----	87¼	87¼
Lehigh Valley R. R.	----	54	54¼	55	----	54¾
" " 6s	----	96	----	95¾	95¾	----
Little Schuylkill R. R.	38¼	----	38¼	----	----	38
" " 7s	----	----	----	----	----	----
Minehill	----	56	----	56	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	85	84	81	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	----	----	----	----	----	----
" " 10s.	110	----	----	----	----	----
Northern Central	----	44¼	44¼	44¼	----	44¼
Pennsylvania R. R.	53	52	51¾	51	51	50¾
" 1st m.	----	----	----	----	103¼	103
" 2d m.	----	98	98	----	98	----
Penn. State, 6s 1st series	106¼	106¾	----	----	106¾	----
" " 6s, 2d series	108	108	----	----	----	----
" " 6s, 3d series	108¾	108¾	108¾	----	108¾	----
" " 6s, W. L.	----	104	----	----	----	----
Philadelphia City, 6s	101	101¾	101	101¼	101¾	----
" " new	103¾	103¾	103¾	104	104	104¼
Philad. Germ. & Nor.	----	----	67¾	67¾	----	67¾
Phila. & Reading	45¼	45¼	45¼	45¾	45¼	45¼
" " 6s, '86.	----	----	----	----	----	----
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	24¾	25	----
" " 6s.	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	----	94¾	----	----	----
Schuylkill Navigation	----	----	----	----	----	10
" " pref.	----	----	----	----	----	19¼
" " 6s '82	71¼	----	71	----	71	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	87	87	87	----
Susq. Canal	----	----	----	15	----	----
" " 6s '78	----	----	----	62¾	63	62¾
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10¾	----	----	----	----	----
Chestnut & Wal. "	----	----	----	45¾	46	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	56¾	----	56¾
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 19.

	W.13.	Th.14.	F.15.	Sat.16.	M 18.	Tu.19
Baltimore City 6s, 1875	----	----	98	98	----	98
" " 1886	----	98¼	----	----	----	----
" " 1890	98¼	98¼	----	97¾	98¼	98¼
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	120	----	----	122	122
" " b'ds, '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Marietta & Cin. 1st m.	93¼	93¼	93¾	----	93¾	
" " 2d m.	----	----	71¾	71¾	71¾	
Northern Central	----	----	----	----	----	----
" " b'ds, 1885.	84¼	----	----	84¼	84¼	----
" " 1900	----	----	----	----	----	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	19¾	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Boston and Albany	----	----	----	----	----	149
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	140	----
Boston and Providence	----	----	140	----	----	139¼
Boston, Hartford & Erie	14¾	15	15¼	14¾	15¼	15¼
Cheshire, pref.	----	----	----	----	66¼	65¾
Concord	----	----	----	----	----	72¼
Connecticut River	----	----	123¾	----	----	123¾
Eastern	----	----	118¾	116¾	119	119
Fitchburg	----	----	130¾	----	----	131¼
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	118¼	----	----	----	119	----
Northern, N. H.	----	----	----	----	----	115x
Ogdens. & Lake Champ.	----	----	----	----	----	64
Old Colony & Newport	92¼	----	----	----	92¼	92¾
Ph., Wil. & Baltimore	55¾	55¾	----	----	55¾	55¾
Portl'd, Saco & Ports.	106	----	106	----	106	106
Vermont & Canada	101¼	----	----	----	97x	97
Vermont & Mass.	57	----	----	----	57¼	57¼
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	95	96
Metropolitan "	----	----	64	----	64	64¼
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	----	----	22¼
Franklin "	----	----	----	----	18¼	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	----	7¼	7¼
Pittsburg "	----	----	----	----	----	22
Quincy "	----	----	----	23	----	23¼
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities April 24th, and 30th:

	Closing Prices April 30.	Closing Prices April 24.
United States, 5-20s, 6 per cent 1882	70¼@70¾	70¼@70¾
Do. do. 6 do. 1884	68 @ 70	68 @ 70
Do. do. 6 do. 1885	69¼@69¾	69 @ 69¼
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Do. Bonds 5 p. ct. 1874	-- @ --	73 @ 76
United States 10-40s, 5 per ct. 1904	-- @ --	67 @ 67¼
Massachusetts State 5 per cent	-- @ --	90 @ 92
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	32 @ 34	31 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	63 @ 68	63 @ 68
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	63 @ 68	63 @ 68
Do. do., 2d mort., 1882	60 @ 65	60 @ 65
Do., consolid. mort. bonds, 1890	33 @ 34	33 @ 34
Detroit and Mil. 1st mort. 7 p. c. 1864	57 @ 59	58 @ 62
Do. 2d mort. 8 per cent.	-- @ --	59 @ 63
Erie shares, $100 (all paid)	46 @ 47	45¾@ 46¼
Do., Preference ditto	69 @ 71	69 @ 71
Do., 3d mort., 1883, 7 p. c.	-- @ --	60 @ 65
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	90 @ 91	93¼@ 94
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Mich. Cen. convertible, 1869, 8 p. c.	-- @ --	-- @ --
Do., S. F. 1st mort., 8 p. c., 1882	-- @ --	67 @ 70
Panama R. R. 2d mort., 1882, 7 p. c.	103 @106	103 @106
Do., General mortgage, 7 p. c.	-- @ --	105 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	93 @ 95
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	-- @ --	84 @ 86
Do. with option to be paid in Phil.	-- @ --	84 @ 86

American Railroad Journal.

Saturday, May 23, 1868.

Stock Exchange and Money Market.

Money has been in better supply, during the week. The offerings toward the close have been largely in excess of the requirements of street borrowers. Lenders have found much difficulty in placing balances advantageously at recent rates. The tendency has been decidedly toward lower figures. The banks have been more liberal of aid to responsible applicants; but have been met by a rather sharp competition for custom by private capitalists, thus giving borrowers any existing advantage. The city banks, last week, made a further addition of over two millions of deposits, and of $71,258 to their legal tender; while they reported a loss of $647,768 in specie. A small increase of the cash reserve of the Sub-Treasury was also noted, on an unusually heavy business, in the line of receipts and disbursements. The Office converted $5,040,850 of 7.30 per cents into 5-20s of 1867, and exchanged $13,605,000 of the new 3 per cent. certificates of deposit for Compound Interest Notes of May 15, now due. Call loans closed on Wednesday in the open market at from 4@6, generally at 5; and choice to prime discounts at from 6@7 per cent. per annum. At even these modified figures, lenders were not able to find controlable employment for their available balances, and were consequently making liberal investments in the public funds. The banks were free buyers of National coin bearing bonds, partly on account of country correspondents, who were induced to use their surplus means, in this way, by the anticipation of an early and decided rise in values.

The specie reserve of the city banks is now $20,939,142, against $15,567,252 same time last year. The city bank deposits are now $201,313,305, against $201,436,854 week ending May 18, 1867. The legal tender reserve amounts to $57,613,095, against $63,828,501 same time last year. The circulation now stands at $34,193,249, against $33,632,301 same time last year. The loans are now $267,724,783, against $247,961,874 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $80,031,000 a day, against a daily average of $84,504,761 the preceding week, and $98,119,650 the week ending with May 2, 1868. The current week's exchanges average about $84,008,500 a day. The city banks, last week, gained $71,258 of legal tender, and $2,036,737 in the deposit line, while they lost $347,768 of their specie reserve. They increased their loans, $1,968,500; and reduced their circulation, $12,160.

The New York Gold Exchange Bank reports for the week ending Saturday, the 16th day of May, 1868, the average amount of loans and discounts as $1,164,133; average amount of specie, $1,164,031; average amount of deposits, $1,668,413.

The Philadelphia Bank movement the past week shows a decrease in loans of $277,211; a decrease of $14,253 in specie; an increase in legal tenders of $215,528; an increase of $12,467 in deposits; and an increase of $3,610 in circulation. The Bank Clearings show a decrease of $5,660,167, and the balances, an increase of $479,109.

The U. S. Sub-Treasury receipts, week ending with May 16, were $30,149,016, including $2,402,484 from customs duties; payments, $30,085,338, including $2,410,000 of coin interest; balance at the close of the week, $101,878,870, against $101,815,192, at the close of the preceding week, showing an increase of $63,678. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $8,368,970 including $414,698 from customs; and payments, $6,965,925; on Tuesday, receipts, $3,865,350 including $410,410 from customs, and payments, $4,928,578. The balance at the close of business on Tuesday stood at $100,718,749, against $101,748,719, a week previous; and $99,866,825 on May 5, 1868.

National Bank notes to the amount of $107,320 were issued last week, making the total issue to 1,673 banks thus far, $307,722,271, against $282,555,440 at the close of the fiscal year ending

June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,000,446, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,721,825. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,391,000; and for the public deposits, $38,294,950—making a total of $379,685,950. The Treasury Department last week redeemed and destroyed $397,800 of worn and mutilated fractional currency, and issued $169,218 of new. The outstanding amount of fractional currency on the 1st inst. was $32,450,489, against $32,588,690 on the 1st of April, and $32,307,947 on the 1st of March 1868.

The U. S. Sub-Treasury commenced on Friday last, May 15, exchanging new three per cent. certificates for matured May, 1865, Compound Interest Notes, the outstanding amount of which was, at date of latest official report prior to May 15, $23,927,000. Of this amount some 16 millions have already been exchanged through the U. S. Sub-Treasury, in this city, for new three per cent. certificates, and a trifling amount of currency, to adjust fractional balances, chiefly on interest account.

The Sub-Treasury balance at the close of April was $102,495,374, against $98,161,867 at the close of March. The office issued $10,309,121 of coin certificates, in April. The aggregate amount of the certificates outstanding on the 1st inst. was $19,357,900, against $17,742,060 on the 1st of April.

Government revenues have been up to a fair average, since our last. The excises, last week, yielded some four millions, against three millions the preceding week; customs at the port of New York, $2,402,484, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $8,480,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $170,000,000.

Government received from customs, through the port of San Francisco, from Jan. 1, to April 29, 1868, $2,664,138, against $2,412,979 same time last year.

Gold has been moderately active all the week at from 139⅛@140⅛, the latest dealings having been at 139¾@139⅞ on Wednesday. The earlier operations were influenced by the conflicting dispatches, relative to affairs at the National capital. The verdict of acquittal of the President, as announced on Saturday, weakened the speculation. Subsequently, the augmenting export drain tended to strengthen the price, and the market wound up on Wednesday quite firm, and rather buoyant. The specie exports on Tuesday and Wednesday exceeded 1½ millions. Government was a seller of Gold, on most of the business days of the week.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $2,975,580, against $1,025,521 same time last year. The customs demand for Gold last week, averaged $400,414 a day; thus far, this week, it has been equal to $412,000 a day, or equal to a weekly aggregate of $2,472,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $9,188, and from California, $1,170,271. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $100,781,621, against $110,817,216 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $30,837,348, against $35,087,448 same time in the preceding fiscal year, showing a decrease of $4,250,100 in 1867–'68. The exports of specie from this port, last week, were $3,150,456, against $4,174,490 same week last year. The exports of specie, hence, since July 1, 1867, have been $57,316,606, against $32,364,879 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,410,000, and since July 1, 1867, $68,013,261, against $50,628,392 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to April 29, 1868, were $13,149,821, against $11,448,650 same time last year.

Government has disbursed nearly 14 millions of coin interest through the local office, thus far in May.

Foreign exchange rallied a little prior to the closing of the foreign mails on Saturday and Wednesday, but the dealings in all classes of bills were on a very moderate scale and the market wound up on Wednesday quite dull and weak. Bankers' prime sixty day bills on London closed on Wednesday at 109⅞@110⅛, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110¼@110½, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,035,781, against $3,982,664 same week last year; total, since July 1, 1867, $160,291,130, against $173,830,257 same time in 1866–'67.

Government securities have advanced ¾@1¼ per cent. since our last, influenced by the increasing ease in money, the diminishing offerings of the bonds and notes in the open market, and the notable improvement in the investment demand, on both home and foreign account. Foreign buyers are purchasing with more freedom, the earlier issues of the Five-Twenties, and also of the Ten-forty five per cents, for shipment to Europe, partly in response to direct orders thence, and partly on speculation. Hence orders run mainly on 1864 and new Five-twenties, which are relatively the cheapest of the public funds. Seven-thirties have been retired by the Treasury office at the rate of nearly 1½ millions a day, since our last, either by direct purchase, or more generally by conversions. The conversions of 7-30s, through the local office, thus far in May, reach about 11 millions. The Sub-Treasurer has also retired and cancelled, during the week, about 16 millions of May 1865 compounds, now matured and past due.

U. S. sixes of 1881 closed here on Wednesday at 114¾@114⅞; U. S. Five-twenties of 1862, 109⅝@109¾; U. S. Five twenties of 1864 at 108¼@101⅜; U. S. Five-twenties of 1865 at 108⅛@108¼; U. S. Five-twenties of 1865, consolidated, 110⅛@110⅜; U. S. Five-twenties of 1867, 110⅛@110⅜; U. S. Ten-forties at 104⅛@104¼, and U. S. Seven-thirties at 107⅞@108. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865.... 118½	October, 1865.... 117½
September, 1865.. 118	

U. S. three per cent. certificates 100¼

Government paid off $215,400 of the matured loan of 1847–'67, in April.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 6.	May 13.	May 20.
Consols	94⅛	94⅜	94¾
U. S. 5-20's of 1862....	70⅝	70¾	71⅜
Erie	46	46¼	46⅜
Ill. Central	95¼	94⅞	95⅝

Railway and miscellaneous stocks have been generally stronger, and rather more confidently sought after, since our last. The dealings on Wednesday were on a moderate scale, and prices were somewhat irregular. The speculative temper of the market is not yet very positively displayed in any direction. Fort Wayne shares have been the favorites of the *bull* interest, and have exhibited decidedly more buoyancy. Railway bonds and mortgages have been in better request for investment purposes, the six per cent. coin bearing bonds of the Central, and the Union Pacific R. R. Co.'s, (both available for the present, at par and accrued interest since Jan. 1, calculated in currency,) taking the precedence of all others. The financial agents of both companies, Messrs. Fisk & Hatch of the Central Pacific, and Messrs. John J. Cisco & Son, of the Union Pacific, report largely augmented sales of these bonds, during the week, with a continued liberal influx of orders, especially from country bank and bankers, acting as distributing agents throughout the more settled and thrifty States.

General business has shown less activity in the produce line. Cotton, breadstuffs and provisions have been quoted cheaper. Middling upland cotton which sold early in the week up to 31½@32 cents, closed tamely and heavily on Wednesday at 30½@31 cents, per lb. The stock of cotton now here is estimated at about 72,500 bales. The receipts at the port this week, have averaged only about 1,200 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,104,000 bales, against 1,710,000 bales same time last year; exports, same time 1,570,000 bales, against 1,298,000 bales same time last year; stock on hand at latest dates, 187,000 bales, against 342,500 bales same date last year. At the Live Stock markets this week, Beeves have been moderately active, closing heavily at from 15@18½c. per lb.; week's receipts, 5,831. Veal calves in fair request at from 7@12c. per lb.; receipts, 1,700. Sheep and lambs in good demand at from 6½@10½c. per b.; receipts, 10,950. Swine plenty and heavy at from 8½@10c. per lb., all live weight; receipts, 22,507. There has been more activity in groceries, especially in sugars, with less doing in other commodities. The dry goods' trade has been particularly dull, and prices have been generally depressed. The total imports of foreign dry goods, last week, were $1,332,005, and the total amount marketed $1,324,528. The value of foreign merchandise imported last week, was $4,441,246—making the grand total specie value of last week's imports of dry goods and merchandise,

equal to $5,773,251, against $3,933,315, same week last year; total since July 1, 1867, $212,003,323, against $241,165,917 same time in 1866–'67. The freight market closed with more firmness on a fairly active business. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 4½@5d. by sail, and 5½@6d. by steamer, per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d. by sail, and $\frac{5}{32}$@$\frac{3}{16}$ by steamer, per lb.; and heavy goods at 15s.@35s. by sail, and 20s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday 554.

The New York exports, exclusive of specie, for the week ending May 19th, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,982,664	$4,035,781
Prev. reported	75,155,956	65,112,464
Since January 1	$79,138,620	$69,148,245

The imports for the week ending May 16th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$915,820	$1,332,005
Gen. merchandise	3,017,495	4,441,246
Total for the week	$3,933,315	$5,773,251
Previously reported	95,430,382	85,680,403
Since January 1	$99,363,697	$91,453,654

The balance in the Sub-Treasury on Wednesday was $101,537,424 80.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, W. L., 96½; do., Park Loan, 95; New York City 6s, 1876, 101½; New York State Bounty Loan, reg., 110; Ohio 6s, 1870, 100; Chicago and Milwaukee 1st mort., 90½; Quincy and Toledo 1st mort., 80; Detroit and Milwaukee 1st mort., 83; Pacific R. R., 7s, guar. by Mo., 92½; Rensselaer and Saratoga R. R., 88¼; Hannibal and St. Joseph pref., 83; Sixth Avenue R. R., 135; Adams' Express Co., 56¼; Wells-Fargo Exp., 24; U. S. Exp., 56¾; Merchants' Union Exp., 28¼; American Exp., 54½; Bankers' and Brokers' Ass., 112½; Union Navigation, 25⅝; Boston Water Power Co., 21¼; Western Union Telegraph, 37½; Merchants' Exchange Bank, 116@120; Continental Bank, 104; Ocean Bank, 108; Tenth National Bank, 105½; Fourth National Bank, 107; Central National Bank, 107½; Am. Ex. Bank, 119; Bank of North America, 110; Metropolitan Bank, 136; Nassau Bank, 107; Bank State of New York, 112; Merchants' Bank, 119¼; Union Trust Co., 120; Bank of Commerce, 125; Shoe and Leather Bank, 117; Buchanan Farm, oil, 0.42; Brevoort, oil, 0.40; Burroughs Gold, 0.08; Bobtail Gold, 1.30; Consolidated Gregory Gold, 3.00; Corydon, 0.25; Davidson Copper, 0.40; Edgehill Mining, 3.25; Empire G. & S., 2.40; La Crosse Gold, 0.40; Montana Gold, 0.30; New York Gold, 0.60; Nye Gold, 0.03; Quartz Hill Gold, 0.94; Rutland Marble, 15.00; Rocky Mt., Gold, 0.11; Rynd Farm, oil, 0.12; Tarr Farm, oil, 0.30; United States, petroleum, 1.70; Walkill Lead, 0.20.

Philadelphia.—Pennsylvania State 5s, 1870, 98¾; Allegheny Comp. 5s, 75¾; West Jersey R. R. 6s, 93; Lehigh Nav. conv. Loan, 60¼; Camden and Burlington Co. R. R. 6s, 91; Sunbury and Erie 7s, 100½; Harrisburg and Lancaster 6s, 91; Phila., Wil. and Balt. R. R. 55; West Philadelphia R. R., 65; Thirteenth and Fifteenth streets R. R., 16⅛; Chesapeake and Delaware Canal 6s, 94½; N. Y. and Middle Coal Fields, 3½; Locust Mt. Coal, 45½; Shamokin Coal, 6¼; Ocean Oil, 2⅛; Girard Bank, 60; Mechanics' Bank, 31⅛; Southwark Bank, 107; Consolidation Bank, 43¼; Penn. National Bank, 57½; Bank of North America, 250; City Bank, 71; Philadelphia Bank, 158; Corn Exchange Bank, 69; Commercial Bank, 57. The latest quotations are: City 6s, 101¼@101⅜; do., free of tax, 104⅛@104¼; State 5s, reg., 99@99; do., coupon, 96½@98½; do., 6s, W.L., 103½@104; Reading, 45⅝@45¾; do., 6s, 1870, 97@98; do., bonds, 93½@94½; Camden and Amboy, 129¾@130; do., mort. 6s, 1889, 97@99½; do., 1883, 90¼@90¾; Penn. R. R., 51⅛@51⅜; do., 1st mort., 103@103¼; do., 2d mort., 98@98½; Little Schuylkill R.R., 38@39; Morris Canal, 35@50; do., pref., 78@81; do., bonds, 80@90; Wyoming Valley Canal, 40@43; do., 6s, 79@83; Susquehanna Canal, 15@16; do., 6s, 62½@63; Sch. Nav., 10@11; do., pref., 19@19½; do., 6s, 1882, 71@71½; Union Canal bonds, 14@15; Delaware Div. Canal, 45@48; do., bonds, 82@82; Elmira and Williamsport, 30@31½; do., pref., 41@44; do., 7s, 1873, 96@97; do., 5s, 58@60; Lehigh Coal and Navigation, 20⅛@20¼; do., bonds, 1884, 80@80½; North Pennsylvania, 33@33½; do., 6s, 92@93; Philadelphia and Erie, 24⅞@25¼; do., 6s, 91@92; Minehill, 56@57; Catawissa, 5@10; do., pref., 26@26¼; Lehigh Valley, 54¼@54½; do., bonds, 95¾@96; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 56@57; West Philadelphia, 65⅛@66; Spruce and Pine, 23@24; Green and Coates, 30½@31¼; Chestnut and Walnut, 45½@46; Thirteenth and Fifteenth, 16@16¼; Girard College, 26¼@26½; Tenth and Eleventh, 65@70; Union, 40@50; Uestonville, 10¼@11.

Boston.—Vermont Central and Vermont and Canada 8s, 103; Eastern R. R. 6s, 1874, 96; Boston, Hartford and Erie 7s, 69¼; do., new, 53; Michigan Central 8s, 1882, 113; Vermont Central 1st mort., consolidated, 80½; do., 2d mort., 33; Indianapolis and Cincinnati R. R., 27¾; Cheshire R. R. 6s, 1880, 96; Rutland and Burlington 1st mort., 145; Central Pacific R. R. 6s, gold, 99; Ogdensburg and Lake Champlain pref., 102⅛; do., Equipment 8s, 1878, 101½; Troy and Greenbush R. R., pref., 45; Vermont Central, old, 90c.; Connecticut and Passumpsic Rivers R. R., 83⅛; Short Mt. Coal, 14; Boston Water Power Co., 21¼; Cary Imp., Co., 8⅝; Waverly Land, 1¼; New Hampshire 6s, 1872, 100; Rhode Island 6s, 1882, 100; Cook Co., Ills., 7s, 95; Portland 6s, 1877, 98; Albany 6s, 1896, 95¼; do., 1871, Western R. R., 100; Cincinnati 6s, 1888, O. & M. R. R., 86; Chicago 7s, sewerage, 98; do., Municipal, 96¼; St. Louis 6s, 1886, 83; Salem 6s, 1882@1898, 100; Boston 6s, 1874, currency, 102; Atlas National Bank, 117¼; Blackstone National Bank, 132; Merchants' National Bank, 119¾; National Bank of Redemption, 114½; North National Bank, 114; State National Bank, 107½; Traders' National Bank, 100½; Webster National Bank, 108¼; Allouez Mining Co., 3⅜; Bullion Consolidated, 60c.; Hancock, 4¼; Humbolt, 50c.; South Side, 62½c.

Baltimore.—Virginia 6s, old, reg., 44¾; do., coupon 6s, new, 52; Central Ohio R. R., 37; do., 1st mort., 86½; Bare Hill Mining Co., 0.50; Balt. and Cuba S. & M. Co., 48; Howard Bank, 11⅛; Mechanics' Bank, 10¾; Franklin Bank, 14¼; Union Bank, 60½; Farmers' and Merchants' Bank, 45¾. The latest quotations are: Balt. and Ohio, 120@122; do., 6s, 1875, 98@98¼; do., 1880, 98@—; do., 1885, 97@97½; Northern Central, 44¼@45⅝; do., bonds, 1885, 84⅜@84½; do., 1900, 82@84; Parkersburg Branch, 27@29; N.W. Va., 1st mort., 96@96¼; do., 2d mort., 94@95; do., 3d mort., 1873, 92@95; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 93½@94; do., 2d mort., 71¼@72; Central Ohio, 36½@37; do., 1st mort., 86¼@86½; Western Md. 6s, 1890, 75@80; do., guar., 94@95; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 98@98; do., 1886, 98¾@99; do., 1890, 98¼@98⅜; do., 1893, 96@97; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19¾@20; George's Creek, 50@50¼; Santa Clara, 1.50@3.00; Atlantic Coal, 0.81@0.85.

Schweitzer Patent Bolt Company.

This company is engaged in the manufacture of Iron Bolts, with machinery invented and patented by F. Schweitzer.

By a series of ingenious automatic movements, resembling those in making bolts by hand, these machines are made to produce with great rapidity bolts of a very superior quality. The heads are all as perfect as it is possible to make them by hand or otherwise, and uniform in shape and size.

The operation of heading is performed so quickly, that there is no change in the temporation of the iron during the process, and the upsetting and heading being done by compression, the iron near the head is made stronger than it was before.

The standard bolts are made from iron of a high grade, and all of them are warranted. Contracts for bolts used in the construction of railroads, bridges, etc., will be taken at special rates, and delivered without any delay.

The Company also offer for sale Bolt Cutters of their own patent, which with a given amount of power and labor, will cut twice the number of bolts of any other machine in use.

Orders may be addressed to the Company at their Works, Greenpoint, L. I., or to H. S. Terbell, President, 39 Walker street, New York, or T. S. Young, Treasurer, 120 Chambers street, New York.

Mont Alto Railroad.

A meeting was recently held at Chambersburg, Pa., for the purpose of awakening public interest in and securing subscriptions to a proposed railroad leading from that place to Waynesboro. The new road is to be called the Mont Alto Railroad, and its objects are to furnish railway connections to the Mont Alto Iron Company, as well as to develope valuable mineral resources and provide improved facilities for travel and transportation to several of the wealthiest townships of Franklin county. It will be about nineteen miles in length.

☞ The work of construction has been commenced upon the Lebanon and Pine Grove Railroad, at Lebanon. A large force will be put upon the road in a short time.

Railroad Earnings.—Weekly.

The earnings of the Atlantic and Great Western Railway for the first week in May, 1868, were $82,137 00
Corresponding week previous year... 103,828 00

Decrease $21,691 00

The earnings of the Michigan Central Railroad for the 2d week in May, 1868, were ... $77,758 74
Corresponding week of previous year.. 73,976 17

Increase $3,782 57

The earnings of the Chicago and Rock Island Railroad for the second week in May, 1868, were $68,900 00
Corresponding week of previous year.. 60,863 00

Increase $8,037 00

The earnings of the Western Union Railroad for the 2d week in May, 1868..... $12,668 37
Corresponding week previous year.... 11,746 88

Increase..... $921 49

The earnings of the Chicago and Northwestern Railroad for the 2d week in May, 1868. $269,970 15
Corresponding week previous year .. 198,558 36

Increase $71,411 79

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week in May, 1868, were..... $82,921 00
Corresponding week of 1867..... 83,927 00

Decrease $1,006 00

The earnings of the Chicago and Alton Railroad for the 2d week in May, 1868.. $139,409 08
Corresponding period previous year . 166,395 26

Decrease $26,986 18

The earnings of the Detroit and Milwaukee Railroad for the second week in May, 1868 were $35,883 39
Corresponding week of 1867..... 33,384 25

Increase $2,449 14

Journal of Railroad Law.

INJURY TO ANIMALS—FENCING RAILROADS—SAFETY OF PASSENGERS—SIZE OF ANIMALS OF NO IMPORTANCE—ONLY QUESTION TO BE DETERMINED IS WHETHER THEY ARE LARGE ENOUGH TO THROW THE TRAIN OFF THE TRACK.

A very interesting case (The Indianapolis, Pittsburg and Cleveland Railroad Co. *vs.* Marshall, 27 Ind., 300,) has just been decided by the Supreme Court of Indiana, the opinion in which was delivered as follows by

ELLIOT, J.—This was a suit by Marshall against the railroad company to recover the value of eleven sheep killed by a locomotive and train of cars of the company, while running on the track of the railroad, said road not being securely fenced at the place where the sheep passed upon the road, and were killed. The railroad was constructed under a special charter, granted by the General Assembly before the passage of the act of 1853, "to provide compensation to the owners of animals killed or injured by the cars," &c., "of any railroad company in this State." Trial by the Court; finding and judgment for the plaintiff for fifty-five dollars. A motion by the defendant for a new trial was overruled, as was also a motion in arrest of judgment.

The case originated before a justice of the peace, and was appealed to the Circuit Court. The railroad Company is the appellant here. There was no evidence of any negligence or want of care on the part of those having charge of the locomotive and train. The record shows that evidence was given on the trial that "locomotives and cars, while in motion, cannot be thrown off the track by running over small stock, such as sheep, or hogs; that the wheels and machinery of a train will crush through all such animals, without being impeded in any degree, and without endangering the train."

It is claimed by the appellant's counsel, that as the appellant was incorporated under a special charter, in 1848, containing no provision requiring the company to fence its roadway, or in default thereof, making it liable, without regard to the question of negligence, to compensate the owners of animals which might be killed or injured by the trains of the company, the present enactments on that subject can only be sustained, as to the appellant, as a police regulation for the protection of human life, and not for the purpose of compensating the owner of the animals so killed or injured, and hence, that the law giving compensation for animals so killed or injured on railroads not securely fenced, cannot, as against the appellant, apply to all kinds of animals, but only to those of such size as, when run upon, or over, would be liable to endanger the train, or throw the cars off the track, and thereby endanger the lives of persons traveling on such trains; that, as the evidence in this case showed that no such danger could result from the presence of sheep on the track, the finding and judgment should have been for the appellant.

This is the only question in the case. It has been repeatedly held by this Court, that the act in question (Acts 1853, p. 113,) is in the nature of a police regulation, the principal object of which is the protection of the lives of passengers. This object is sought to be secured by making railroad companies whose roads are not securely fenced, liable for all animals killed or injured thereon by their trains, without regard to the question of negligence. This absolute liability is in the nature of a penalty for failing to fence their road. It presents an inducement to railroad companies to fence, by making it their interest to do so to avoid the penalty. If it be admitted that the law can only be sustained, as against the appellant as a police regulation, and that the presence of sheep on the track could not possibly endanger the lives of passengers, still the conclusion drawn therefrom by the appellant's counsel does not legitimately follow, and cannot be sustained. As a police regulation for the preservation of human life, it was competent for the law-making power to compel railroad companies to fence their roads by the imposition of any reasonable penalty that might be deemed necessary to accomplish the object. Indeed, no valid reason is perceived why they may not be prohibited from running trains on unfenced roads, if such a prohibition were deemed necessary. The penalty imposed by the present law is, that when their roads are not securely fenced, railroad companies shall be liable to the owner for the value of animals killed, or for the injury done them without regard to the question of negligence. No distinction is made as to the kind or size of animals; all are included, or at least, all that would be kept from the roadway by a reasonable fence. In the case at bar, it is not claimed that the road at the time, was securely fenced against animals of such size as if run upon, or over, would be liable to throw trains off the track, and thereby endanger human life, and without such showing, we think the company is not in a condition to present the question as to whether more is required.

The judgment is affirmed, with costs.

Illinois Central Railroad.

The statement of this Company for the month ending April 30, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	17,241.88 for	$168,009 37
Acres Int. Fund Lands sold	360.00 for	4,480 00
Acres Free Lands sold..	2,876.24 for	41,685 74
Total sales during month of April, 1868	20,478.12 for	$214,175 11
To which add Town Lot Sales		1,430 65
Total of all	20,478.12 for	$215,605 76
Cash collected in April.		$235,412 62

TRAFFIC DEPARTMENT.

Receipts from Freight		$260,167 00
do.	Passengers	127,228 74
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources.....	70,000 00
Total Receipts in April, 1868.....		$467,754 07
Total Receipts in April, 1867.....		$420,365 53
Estimated earnings in the month of April on the D. & S. C. R. R., not included above		$70,322 68

☞ The Milwaukee *Wisconsin* says Mr. Daniel S. Wells, of that city, has taken the contract for building the extension of the Yates City and Lewiston Branch of the Chicago, Burlington and Quincy Railroad, from Lewiston south. The extension is about 40 miles in length, and will be ready for the cars by the 1st of January next.

☞ Messrs. Bradford & Renick, 71 Broadway, N. Y., have for sale hackmatack, cedar, pine, hemlock and spruce Railroad Ties in any quantity. Also every description of Northern and Southern pine, oak and spruce for Railroad Cars, Bridges, etc. See Advertisement.

FOR SALE.

Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1-2 in. Gauge—Cylinders 16×24, Drivers 5 ft. diam.

ALSO

Two New First-class Locomotive Engines and Tenders of 5 ft. Gauge—Cylinders 16×24, Drivers 5 ft. diam.

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119 Broadway, N. Y.
P. O. Box 5,195.

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PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron and Forgings.

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. R. L. HUTCHINSON,
R. S. MANNING. G. W. NORTON.

OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILROAD COMPANY, No. 28 EXCHANGE PLACE, NEW YORK, May 14, 1868.

NOTICE TO THE BONDHOLDERS AND shareholders of the Toledo, Peoria and Warsaw Railroad Company of Illinois. You are hereby notified that a meeting of the bondholders and shareholders of this Company will be held in this City on the 15th day of June next at the office of the Company, between the hours of 10 and 2 o'clock, to vote upon the question of the extension of the road from La Harpe to Burlington, Iowa, and from Warsaw to Quincy, Illinois, to connect with the Government bridges at those places, and to authorize the Board to contract for the building of the same, and to issue sinking fund bonds of the Company bearing interest at eight per cent., at the rate of fifteen thousand dollars ($15,000) per mile upon such extensions or branches for said purpose, or upon any other plan that may be presented you at said meeting for the purpose of raising the necessary funds for building the extensions, and upon any other subject that may be offered for consideration at said meeting.

Per order of the Board,
CHARLES L. FROST, President.

PENNSYLVANIA RAILROAD COMPANY, Treasurer's Department.

PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.

THOMAS T. FIRTH,
8t21 Treasurer.

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH,
8t21 Treasurer.

THE

Schweitzer Patent Bolt Comp'y,

Works at Green Point, L. I.,

Near 10th St. Ferry, NEW-YORK.

H. S. TURBELL, President; *39 Walker Street, New-York.*
THOS. S. YOUNG, Treasurer, *120 Chambers St., New York.*

We are prepared to make and deliver

IRON BOLTS,

manufactured by Automatic Machinery in such manner as to increase the strength of the Iron beneath the head by compression, and totally avoid the weakening by crystalization, as in the case of Bolts made by hand or by any slow and protracted process. These Bolts are uniform in size and shape, and superior in strength and finish to any others made.

Standard Bolts will be made of the best quality of iron, and will be warranted.

The attention of

Railroad Companies, Bridge, Car and Locomotive Builders,

and of other works requiring Bolts of the greatest strength and uniformity, is specially called to these Bolts.

Contracts for Bolts used in the construction of Railroads and their appurtenances, and all similar work not requiring the best quality of iron, will be taken at special rates.

The rapidity of production will enable the Company to fill orders of any magnitude at short notice.

The Company also offer for sale

BOLT CUTTERS

of their own patent, which, with a given amount of power and labor, will cut twice the number of Bolts of any other machine in use.

Daniel W. Richards & Co.,

90 & 92 Mangin St., N. Y.,

DEALERS IN

Scrap Iron & Old Metals

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PIG IRON,

Highest market prices paid for

Wrought and Cast Scrap Iron,

OLD RAILROAD IRON,

Car Wheels, Axles, Spring & Scrap Steel,

Copper, Brass & Lead.

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce for Railroad Cars, Bridges, &c., &c.**

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IRON & STEEL RAILS,

Of all Weights and Patterns.

RAILROAD SUPPLIES,

Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.

Iron Bridges and Roofing.

Plans and Estimates furnished on application.

65 WALL STREET, New York.

JOHN W. GOULD. EDWARD P. BIGELOW.

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P. N. BRENNAN, Treas.

THE LOBDELL

Car Wheel, Tire & Machine Co.

Wilmington, Del.

NOTICE TO R. R. CONTRACTORS.

OFFICE OF THE NEW YORK, HOUSATONIC AND NORTHERN R. R. Co., 137 BROADWAY, NEW YORK, May 14th, 1868.

SEALED PROPOSALS will be received at this office until 11 o'clock, A. M., of May 30th, 1868, for the grading, masonry, bridging, ties, track-laying and ballasting, of the whole or any part of the New York, Housatonic and Northern Railroad, from White Plains, N. Y., to Danbury, Conn., a distance of thirty-five (35) miles, divided into twenty-six (26) sections.

The Company reserve the right to reject any and all proposals not deemed for their interest to accept.

Maps, profiles and specifications may be seen, and all necessary information obtained at this office.

GEORGE W. MEAD, President.
GEO. S. AVERY, Chief Engineer.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS FOR GRADING the Railroad of the Squankum and Freehold Marl Company from Farmingdale to Freehold, about eight miles in length, will be received at the Office of the Company at FREEHOLD, N. J., until the 28th of May, 1868.

Profile and specifications may be seen, and all necessary information obtained at the Office on and after May 19th.

L. S. BUCKELEW,
Engineer.

JOSEPH M. STRONG,

Successor to McCall & Strong, 64 Beaver St.,

TAKES ORDERS FOR

IRON AND STEEL RAILS,

And Negotiates MORTGAGE BONDS therefor.

IMPORTS ON ORDER,

Pig Lead, Tin, Iron & Zinc,

And opens Bankers' Credits when needed.

Wrought Iron Beams & Girders.

THE UNION IRON MILLS

PITTSBURG, PA.

The attention of Engineers and Architects is called to our Improved Wrought Iron

BEAMS & GIRDERS, (Patented,)

In which the compound welds between the stem and flanges, which have proved so objectionable in the old mode of manufacturing, are entirely avoided. We are prepared to furnish ALL SIZES, at terms as favorable as can be obtained elsewhere. For descriptive Lithographs, address

The UNION IRON MILLS, Pittsburg, Pa.

THE UNION PACIFIC RAILROAD COMPANY

OFFER A LIMITED AMOUNT OF THEIR

First Mortgage Bonds

AT PAR,

PRINCIPAL AND INTEREST

PAYABLE IN GOLD.

The Great Pacific Railroad Line, extending 1721 miles from Omaha, on the Missouri River, to the tide waters of the Pacific Ocean, is being built by two powerful Companies—THE UNION PACIFIC, beginning at Omaha, building West, and the Central Pacific of California, beginning at Sacramento, building East, until the two roads shall meet.

Both Companies have prosecuted the work with great vigor, the Union Pacific having already expended over

THIRTY MILLION DOLLARS,

and the Central over *Twenty Millions*, upon their respective parts of the undertaking. THE UNION PACIFIC HAVE COMPLETED 550 MILES—have iron and other materials for two hundred miles more upon the ground, and one hundred additional miles are ready for the track. They will have a much larger force employed this year than ever before, and it is expected that between

800 and 900 MILES

will be in operation during 1868. There seems to be no reasonable doubt that the distance between Omaha and Sacramento will be traversed by rail in 1870.

The GOVERNMENT GRANTS 12,800 acres of land, and its Bonds to the average amount of $28,000 per mile to aid in the construction of the line, and authorizes the issue of the First Mortgage Bonds now offered for sale, to the same amount and no more. The Government takes a *second* lien, and gives to the First Mortgage Bondholders a prior lien for their security, to which a large paid-up capital is added. The Bonds cannot be issued except as each section of twenty miles is accepted by Government commission, so that they always represent a real property.

It is universally admitted that on the completion of the Union Pacific Railroad, its through business will make it one of the most profitable in the world—but its *way* or *local* business is already several times the interest on its bonds; so that, if not another mile were built, they would be a secure investment.

THE NET EARNINGS for eight months of last year on an average of 386 miles are officially reported at **$1,069,136**, while the interest on all the bonds it could issue on that length of road for that time, reduced to currency, was only $345,856.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

APRIL 10, 1868.

HTE. PETIN GAUDET & CIE.,

Rive de Gier, (Loire,) France.

American Office, Henry Champin, Sole Representative,

No. 75 John Street, Office of Messrs. Tyng & Co., New York.

Cast Steel Tires,

CAST STEEL AXLES, SPRINGS, PLATES, &c.,

CAST, TOOL, SPRING & CUTLERY STEEL OF SUPERIOR QUALITY.

SOLID ROLLED IRON BRIDGE AND BUILDING BEAMS,

(To 100 feet in length and 40 inches in height.)

Iron and Steel Angles, Channels, &c. Heavy Forgings of every description, in Iron and Steel.

SOLE MANUFACTURERS OF THE BELLEVILLE SPRING.

Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN*, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,

Box No. 2745 Philadelphia, Pa,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

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ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide.

Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

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DO NOT CHILL.

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C. F. I. & C. For COST, FREIGHT, INSURANCE, and COMMISSION, any production of Great Britain can be procured at the lowest market rates, through Messrs. BELDING, KEITH & Co., American Bankers and Merchants, 60, Lombard Street, London. Orders by Cable promply executed. Circulars issued weekly on application.

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East 49th Street, NEW YORK.

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FRANCIS L. VINTON, E. M., Mining Engineer.
C. F. CHANDLER, Ph. D., Analytical and Applied Chemistry.
JOHN TORREY, M. D., LL. D., Botany.
CHARLES A. JOY, Ph. D., General Chemistry.
WILLIAM G. PECK, LL. D., Mining Surveying.
JOHN H. VAN AMRINGE, A. M., Mathematics.
OGDEN N. ROOD, A. M., Mechanics and Physics.
JOHN S. NEWBERRY, M. D., Geology.

The plan of this School embraces a three-years' course for the degree of ENGINEER OF MINES, or BACHELOR OF PHILOSOPHY.

For admission, candidates for a degree must pass an examination in Arithmetic, Algebra, Geometry and Plain Trigonometry. Persons not candidates for degrees are admitted without examination, and may pursue any or all of the subjects taught. The next session begins October 7th, 1867. The examination for admission will be held on October 3d. For further information, and for catalogues, apply to

DR. C. F. CHANDLER,

Dean of the Faculty.

THOMAS FIRTH & SONS,

SHEFFIELD, ENGLAND,

Manufacturers of

HAMMERED CAST STEEL LOCOMOTIVE TIRES,

CRANKS AND AXLES.

ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

ABBOTT & HOWARD, AGENTS.

81 JOHN STREET, New York. 57 KILBY STREET, Boston.

U. S. RAILROAD SCREW SPIKE COMPANY,

NO. 45 CLIFF STREET, NEW YORK,

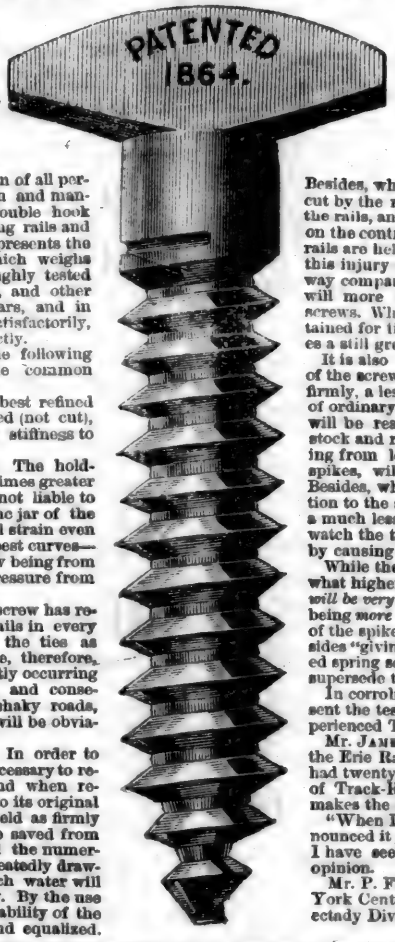
MANUFACTURERS OF MONTIGNANI'S PATENT

RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary

HUBBELL & VANHOESEN, Agents.



Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented, Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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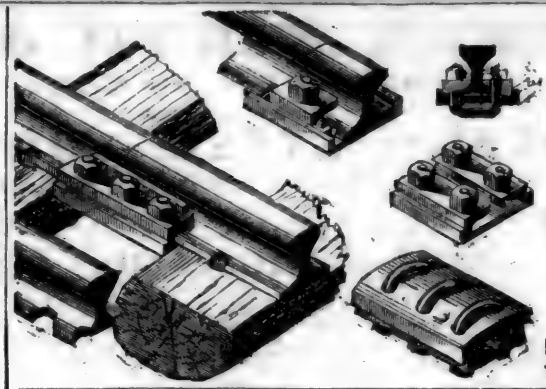
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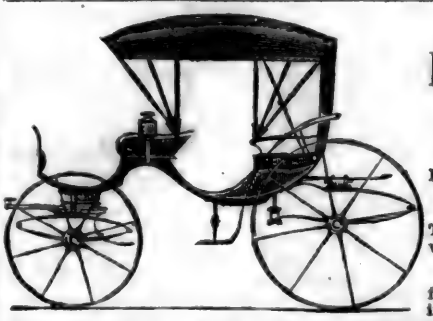
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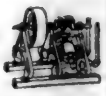
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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 30, 1868.

Railroad Surveys from Milton, Pa., to the Ohio State Line.

PROPOSED RAILROAD ACROSS PENNSYLVANIA TO CONNECT THE RAILROADS LEADING FROM THE CITY OF NEW YORK INTO PENNSYLVANIA, WITH THE WESTERN ROADS IN OHIO.

We have received the Third Annual Report of the Chief Engineer of the Railroad Surveys from Milton to Franklin, in Pennsylvania, and to the Ohio State Line. These surveys were commenced on the Susquehanna, at the intersection of the Catawissa with the Philadelphia and Erie Railroad, twelve miles above Sunbury, the terminus of the Northern Central Railway. The line is carried upon the north side of the river to near Quinn's Run, passing the towns of Muncy, 16 miles from Milton; Montoursville, 24 miles; Williamsport, 26 miles; Linden, 35 miles; Jersey Shore, 43 miles; Charlton, 49 miles; Lock Haven, 55 miles, and Quinn's Run, 58 miles. At this point the line crosses the West Branch River, and follows up on the south side of that stream to the mouth of the Sinnemahoning, passing Tangascootac on the 62d mile, Glen Union 67th mile, and mouth of Sinnemahoning on the 93d mile. Here the river is crossed to the east side of the Sinnemahoning, and continues up this stream to a short distance below the mouth of Bennett's Branch, where the creek is crossed on the 106th mile, and the Bennett's Branch is crossed on the 109th mile. The line is then carried up that stream to its source in Sandy Ridge, which is passed on the 146th mile, by a tunnel 1,400 feet long, at an elevation of 1,456 feet above tide water. The line is then carried down the Valley of Sandy Lick Creek to Brookville, passing Shaffer's on the 151st mile, Rumbarger's on the 153d mile, Falls Creek on the 155th mile, Reynoldsville on the 162d mile, and Brookville on the 175th mile. From this point the line is carried by Clements' and Green's Runs to the head of Campbell's Run, when the divide between the waters of Red Bank and Clarion Rivers is passed; thence to Corsica on the 184th mile, and down Piney to the head of Brush Run at Waterson's road on the 189th mile. From this point to Milton the maximum grade is 26 feet per mile, and in the opposite direction 26 feet per mile for 141 miles, and from thence the maximum gradients are 40 feet per mile for 5 miles on Sandy Ridge, and 7 miles from Brookville to the Campbell's Run Summit. The line from the Waterson's road is carried down Brush Run to Piney, and down Piney to the Clarion River, passing Strattonville on the 192d mile, Clarion on the 195th mile, and Reidsburg on the 197th mile, and crosses the Clarion River on the 201st mile on the line to Franklin, thence up Canoe Run to its summit at Baums on the 213th mile, and thence down East Sandy to the Allegheny River on the 228th mile, and thence up the west side of the river to connect with the Franklin and Jamestown Railroad on the 231st mile, and with the Franklin Branch of the Atlantic and Great Western Railway at Franklin on the 232d mile from Milton.

The maximum gradients, are 40 feet per mile. The maximum curvature, is 6° per 100 feet. The total rise and fall, is 3,305 feet. The total amount of curvature, is 11,276°. The estimated cost, is $8,100,196 90.

The cost per mile for a single track of superstructure, with turnouts, sidings and water stations, with double track graded through tunnels, bridges, and heavy cuttings, is $34,914, 64. The line passes through the great mineral basin of Central Pennsylvania. For more than 100 miles the bituminous coal fields are continuous, and for 80 miles the coal can be delivered in the cars at the mines. Iron ore occurs in great abundance, associated with limestone. Petroleum occurs at the western end on the Allegheny, and it is argued that this road will become the main artery for the shipment of petroleum to the eastern seaboard, connecting with all the roads that centre in this great oil basin, it will afford the nearest and best route to the eastern market.

The route is through the lumber region of the State, and traverses the most extensive and fertile valleys of the mountains of Pennsylvania.

The connections and lateral roads are referred to at length. The Central of New Jersey and Morris and Essex, with their continuous connections, are presented with a route to the bituminous coal fields, petroleum basins, lumber regions and iron districts of the most superior character. The distance from New York to Milton, *via* New Jersey Central, Lehigh Valley, Nusquehoning and Catawissa is.....202 miles.

Do., *via* New Jersey Central, Lehigh Valley, Quaquake and Catawista.....211 "

Do., *via* New Jersey Central, Lehigh Valley, Port Clinton and Catawissa..... "

Do., *via* New Jersey Central, Lehigh Valley, Reading and Harrisburg.....252 "

Do., *via* Morris and Essex, New Jersey Central, Lehigh Navigation, Nesquehoning and Catawissa.....209 "

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Do., *via* M. & E., N. J. Central, Lehigh and Susquehanna and Catawissa ....249 "

Of the lateral roads, it is stated on the 19th mile from Milton, the Muncy Creek Railroad makes connection. This road runs to Laporte, 27 miles, where it will connect with the Sullivan and Erie Railroad, 34 miles from Towanda, or 61 miles from Muncy to Towanda.

On the 24th mile, a road is projected up the valley of the Loyalsock, 50 miles long, to connect with the Barkly coal road. On the 28th mile, at Williamsport, connection will be made with the Elmira and Williamsport Railroad, 78 miles long, which is a branch of the line from Rochester to Baltimore.

On the 45th mile will be a connection with the projected Jersey Shore, Pine Creek and States

Line Railroad. The distance from Jersey Shore to Tioga, on the Blossburg Railroad, is 79 miles.

On the 62d mile connections will be made with the Tangascootac coal roads, 12 miles to the Eagleton, 7 to the Black Heath, and 8 to the Tangascootac mines. On the 93d mile the contemplated Karthans Railroad, 25 miles long, will connect.

On the 105th mile, the Jersey Shore, Pine Creek and States Line Branch, 68 miles long, to connect with the main line at the Big Meadows. On the 109th mile connection can be made with the Philadelphia and Erie Railroad, 168 miles from Erie. On the 125th mile the great coal of the "Third Basin" will be reached by lateral roads. On the 153d mile, at Rumbarger's, the connections with Pittsburg by the Allegheny Valley Railroad Branch will probably be made, 55 miles to the Allegheny Valley road, or 252 miles from Milton to Pittsburg, with maximum gradients going from Pittsburg to Milton of 26 feet per mile. The carefully equated distances between Harrisburg and Pittsburg, *via* the Pennsylvania Railroad and this route is:

	Miles.
From Harrisburg to Pittsburg by the Pennsylvania R. R.	810
Do., by Bennett's Branch	549
From Pittsburg to Harrisburg by the Pennsylvania R. R	597
Do., by Bennett's Branch	440

On the 155th mile, at Evergreen City, the projected line from Buffalo to Pittsburg will find the best route through this part of the State. The route is remarkably natural.

Distance from here to Ridgeway, 30 miles, and to Pittsburg, 110 miles. On the 162d mile, Reynoldsville presents the greatest bituminous coal and iron veins in the State. The coal veins are 8, 10 and 11 feet in thickness, and the iron ore vein is said to be 39 feet thick.

On the 175th mile, at Brookville, several connections are contemplated. Pittsburg is but 87.5 miles from the points by a railroad location, and the line carried down the Red Bank to its mouth, and thence to the head waters of Slippery, Rock Creek, and down that stream. On the 195th mile connections will be made with the town of Clarion 2½ miles distant.

On the 201st mile the great main trunk line west, can be carried down the Clarion to the Allegheny River, 14 miles, down the Allegheny to Lewisburg, 3 miles, up the west branch of Bear Creek, 10 miles, to the summit of Slippery Rock Creek, and then down Slippery Rock Creek to its mouth, to connect with the Pittsburg, Ft. Wayne and Chicago near the Ohio State Line. The distances from New York to Chicago are as follows:

	Miles.
Via New Jersey Central, Nesquehoning, Catawissa and Bennett's Branch	901
Do., Philadelphia, Penna. Central, and Pittsburg, Ft. Wayne and Chicago	911
Do., N. J. Central, Catawissa, Bennett's Br., and Pittsburg, Ft. Wayne and Chicago	918
Do., N. J. Central, Catawissa, Bennett's Br., and Cleveland	918
Do., N. J. Central, Catawissa, Bennett's Br., and Ashtabula	927
Do., N. J. Central, P. & E. and A. & G. W.	957
Do., New York and Erie and Lake Shore	957
Do., New York and Erie and A. & G. W	984
Do., Harrisburg, Pittsburg and Columbus	974
Do., Harrisburg, P. & E. and Lake Shore	987
Do., New York Central and Lake Shore	1,000

The elevation at which the summit of the mountains is passed is stated as follows:

	Above tide.	Grades going West.	Grades going East.	Max. curvature.
Baltimore & Ohio.	2,620	116	116	18°
Pennsylvania	2,176	95	53	9° 30′
Sunbury and Erie.	2,006	102	58	8°
New York & Erie.	1,760	60	65	
Milton to Ohio line.	1,456	40	40	6°

The rise and fall in the Pennsylvania Railroad between Harrisburg and Pittsburg is.. 4,540 feet.
Do., *via* Bennett's Branch 2,930 "
Do., between Harrisburg & Lake Erie *via* Philadelphia and Erie 8,655 "
Do., do., Ashtabula *via* Bennett's Br. and Franklin 4,400 "
Do., New York and Lake Erie *via* New York and Erie 12,675 "
Do., do., *via* New York Central 11,200 "

The distance from New York to the great veins of the bituminous coal on Bennett's Branch, is 335 miles. This coal it is alleged can be delivered in New York at 1½ cents per ton per mile, or for mining and transportation less than six dollars per ton. The cars carrying anthracite coal to the lakes, can return loaded with bituminous coal for manufacturing iron, and for gas. The lumber that is now hauled a great distance to the streams will be sent by rail to its destination, and the whole country will become a vast iron manufacturing region.

It says "It should not be considered that this road is alone of local importance, whilst it claims to present unrivalled facilities for an immense amount of freights along the greater part of its line, its gradients and curves cannot fail to commend it for a first class line."

It is presented as the nearest, best, and safest route for the great through line between the east and the west, capable of being constructed to any desired capacity, and totally independent of all other lines between the points named.

The engineering has been prosecuted for three years, and great pains have been taken to perfect the line. A large portion of the road has been grubbed and cleared, and is now ready for grading.

The President's report does not appear with that of the Engineer, and we are not informed of the condition of the company's finances, or plan of obtaining funds to build the road.

The President is Reuben Winslow, Esq., of Lock Haven; and the Engineer, J. McMinn, Esq., of Williamsport, Pa.

White Mountain Railroad.

At the annual meeting of this company at Concord, N. H., on the 20th inst. the following Directors were chosen: John E. Lyon and Peter Butler of Boston, E. J. M. Hale, of Haverhill, Mass., J. P. Pitman, of Laconia, and Cyrus Eastman, of Littleton. The board organized by choosing Mr. Lyon, President, and Charles Lane, Clerk. The meeting was unanimous in opinion that immediate measures should be taken for the extension of the road.

☞ The grading has been finished on six miles of the Platteville and Calamine Railroad, in Wisconsin, and 20,000 ties are now on the ground. Cars will be running by July 4th, and soon sixteen miles of track will furnish direct communication with Milwaukee to the rich country in southwestern Wisconsin.

New York and New Haven Railroad.

The income of this company for the years ending March 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$1,612,638 25	$1,622,641 02
" freight	333,381 91	321,511 57
" express, etc	101,651 41	195,790 12
" mails	20,588 40	23,865 90
" other sources		54,700 54
	$2,068,260 05	$2,218,509 15

The expenses of 1867-'68, were:

Repairs of road	$241,677 47	
" bridges	14,730 92	
" buildings	29,741 34	
" engines	76,690 41	
" cars	118,608 57	
" tools, etc	7,006 27	
Fuel	101,043 15	
Oil, waste, etc.	22,226 21	
Haulage	71,943 05	
Legal expenses	26,915 02	
Damages	13,275 65	
Station labor and expenses, including loading and unloading freight	116,650 75	
General expenses	18,941 89	
Agents and clerks	44,702 07	
Train men	116,995 74	
Switch and signal men.	13,283 20	
Watchmen and porters.	17,863 85	
Rents	10,828 97	
Insurance	10,139 51	
All other expenses	4,163 58	
		1,077,427 62
Balance		$1,141,081 53
Deducting—		
Taxes	$145,212 71	
Coupon interest	64,425 00	
Loss operating Canal road	16,673 72	
		226,401 43
Net gain		$914,680 10
Less—		
Paid for new engines and cars to cover depreciation	$69,997 66	
New depots at Norwich & Stamford	44,228 62	
		114,226 28
Leaving for dividends and permanent improvements		$800,453 82

The resources for the past year and the disposition of the same have been as follows:

RESOURCES.

Cash on hand April 1st, 1867	$516,736 05
Proceeds allotted stock	1,000 00
Materials on hand April 1st, 1867	247,024 59
Earnings transportation	1,141,081 53
Total	$1,905,842 17

PAYMENTS.

Dividends, July, 1867, and January, 1868, 5 per cent. each	$600,000 00
Taxes	145,212 71
Coupon interest	64,425 00
Final settlement Schuyler fraud	109,125 70
Due from Wm. Bement, (former Treasurer)	88,255 05
Purchase of additional real estate	80,101 21
New depots, Stamford and Norwalk	44,228 62
Additional equipment to cover depreciation	69,997 66
Decrease in accounts payable	18,627 20
Retired bonds	17,000 00
Loss operating Canal road	16,763 72
Materials for coming season	274,934 71
Cash on hand April 1st, 1868	377,170 59
Total, as above	$1,905,842 17

The receipts of the past year show an increase over those of the preceding year of $150,249 10, and the transportation expenses, coupon interest, loss on Canal railroad, and taxes for the same time, show a decrease of $220,239 66. The President in his report says:

In the condensed balance sheet of last years' report it will be observed that profit and loss account stands credited with $934,587 52, but that $428,872 74 of that amount had been expended prior to that time for purposes of construction. For the purpose of simplifying the accounts and reducing construction account, profit and loss have been charged with said sum of $428,872 74, and construction has been credited with the same amount, thus making the cost of the railroad and equipment stand now on our books at the sum of $5,270,611 35, instead of $5,699,484 09, as per last year's report. There is a manifest propriety in thus reducing the cost of railroad and equipment, as during a series of years many charges have been made to construction account which ought more properly to have been carried to expenses, and more especially for the reason that it will be necessary hereafter to add considerably to the cost of the road in order to carry out the necessary additions and permanent improvements hereinafter referred to.

At the first meeting of the board of directors after the last annual meeting of the stockholders, Mr. Wm. Bement, late Treasurer, was by resolution of the Board removed from office, and was instructed to deliver forthwith all the property, moneys and effects of the company in his possession as Treasurer to Geo. B. Carhart, Esq., *pro tem.* Mr. Carhart immediately entered upon the duties of the office, and soon discovered that Mr. Bement failed to account for the moneys which had been received by him as such Treasurer, by the amount of about $88,255 05. A careful and thorough investigation of the books and accounts of the company was at once instituted, which resulted in no satisfactory explanation of the deficiency. Your directors thereupon commenced legal proceedings against Mr. Bement, which proceedings are now awaiting the action of the courts.

At the last session of the General Assembly of the State of Connecticut, a second attempt was made to secure a charter for the so-called Parallel Railroad, commencing in the town of Derby, and running thence westerly through the towns of Stratford, Bridgeport, Fairfield, Westport, Norwalk, Darien, Stamford and Greenwich to the New York State line, then to connect with another proposed railroad extending to the city of New York. The effect of such a railroad, if chartered and constructed, would of course very greatly depreciate the value of the property of your company. The application for said charter was therefore strenuously resisted, and after a long and tedious investigation the committee of the legislature who had the matter in charge reported unanimously in favor of giving the petitioners leave to withdraw.

The investigation before the legislative committee developed the fact that efforts to obtain a charter for a road parallel with the New York and New Haven Railroad, and only about half a mile distant therefrom on the average, originated not so much from any public necessity for another railroad, as from complaints in regard to the existing road.

Your directors are aware that true policy requires that all the just and reasonable demands of the public should be met in a liberal spirit, and that every facility should be extended to the traveling public consistent with a due regard for the interests of the stockholders.

While the company was laboring under the embarrassments consequent upon the fraudulent over-issue of stock by Robert Schuyler, the finances were not in such a condition as to warrant any outlays of money, except such as were absolutely necessary. Those embarrassments having been removed, and the earnings of the company having reached such a point as to justify it, true policy now requires that this road, occupying the important and commanding position which it does as the great trunk line between New York city and the New England States, should be provided with as little delay as possible, with the smoothest track, the best equipment and conveniences for transacting its business of any road in the country.

Improvements tending to this end have already been commenced, and with the approval of the stockholders will be carried forward with all reasonable dispatch. The passenger depot at New Haven has been materially improved during the past year, and new and commodious depots completed at Stamford and Norwalk. Four new first-class locomotives and fifty odd freight cars have been added to the equipment. About twenty acres of land have been purchased in New Haven, upon the southerly side of the railroad and bordering on the west side of the harbor, to be used for new shops—the present shops and grounds being entirely inadequate for keeping up the necessary repairs of the equipment. Ten additional first-class passenger cars have been ordered and are to be delivered within a few weeks. The construction of a new double track bridge, with an iron draw, across Bridgeport harbor, has been commenced and will be completed during the present season. It is proposed also to make a double track through that part of Bridgeport where there is now only a single track, and thus avoid the numerous and vexatious delays which are occnrring daily to our trains at that point.

The subject of steel rails has also received special attention, and, after a careful investigation of all the points involved, it has been determined hereafter to make all renewals of track, with steel rails only; 2,600 tons of Bessemer steel rails have been contracted for on account of renewals for the present year, and will all be in the track within a few weeks.

During the past year considerable attentiou has been given to the subject of heating and ventilating passenger cars, and has resulted in the adoption by the company of an improved method of heating invented by Wm. C. Baker. This improvement has been subjected to a thorough test on several of our cars during the last severe and trying winter, and has given perfect satisfaction to passengers and to the company. It is proposed to apply this improvement to all the passenger cars of the company by the commencement of next winter.

Several of the depots on the line of the road are now entirely too small to properly accommodate the increased business of the company; these will from time to time require to be enlarged and improved.

During the winter and early spring months the road bed is rendered very uneven by the action of the frost in many places, and the wear and tear to the rails, cars and engines is thereby very much increased. To remedy this it will be necessary to deepen many of the side ditches and to ballast a portion of the road bed with good, clean gravel.

These and other minor improvements will necessarily require a considerable outlay of capital, but will enable your officers to reduce the running expenses, add to the capacity of your road, increase the speed of your trains, and satisfy all the just and reasonable demands of the public. It is the purpose of your directors to hurry forward these improvements with all proper dispatch, feeling, as they do, that every advance made and every reasonable improvement inaugurated which adds to the comfort and convenience of the traveling public, will result in increased business to the road and add to the profits of stockholders of the company.

It would be manifestly unjust to the present stockholders to apply the earnings of the company to carrying out all these proposed improvements; it has been deemed advisable, therefore, to apply to the Legislature of Connecticut for authority to increase the capital stock of the company to an amount sufficient to meet the expenses which may be incurred by such of the proposed improvements as cannot properly be charged to current expenses.

The Legislature of the State of New York at its recent session passed a law authorizing the construction of an underground railroad, to be operated by steam, and to extend from City Hall Park, in the city of New York, to the upper part of the Island. This road is in the hands of some of the most able and enterprising men in the country, who are under a heavy pecuniary pledge to have it completed as far as Forty-second street within two years. This road will pass close to the passenger depot of this company, so that the facilities afforded to passengers traveling upon the New York and New Haven Railroad will be very much increased. With the Underground Railroad in operation, passengers can probably be transported from Forty-second street to the City Hall in about ten minutes' time. This, of course, must add materially to the business of our road, as well as to the prosperity of all the towns upon its line.

The company have 87 locomotives, 77 passenger, 24 mail and baggage, and 450 freight cars—of which there are in use on the Canal road: 6 locomotives, 6 passenger, 3 baggage and mail, and 150 freight cars. Miles run by passenger trains, 596,923; by freight and service trains, 185,765; by express freight trains, 44,835—total, 827,523. Number of passengers carried, 1,963,791; do., carried one mile, 67,095,092. Tons of freight moved, 109,025; do., moved one mile, 6,279,840. There have passed over the road during the year, 8,842 passenger, and 2,081 freight trains. During the past twelve years, 16,314,497 passengers have been transported over this road, without any accident to any train while on the N. Y. & N. H. R. R., that caused the loss of a single life or limb to any passenger so transported.

CONDENSED BALANCE SHEET.

Railroad, including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station houses, shops, fixtures, machinery, engineering, interest, discount on bonds, &c....	$4,370,611	35
Loss by the Schuyler fraud (all settled)	1,772,868	60
Equipment: locomotives, cars, &c.	900,000	00
Real estate in the cities of New York and New Haven	176,346	87
Forfeited stock: allotments not taken	47,900	00
Due from Wm. Bement	88,255	05
Materials and supplies on hand	274,934	71
Cash in bank and due from agents, &c	377,170	59
	$8,008,087	26
Capital stock: 60,000 shares	$6,000,000	00
Bonds payable December 1, 1866; past due	3,000	00
Bonds payable October, 1875, interest at 6 per cent., coupons due April 1st, and October 1st, annually	1,059,500	00
Interest and dividends unpaid	88,330	00
Accounts payable: March pay rolls & balances due connecting roads	201,088	66
Profit and loss	706,168	60
	$8,008,087	26

President.—WM. D. BISHOP.

Directors.—Wm. D. Bishop, Bridgeport; George B. Carhart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, Wilson G. Hunt, New York; William W. Boardman, Ezekiel H. Trowbridge, New Haven; Jonathan Godfrey, Southport; Nathan A. Baldwin, Milford.

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

Superintendent.—JAMES H. HOYT.

Mont Cenis Railway.

The International Commission of the Mont Cenis Railway met at St. Michel on the 4th of May, for the purpose of making the trial trip over the new road. The train containing the members of the commission, and consisting of locomotive, tender, and three first class passenger cars, left the station at half past two o'clock in the afternoon, reached the tunnel at four o'clock, passed the night at Modena, started again at half past seven o'clock the next morning, stopping frequently by the way to inspect the works; and finally reached Susa, at the foot of the Italian slope of the Alps, by five o'clock that afternoon. The ascent and descent of the mountain grade were made in four hours and a half. The time occupied in this trial trip was, of course, much lengthened by the many stoppages and visits of inspection. Several freight trains will be run daily over the road during the next month, in order that a longer experience may secure safety for passengers; after which the regular passenger trains will begin to run each way several times a day.

Wilmington and Manchester Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1866 and 1867, have been as follows:

	1866.	1867.
From freight	$240,404 16	$255,087 87
" through pass	76,174 86	126,547 54
" way passengers	61,948 20	52,271 98
" Governm't transp.	5,319 09	5,885 50
" U. S. mail	18,494 02	17,100 00
" sales of old iron	29,719 10	6,395 73
	$432,059 43	$463,288 62

The operating expenses in 1866–'67, were:

Maintenance of way	$82.141 52	
Cars	17,272 09	
Motive power	49,285 13	
Conducting transportation	73,856 00	
General expenses	26,542 40	
Ferry	4,351 06	
	$253,448 20	
Deduct material on hand	4,300 00	
		249,148 20
Net earnings		$214,140 42

The earnings are $31,229 19 in excess of those of the previous year, while the operating expenses show a reduction of $30,367 68. The expenditures for reconstruction were $30,000, and for extraordinary, (including $7,848 32 for taxes,) $12,770 46.

Operative and reconstruction expenses the past year include not only what had already been expended, but also all debts contracted during the year. The President in his report says:

An examination of the reports and figures will show that the road has done a very good business, and has been skillfully and economically managed.

The present indebtedness of the company is a subject which merits and has received great attention. When the work of re constructing and re-equipping the road was commenced, the intention was to pay this indebtedness chiefly by the sale of bonds. Notwithstanding every effort has been made, we have not yet been able to negotiate all of our securities, and it is from this cause the company is now pressed for money. In this respect, however, the company is by no means peculiar or alone. In truth, our condition is only similar to quite all roads in the South, which were compelled to make outlays to any very considerable amount by the consequences of the late war. Railroad companies with bonds, in many instances better than our own, have been equally as unable to realize as much money as they needed from them. We feel justified in saying our experience in this respect has not been different from that met by railroad companies generally, South. The causes producing this have been beyond the control of all of us, and are chiefly political. Individuals, even in their private business, have met the same difficulties in raising money, and from much the same causes. Notwithstanding, however, all these obstacles, persistent and continued efforts were made to relieve us from embarrassment, and when we state we have at different times placed some $220,000 of our bonds and raised some $500,000 in money, you will see these exertions have not been in vain. In addition, we heve rearranged nearly all of our former bonded debt with accrued interest, covering transactions amounting to some $1,281,740 32. The present indebtedness of the company is by no means so large as to be beyond its management and control. We regard its debt as one which can be compassed without very great difficulty, though it may require some time to do so. It is true we now need money, but we know of but few corporations which are not in the same condition, and our impression is, our case is one susceptible of control and arrangement.

The following is a statement of the *actual debt* of the company:

Actual bonded debt now out		$1,550,740 32
Total floating debt, embracing that before the war, during the war, and since the war		731,767 06
Total actual debt		$2,282,507 38

The bonded debt is not troublesome. The floating debt is the one which enlists our special attention. This debt amounts, as above stated, to $731,767 06, as appears from the Treasurer's books. Of this sum $147,714 94 is in Confederate currency, and could, we think, be arranged for $15,000 in present currency. In the floating debt is also embraced $15,751 66, which will probably never be called for, as much of this sum has been standing on the books of the company since 1852, the creditors in some instances being dead and without legal representatives, and on other portions of it similar natural and legal disabilities exist. Under these circumstances we think it reasonable to state the *actual* floating debt of the company to be $568,297 46. Various modes might be suggested for its management and reduction, but as these would require much detailed explanation, it is probably best to leave the matter to the President and Directors for their control and adjustment.

The liabilities of the company are as follows:

Capital stock		$1,147,018 33
First mortgage bonds, divided as follows:		
First preference or series	$800,000	
Second preference or convertible	650,000	
Third preference	550,000	2,000,000 00
Second mortgage bonds		500,000 00
Floating debt		731,767 06
Total		$4,378,785 39

As stated above, the *bonded debt now actually* out is $1,550,740 32. The road being bonded for $2,500,000, leaves still in the hands of the company as an asset undisposed of $949,259 68. The greater portion of this sum is available to pay off the floating debt, if desirable. Our impression, however, is, the floating debt can be paid off without using this asset. The ability of the road to provide for the interest on its entire bonded debt, should it be deemed best to dispose of all its bonds, appears from the receipts and operating expenses of the year which has just closed. In the event all its bonds were sold, the interest account of the company would be $175,000 per annum. The net earnings this year were $214,140 42; it therefore appears it can manage a bonded debt of that extent on its present business. It is reasonable to expect an increase in its business, in which event the whole matter would be still more under control.

We submit in the next place the following facts and figures for your consideration:

Amount of old first mortgage bonds, due June 1st, 1866	$596,000
Interest due on same to June 1st, 1866	187,985
Amount of old second mortgage bonds, due June 1st, 1873	200,000
Interest due on same to May 1st, 1866	60,865
Amount of income bonds due March 1st, 1864	160,000
Interest due on same to Sept. 1st, 1866,	32,316
Bonds secured by pledge of W. & W. R. stock, due May 1st, 1865	75,000
Interest due on same to May 1st, 1866	13,125
Total old bonded indebtedness of the road	$1,031,000
Total interest past due on same	$294,291

This bonded indebtedness was created in the original construction of the road, and the past due interest accrued during the war, because of the impossibility of paying the coupons as they fell due, when held outside of the Southern States. To prevent confusion, you will please understand, when we state, as we do above, that the total bonded or funded debt of the company, *now actually out*, is $1,550,740 32, the above $1,325,291 is a part of, and included in it. As was reported to you at your last annual meeting, steps were taken in December, 1865, to rearrange and readjust all this old bonded debt of the company and its past due interest, and a statement was submited as to what progress had been made. We are pleased to be able to report additional progress, and to state that at present, of the original issue of $596,000 of old first mortgage bonds, all have been exchanged but $36,000; of the second mortgage bonds of $200,000, all have been exchanged but $9,000; of the issue of income bonds amounting to $160,900, all have been exchanged but $5,000; and of the bonds secured by pledge of Wilmington and Weldon Railroad stock, amounting to $75,000, all have been exchanged.

The cost of reconstructing, re-equipping and resuscitating the road up to this time has been $724,058 89. When it is remembered what condition the war left us in, and further, that there is embraced in this $724,058 89, all unsettled accounts of previous years, covering debts incurred before, during, and since the war, the amount will probably not appear large.

We are pleased to inform you that the business of the road, notwithstanding very decided reductions in both freight tariffs and passenger rates, shows a gradual increase. With certain modifications of passenger schedules, and some further extension of our through freighting arrangements, the revenue of the road can be considerably increased.

The company have 14 engines, 13 passenger, 4 mail and 1 baggage, 55 box, 61 platform, 7 shanty and 17 timber cars.

The number of through passengers carried was 23,037; do., local, 34,047.

The ordinary and extraordinary expenditures (including unpaid requisitions and bills of previous years,) for the year ending September 30, 1867, were:

Previous years	$136,086 96
Repairs of track	63,707 87
" bridges and trestles	23,696 41
" stations	35,409 87
" locomotives	23,271 69
" coaches and freight cars	18,422 71
Fuel	22,838 13
Oil, waste, etc.	6,354 31
Conductors, enginemen, firemen, etc.	43,264 95
Losses and damages	1,291 68
Ferry	4,630 46
Salaries, office expenses, printing, etc.	34,736 96
Total	$413,712 00

The following is an abstract of the Treasurer's

Exhibit, showing the business of the company for the year:

Cash on hand, Sept. 30, 1866		$2,838 72
Bills receivable "		8,814 51
Sundry balances due "		70,594 25
Sundry balances due, 1866 (C. S. currency)		73,866 20
Accounts credited profit & loss, Sept. 30, 1867		1,226 06
Earnings from transportation, as above		463,288 62
Received from sales of old rails		8,926 10
Increased liabilities this year, (including $300,740 32 interest on old bonds funded)		584,593 19
Total		$1,214,087 65
Paid on account of construction, reconstruction and equipment (including bills of previous year charged up)		$140,511 93
Expenses of road this year, etc., as above		413,712 00
Interest paid this year		146,250 05
Interest on bonds funded		300,740 32
Paid for surveys		141 50
Discount on bonds and notes sold		4,870 00
Bills receivable	$8,814 51	
Cash	10,305 61	
Sundry balances due Co.	104,533 03	
		123,653 15
Due in C. S. currency		73,806 20
Due from Florida R. R. Co.		10,402 50
		$1,214,087 65

The condition of the company from commencement to the close of the last financial year is shown in the annexed:

BALANCE SHEET.

Construction and equipment		$3,411,758 69
Paid for surveys		3,085 82
Cheraw and Darlington R. R. stock.		19,211 22
Wilmington and Weldon R. R. stock		201,500 00
Paid on account of interest		146,250 05
Interest on bonds funded		300,740 32
Bills receivable	$8,814 51	
Cash	10,305 61	
Accounts	104,533 03	
Due in C. S. currency	73,806 20	
Due from Florida R. R.	10,402 50	
		207,861 85
		$4,290,407 95
Capital stock		$1,147,018 33
First mortgage bonds	$36,000 00	
Second "	9,000 00	
Income bonds	5,000 00	
		50,000 00
First mortgage 1st preferred bonds		735,000 00
" convertible "		146,000 00
" 3d preferred "		528,500 00
Second mortgage bonds		80,000 00
First mort. 1st pref. bond scrip		5,382 43
" 3d " "		5,357 89
Bills payable		328,381 99
Due on Negro bonds		14,793 26
" pay rolls		77,198 53
" open accounts		159,271 20
" requisitions		57,463 17
" accounts payable		13,013 41
" dividends 1861-'64		86,641 50
Profit and loss		811,305 62
Net earnings for the past year, after deducting all expenses of the present, and what is due to previous years		49,576 65
		$4,290,407 95

President.—HENRY M. DRANE.

Directors.—Jno. Dawson, Dr. A. J. DeRosset, O. G. Parsley, Henry Nutt, D. S. Cowan, Richard Bradley, J. Eli Gregg, Geo. J. W. McCall, Wm. E. Mills, James G. Burr.

Superintendent.—WILLIAM MCRAE.

Secretary and Treasurer.—WILLIAM A. WALKER.

Hazleton Railroad Company.

A meeting of this company was held in Philadelphia on the 22d inst., for the purpose of considering and acting upon an agreement for consolidating the company with the Lehigh Valley Railroad Company. The substance of the agreement is as follows: The directors of the Hazleton Railroad Company are to declare a cash dividend of 2½ per cent., or $1 25 a share, and the Lehigh Valley Railroad Company are then to exchange fifty-seven shares of their stock for every fifty shares of Hazleton stock, and in the like proportion for smaller amounts; that is, the Lehigh Valley Railroad Company are to pay a premium of fourteen per cent. in stock for the stock of the Hazleton Railroad Company.

By a vote of the stockholders, considering the agreement, the merging articles were agreed to; and a dividend of 2½ per cent. has been declared, payable on and after the 26th inst., on the presentation and surrender of their certificates for exchange for certificates of the Lehigh Valley Railroad Company.

Worcester and Somerset Railroad.

This road is designed to connect Newtown, Worcester Co., Md., with Westover station on the Delaware Railroad. A meeting of the friends of this project was held at Newtown on the 13th inst., and the *Gazette* of that place says that the subscriptions then obtained, united with those procured since, "secures the construction of the road beyond a doubt and an immediate organization of the company." The main purpose of the road is to attract northern and western emigration and to enhance the value of land, and subscriptions were greatly stimulated by statements in reference to tracts along the line of the Delaware Railroad which had been doubled, trebled and even quadrupled in value by its construction.

Somerset Railroad.

A meeting of the directors of this road, which is to connect with the Maine Central Railroad at Waterville, Me., was held at Anson on the 16th inst., at which all the directors were present for the organization of the company. Joel Gray was elected President, O. R. Batchelder of Solon, Clerk, and George A. Fletcher of North Anson, Treasurer. Measures were adopted for the survey of the whole line, and other measures were adopted for the purpose of filling up the subscriptions to the capital stock. The road is to be built for cash raised by subscriptions to the stock, which has a guarantee of 6 per cent. from the Maine Central Railroad Company, at a cost of $20,000 per mile. No mortgage is ever to be created, and the road not to be placed under contract until the subscription is filled to half a million of dollars.

☞ The Sheboygan and Fond du Lac Railroad is graded about thirteen miles west of Glen Bulah, and it is asserted that the cars will be running to within eight miles of Fond du Lac by the middle of July.

☞ It is expected that the track of the Boston, Hartford and Erie Railroad, between Putnam and Mechanicsville, will be ready for use in a few weeks.

☞ The Lehigh and Susquehanna coal trains made their first connection with the Central Railroad of New Jersey on the 4th inst.

Tredegar Iron Works, Richmond, Va.

We call attention to the advertisement, in another part of this issue, of the Tredegar Co., the Successors of J. R. Anderson & Co., long the proprietors of this establishment.

These Works have been in successful operation for over 30 years, manufacturing all the important articles required in the construction and maintenance of railroads, and for other important interests of the country.

The engines, both marine and stationary, built at these Works, have always taken high rank among other manufacturers. The Bar Iron, of which they have supplied large quantities to the United States Government, including the cable iron, for which they were Contractors for many years, has stood the highest tests to which any iron had been subjected, and always was considered among the best irons contracted to be furnished to the Government.

This company has lately patented and put in operation, the machinery for making the double continuous lip rolled chairs, of which they make several sizes, and those who have extensively used them and are competent judges, consider this the most perfect machinery for making chairs ever put in operation in this country, whether regard be had to the quantity manufactured, or to the perfection of the chairs. The railroad spikes furnished by this company, are manufactured on the Celebrated "Swett" machine, making a long chisel point, enlarged under the head for greater strength, entitling them to a preference over those made on other machines. In fine, all articles produced at these Works are of the best quality, and may be fully relied on as equal to any in the market.

Those in want of the products embraced in their advertisement, are invited to call at their office, No. 60 Broadway, or at the Works in Richmond, Va. The Vice President of the company, JNO. F. TANNER, Esq., who has been connected with the Works from their commencement, is in charge of the office in this city.

Cumberland Valley Railroad.

The managers of this road are busily engaged purchasing the right of way from this place, the present terminus of their road, to Williamsport, in this county. We are informed that they have been uniformly successful in securing rights of way. This extension we consider a very necessary one—one which will not only be a great source of revenue to the company, but will be of incalculable advantage to the citizens of that portion of the country through which it passes, as well as to the adjacent counties of Virginia.—*Hagerstown Free Press.*

☞ The Reading (Pa.) *Eagle*, of May 20th, says: "A corps of engineers are now running the course for a railroad up through the Monocacy Valley. They are running two courses at once—the one branching off at or near the confluence of the Lime Kiln Creek, following that valley. The contemplated road is to end near Lyon's Station, on the East Pennsylvania Railroad.

☞ The Manassas Gap Railroad is now running to Front Royal. The bridge over the South Branch of the Shenandoah is completed, the ties and rails are being laid, and remaining bridges under process of construction, and it is thought the road will be running to Newmarket in June, and its former western terminus, near Harrisonburg, by October.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St. Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,282,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl.'68 4
Do. Washington Br.....100	1,800,000	A. & O.	Apl.'68 5
Baltimore City Passenger...	670,000	----------	Jan.'68 5
Bay de Noquet & Marq...100	----------	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J.A J&O	Apl.'68 1½
Bloomsburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea 100	110,000	A. & O.	Apl.'68 4
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref.100	1,340,400	M. & N	May'68 3
Boston and Lowell.....500	1,830,300	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,660,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jan. 63 3½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna..* 50	589,110	----------	Jan '68 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey....100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....	----------	J. & D.	Jun.'68 3
Con. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S. Carolina...100	1,201,000	----------	----------
Chemung*.....100	380,000	----------	Mar. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	13,150,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger...	----------	J'n &J'ly	Jan.'68 2
" Street.....	----------	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,424,091	May.	M.'68 10s
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Con...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord..... 10	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. '68 5
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*....100	2,384,941	----------	----------
Delaware..... 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050	----------	----------
Detroit & Milwaukee.....100	452,369	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	800,000	J. & J.	Jan.'68 3½
Erie Railway 100	18,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,526,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordav.100	1,142,834	----------	----------
Fitchburg.....100	4,640,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	----------	M. & N.	M'y'67 5
Forty-Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Apl. '68 3
Hannibal and St. Joseph.100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000	----------	----------
" pref.....100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 -
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami.....50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Apl.'68 3
Macon and Western.....100	1,500,000	----------	Apl.'68 4
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 061,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,811,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	----------	----------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	----------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N.	May'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '68 3
New Jersey 100	5,000 000	F. & A.	Feb.'68 5
New London Northern.....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem..... 50	5,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,643,990	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh.,100	3,068,400	J. & D.	Jun.'68 4
Northern of N. Jersey ...100	158,800	----------	----------
North Missouri 100	2,369,307	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607,197	J. & D.	Jun'68 3½
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri.....100	3.581,000	----------	----------
Panama.....100	7,000,000	J.A J&O.	Apl. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	May'68 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,365,500	----------	----------
Philadelphia and Erie*.... 50	5,069,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,000	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor'n 50	1,507,350	A. & O.	Apl. '68 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City..... 50	100,000	J. & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,623	----------	----------
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	1,000,000	----------	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	665,019	----------	----------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Frod. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan.'68 5
Rutland preferred.....100	----------	F. & A.	F'b.'68 3
St. L., Alt. and T. Haute..100	2,800,000	----------	----------
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,078	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	202,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potisv.* 50	869,450	F. & A.	F'b.'68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275	----------	----------
South Shore 100	259,685	----------	----------
South Western, Georgia....100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	----------	----------
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref..100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " pref. 50	1,900,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	809,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific.....100	----------	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River 100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley 100	516,164	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,452,815	----------	----------
Western (Mass.).....100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	----------	----------
West Jersey 100	731,050	----------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,130,470	----------	----------
Wilm. and Weldon.....100	1,340,213	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Dec.'67 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb.'68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y'67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,865	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'67 2
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	----------	Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l. in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	96
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	—	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	—	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	40
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,567	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep. '67	10.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	18.00	—	—	103	—	Broadway & 7th Ave., N. Y.	408,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep. '67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep. '67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,600	3,900	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Morris' & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	—
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	135
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	—	—
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,406,509	1,170,000	1,230000	70,000	1,098083	260,333	12	100	—
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	—	—
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	—	—
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	—	—
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—
30 Sep. '67	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	16,850	390	—	—	—
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	—	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144.008	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,600	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,287	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66 529	13,946	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	8	1	Peoples, Luzerne County	34,800	34,800	.....	.....	4,600	2,382	—	100	—
31 Oct. '67	7.08	.....	277	45	2	Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,044	53,011	10	50	46
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	255,307	—	—	93,888	28,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	8.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	389,007	114,200	68,088	403,156	105,448	18½	50	56½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	65
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	16½
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	37½
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	59,692	10	50	65
31 Oct. '67	4.18	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.61	—	—	—	—	Passenger (Cinc')	69,837	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1882	—
Brooklyn and Rockaway: 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	93
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg: 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris' & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1870	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90?
2d Mortgage	114,200	7	J. & J.	1869	100
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, May 1, 1868.					
Loan of Jan. 28, 1847 registered	8,688,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	142
" " " " coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	115
" " " coupon		5	" "	1874	117½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	125
" " " coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	115½
" " " coupon		6	" "	1881	115½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	204,246,200	6	Jan & July.	1881	115½
" " " coupon		6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) registered	1,442,065,480	6	May & Nov.	1882	108½
" " " (5-20s) coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106½
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108½
" " " (5-20s) coupon		6	" "	1885	109½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	111½
" " " (5-20s) coupon		6	" "	1886	110½
" " 3d series (5-20s) registered		6	" "	1887	109½
" " " (5-20s) coupon		6	" "	1887	111½
Loan of March 3, 1864, (10-40s) registered	188,925,400	5	Mar. & Sept.	1904	105½
" " " (10-40s) coupon		5	" "	1904	105½
Pacific R. R. Bonds (currency)	23,983,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) June 30, '64: 2d series	163,490,250	7.3	June & Dec.	1868	100
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	100
Matured Debt not presented	7,649,284	---	presentation.	----	----
Gold Certificates of Deposit	19,357,900	---	presentation.	----	----
Compound Interest Notes 1864 '65	44,573,680	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,144,727	---	----	----	----
Three per cent. certificates	28,330,000	---	----	----	----
Fractional currency	32,450,490	---	----	----	----
Navy Pension Fund	13,900,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1886	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	93½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	'1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	696,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	99
" " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) steri.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) steri.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) steri.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	102
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6	"	abt.'74	100½
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " " "	172,000	6	" "	'70-'72	126
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	125
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	106½
" — " " "	4,379,500	5	May & Nov.	1894	110½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	90
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	89½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'88-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds coupon	700,000	7	J. A. J. & O.	1870	108
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	110
" — " " " registered	27,726,500	7	" "	1877	110
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " " "	6,000,000	6	" "	1873	102½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	386,000	6	Various.	'69-'78	65
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	68½
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	101
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	102
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	----
" — " " registered	5,033,052	5	"	'83-'70	97
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	98½
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	----
" — " " 2d series	7,909,520	6	" "	1882	107½
" — " " 3d series	9,270,017	6	" "	1892	108½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	289,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " " "	239,187	5½	" "	Var.	----
" — " " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67½
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	69½
Vermont—State War Bonds	1,587,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " "	21,859,398	6	" "	long.	51½
" — " " coupon	10,900,000	6	" "	long.	----
" — " (new) registered	1,379,500	6	"	1876	58½
" — " (") coupon	489,300	6	"	1886	----
" — " " (")	39,600	6	"	1890	----
Wisconsin—State Bond	408,100	6	Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,108	357,228	353,344	328,628	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	676,446	634,243	576,865	5,525,335
1866	475,641	433 279	385,991	412,521	464,507	493,248	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407.018	465,102	383,396	400,550	461,879	483,177	483,917	476,134	360,641	5,167,371
1868	404,467	393,251	318,219	421 008	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,555	104,272	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	367 966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,258	354,244	415,982	408,990	426,752	359,102	339,109	3,892,861
1868	259,539	296,496	261,599	270,386	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,793	144,995	170,937	189,142	160,306	210,729	216,030	196,436	201,134	1,950,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,698	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,812
1868	283,600	281,900	262,800	288,700	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,160	473,188	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,630	565,145	480,710	519,306	669,605	729,759	716.378	663,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	764,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797.475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,887	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65.035	80,583	73,140	50,296	580.271
1867	49,694	36,098	56,859	59,196	61,447	53,990	53,683	69,018	71,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,456	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division.. 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,418
1867	including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,746	1,498,716	1,423,891	1,041,646	14,139,300
1868	1,081,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	406,372	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1865	671,536	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	516,088	7,181,206
1866	603,053	506,266	505,465	411,605	589,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	828,901	727,810	613,329	7,160,992
1868	519,855	488,080	409,649	467,754	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,496	116,146	105,767	1,224,059
1866	90,411	85,447	84,351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,694	114,713	121,217	142,823	132,387	123,283	1,286,971
1868	92,433	81,590	98,482	108,461	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	376,567	332,260	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,716	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,548	352,218	4,660,326
1867	305,857	311,088	395,372	409,248	357,749	307,988	313,130	434,318	488,388	530,871	429,785	380,024	4,663,808
1868	362,021	338,335	381,497	455,983	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,468	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,430	265,796	337,158	343,737	365,196	335,083	324,966	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362.785	333,952	284,977	314,021	398,993	464,778	506,296	414,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	316,389	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868	366,487	350,884	333,281	425,629	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	940,450	1,079,561	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	956,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,551	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,615	1,084,533	1,135,461	1,285,911	1,480,929	1,630,518	1,211,104	935,857	14,142,215
1867	901,571	845,853	1,075,778	1,227,286	1,093,731	934,536	1,101,698	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	276,950	3,311,077
1865	259,223	239,139	313,914	271,627	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,926	247,262	305,464	278,701	310,762	302,426	281,618	3,380,553
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,271	379,367	336,066	272,053	3,459,319
1868	211,978	231,351	266,905	252,149	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	385,686	361,834	396,771	429,929	605,517	464,809	461,884	574,436	714,302	815,902	746,956	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,656,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,361,579	1,419,232	1,196,956	702,684	10,088,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,000	261,210	249,419	277,380	307,525	401,299	364,331	370,963	3,745,310
1863	337,350	366,596	461,965	462,987	427,094	395,845	360,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	601,556	914,062	7,129,466
1865	690,144	678,504	857,583	738,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	590,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	664 926	757,441	679,336	556,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,087	784,800	690,696	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162,604	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212 227	177,364	2,250,142
1867	149,658	149,842	174,162	188,162	171,736	156,066	172,933	220,788	219,160	230,340	204,395	171,499	2,207,931
1868	127,593	138,392	149,164	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,586	105,554	116,379	120,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,470	220,209	266,154	2,050,422
1865	144,084	139,171	155,766	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,025	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	267,150	3,717 386
1867	237,674	200,796	270,630	317,052	329,078	304,810	308,591	364,724	382,996	406,766	351,760	328,480	3,890,353
1868	278,712	266,793	263,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	65,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,283
1866	45,102	36,006	39,301	43,332	86,913	92,918	85,276	60,698	84,462	100,213	78,248	54,468	814,089
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,962	73,525	126,496	120 268	79,431	54,719	774 967
1868	46,415	40,703	39,198	49,231	.....	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,706	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1873	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	602,000	6	Jan. & July.	"	1880	97
" " " 1855	894,250	6	Jan. & July.	"	1875	98
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.		1877	81
Boston Concord and Montreal						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (¼ in '99, ¼ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'95	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	98
" " $675,000	675,000	6	April & Oct.	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	90½
" " $2,500,000	867,000	6	May & Nov.	"	1889	91
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	750,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'87-'90	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	100
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	96
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	103
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,00	7	April & Oct.		1883	92½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	90½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	85
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	95
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96½
General 1st Mortgage	3,600,000	7	" "	" "	1885	93
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	92
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1895	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1880	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	91½
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,022,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	233,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	83
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	96½
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,855,000	7			1891	82½
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	78½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	89½
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	88
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2 499,000	6	" "	New York.	1875	114
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	261,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1868	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	55
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	280,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	86½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,459,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	93½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		72
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,264,000	7	May & Nov.	"	1840	
2d Mortgage	1,000,000	7	Jan. & July.	"	1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	107½
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	115
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,693,000	7	" "	" "	1877	91½
Milwaukee and St. Paul:						
1st Mortgage	4,598.000	7	Feb. & Aug.	New York.	1893	94½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	89
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,600	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,600	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		89
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Stou'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,500	6	March & Sept.	"	1895	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	94
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] Bds	594,000	6	May & Nov.	" "	1883	
" " ["]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	458,000	7	Feb. & Aug	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	97½
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York	1873	96
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1878	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct	"	1900	83
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'62–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage—Western "	860,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	670,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68–'70	96
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept	New York.	1898	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	103½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	651,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germantn and Norristn:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,556,600	6	April & Oct.	"	1870	99½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93½
" 1844, "	804,000	6	" "	"	1880	94
" 1848, "	101,000	6	" "	"	1880	94
" 1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
" 1836, "	288,000	7	" "	"	'72–'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	67½
Mortgage (Registered)	504,000	7	" "	"	1873	67½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1865	145
2d Mortgage	937,500	7	" "	"	1868	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'72–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Stg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	80½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	63½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	83
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	33
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	"	1872	
Mortgage, (coupons)	983,000	6	" "	"	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	82½
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	498,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	94
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1876	98
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	93
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	79½
1st Mortgage guaranteed	200,000	6	" "	"	1890	
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	170,777				1896	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	577,963	503,500	105,255	1,515,704	54.0	.....	101,102	27,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,268,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	125	Montgomery and West Point	2,439,420	308,967	215,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,094	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,835	108,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,429,775	*	347,819	2,000,000	202,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,466,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,834,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	328,136	382,944	98,894	6	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	151
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	65.4	364,521	659,438	201,036	8	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,486	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
-- -- '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,807	3,535	—	.....
-- -- '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
-- -- '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,980	3½	.....
-- -- '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	108,988	96,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,686,956	729.0	.....	1,734,749	359,214	—	.....
31 Mar. '67	171.0	71.0	.....	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	346,356	6	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,960	437,000	146,067	3,855,721	228.8	306,335	1,006,963	332,551	9	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '67	280.0	—	.....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,866	3,892,861	1,743 733	10	126
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,758,986	10,399,010	5,458,250	365,542	18,957,024	400.9	2,421,566	6,146,862	2,793,463	20	149½
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,670	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,151,735	2,226,967	—	70
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,500	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	98½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,089,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '67	454.8	252.5	.....	—	150	94	3,776	*Illinois Central*	31,328,478	*	10,233,807	23,415,780	10,544,500	—	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	148½
31 Dec. '67	111.0	—	.....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,136,269	111.0	297,509	784,463	187,005	—	48½
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,207,931	.....	—	—
								INDIANA.													
— —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,890,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	20
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	27½
31 Dec. '64	84.0	—	.....	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,532	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,860	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	265	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 5	.....	315,172	117,941	6	100
-- -- '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	7,800,000	288.0	.....	.....	645,827	371,402	—	96½
30 Nov. '66	75.0	—	—	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	131,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,956	5,422,203	156 5	319,880	805,271	237,861	—	58
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,892,000	796,004	5,507,204	162.0	.....	736,587	309,686	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,160	2,930,000	237,532	4,375,968	111.8	.....	426,408	227,534	—	.....
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	660,976	29.8	248,221	510,319	152,217	7	.....
30 Jun. '67	85.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	.....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	334 0	929,486	2,168,574	810,468	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,229	—	.....
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,583,042	386,266	—	.....
31 Aug '60	53.7	—	.....	126.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,989	108,434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	—	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	.....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,989	234,438	16,017,548	329.3	1,902,098	4,325,490	1,498,713	10	120
29 Feb. '68	246.0	277.8	.....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,538,230	10,646,200	9,089,640	267,478	20,762,597	523.8	2,387,898	4,747,219	1,880,832	—	88
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	838	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	835,992	6,331,899	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,760,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	280,047	121,850	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	78½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,894	—	.....
31 Dec. '62	162 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	600,000	700,000	—	.....	52.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	—	17	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609 115	9,200,000	1,356,135	16,593,448	309.0	1,199,660	2,675,876	719 290	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,500,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	46.6	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,068	380,029	—	1,971,222	3,501,000	49 558	6,362,109	90.1	288,189	399,291	119	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,844	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,878	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,461	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,537	4,301,457	109.2	171,568	489,592	219,802	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,868,669	51.3	227,304	529,325	230,825	6	106½
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,063,124	286.8	3,708,823	10,086,706	4,437,983	10	121½
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,848	916,286	550,992	10	127
31 Dec. '67	328.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,643,096	1,747,641	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,000,868	1,212 159	8	45
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	209.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,687	369,577	50,770	—	15
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	180½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,608,167	481,471	10	140
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,308	10	140
30 Nov. '67	44.6	24.0	66.6	—	40	71	642	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,362	6,144,616	68.6	783,666	1,942,500	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par 60)	945,761	88,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6¾	66½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	160,164	8	123½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	118½
30 Nov. '67	51.0	42.5	76.9	—	31	33	607	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,230	93.5	505,332	1,101,444	354,744	9	131½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,834	30,274	5,345	200,000	73,000	2,160	368,508	(O.b	y B. & L.	21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	16	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,725	74.8	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	906,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,381,065	336,310	6	91½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b	y B. & L.	17,500	16,688	1¼	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	298,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,349	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1¼	57½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,849,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	19.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	280,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	98.5	—	0.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,087	63.6	433,650	688,500	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	74½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	120
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	99.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,540	681,301	242,998	8	115
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	900,250	2,245,000	542,668	3,783,917	79.2	263,040	598,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.0	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124.2	.....	3,608,511	781,801	10	129½
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,497	147,928	—	9½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	3,160,643	2,075,493	5,497,127	13,768,000	1,500,000	1,649,968	16,918,568	90.0	1,549,446	3,350,398	1,472,376	10	120
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,018,617	3,616,850	6,347,437	1,818,438	11,477,225	87.7	827,528	1,382,840	164,547	3½	65½
31 Dec. '67	38.8	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,262,614	597,627	7,860,241	33.8	677,201	1,886,303	846,150	10	183
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	159,100	300.000	62,145	495,044	25.0	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,867	5,262,067	81.0	—	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.3	—	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,710	484,228	220,215	—	—
30 Sep. '67	36.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43.2	20,783	49,159	28,850	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	238,100	7	140
30 Sep. '67	88.3	—	35 0	—	44	24	863	Buffalo and Erie	5,109,933	—	890,667	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,852,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	8,837	Erie	19,247,770	*	5,071,492	25,111,210	22,429,292	3,524,813	54,319,262	786.0	6,458,279	14,317,313	2,662,141	—	71½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018.602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,226	5,111,800	1,886,047	8	143½
30 Sep. '67	97.0	20.0	.....	6.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	462.6	—	289	296	5,610	New York Central	29,759,528	5,834,877	9,429,130	28,537,000	12,089,820	688,379	46,023,535	392.0	6,401,240	13,979,514	3,109,801	6	132½
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491 686	1,563,697	1,109,366	6,765,050	5,998,625	37,000	12,815.675	162.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	115.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,954,779	1,070,164	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,648	86,516	—	69
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	ope	r. by R.,	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,964	6	88½
30 Sept. '67	25.2	—	1.25	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sept. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g	4,000,724	*	587,519	2,400,000	1,834,600	358,643	4,588,243	218.6	—	1,215,471	449,003	10	117
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	668,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	2,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,295	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	18	13	228	Troy and Boston	1,915,096	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,532	196,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	962,732	*	—	831,300	—	121,432	952,732	34.9	83,168	160,375	83,679	7½	—
30 Sept. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	185,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,678	98,650	85,000	600	184,250	10.3	19 880	51,630	20,590	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,960,755	*	399,679	4,000,000	339,000	354,892	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	'59	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,365	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,542	—	—
30 Sep. '66	161.9	—	.....	—	26	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	790,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,04[illegible],550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,[illegible]00	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	37
31 Mar. '67	60.3	—	.....	—	34	30	485	Cine., Hamilton and Dayton	3,990,423	991,195	1,276,919	3,260,800	1,750,00[illegible]	773,160	6,197,537	202.0	.....	2,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	390	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	107½
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,600	2,500,000	—	11,250,000	95.5	804,876	2,659 346	973,518	10	108
30 Nov. '67	101 0	102.5	.....	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	278,[illegible]09	9,961,700	203.5	.....	2,298,322	809,514	—	88½
31 May '67	100.	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	135,6[illegible]	8,678,764	188.6	1,223,523	2,492,216	1,107,377	14	110½
30 Nov '67	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,464.078	—	736,66	1,786,200	248,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,204	494,643	64,292	2,388,064	3,635,600	344,005	6,[illegible]17,669	142.0	—	853,363	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	35,935	5,[illegible]9,886	153.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,688	3,688,385	315,434	17,429,[illegible]77	250.8	739,960	1,234,058	445,302	—	—
31 Dec '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,335	1,707,000	461,533	23,500,000	3,888,000	598,698	28,108,91[illegible]	340.0	—	3,459,319	286,455	—	31½
30 Jun. '66	153.4	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,986,854	595 400	391,992	3,882,168	1,218,972	109,518	4,972,746	106.9	346,671	694,420	184,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & Now'k	2,863,435	*	106,623	900,226	2,041,600	28,223	2,970,059	12[illegible].0	240,785	420,453	126,800	—	—
Dec. '67	454.8	45.2	—	—	105	49	2,189	Toledo Wabash & Western	20,999,000	*	1,755,183	6,760,000	15,494,000	68,670	22,764,183	9[illegible].0	1,259,485	3,909,35[illegible]	1,002,471	—	54½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134.201	356,277	122,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,960,900	1,049,166	58,838,989	565.7	—	5,196,268	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	61.5	236,991	502,918	443,361	—	53
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	538,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,000	709,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	121
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,99	—	—
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	256,376	395,149	4,888	5	31
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	183,284	7	—
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,180	1,656,245	—	2,341,375	58 8	149,189	186,451	52,343	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,295	68,880	3,753,170	80.0	508,071	790,808	233,345	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,469,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	534,154	193,776	8	—
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,145	161.2	1,224,378	3,580,764	1,272,080	10	85½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	868,000	—	3,514,100	oper	by Readi	ng R.R.	—	—	38
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	"	302,048	8	57½
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.0	343,012	898,574	361,604	5	35½
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,884,056	21,045,750	13,311 840	591,555	34,949,145	561.5	7,740,290	16 340,156	4,151,521	11	62½
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315 164	634,717	298,318	10	67½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,000,000	22,473	19,019,173	287.5	1,604,825	2,334,781	loss.	—	26½
31 Oct '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,560,825	—	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	48½
31 Oct. '67	26.5	—	32-2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	33.3	—	863,705	299,326	10	129½
31 Oct. '67	90.0	3 8	108.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432,531	890 730	9	56
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,120	1,500,000	74,863	3,420,992	70.9	339,804	608,590	270 419	—	—
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,500	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382 623	10	144
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,093	290,452	107,811	8½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,888	180,693	10,000	684,036	962,600	123.966	880,602	35.4	167,552	276,680	189,706	—	18
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,500	133,671	8	46
								RHODE ISLAND.													
31 Aug, '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,491	436,140	111,884	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	263,268	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	—	—	11	8	105	North Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	164,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	516,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,061	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,382	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,586	1,002,601	2,195,331	5,312,725	3,126 580	921,937	9,431,617	291.0	786,331	1,661,612	71,490	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,039	3,015,107	99.2	—	367,252	173,729	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,781,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859.	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	—	596,922	800,000	204,544	.....	45.8	67,960	127,953	87,245	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, *(all aided by State).*													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,580	.....	50.0	51,200	82,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	976,000	369,000	.....	70.0	102,200	192,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf.	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,361	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	.....	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Verrhont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	97½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	50.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	118.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep '65	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	894,000	.....	.....	103.5	436,729	758,883	42,678	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,661	—	16½
30 Sep. '68	123.3	10.1	.....	—	18	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,981	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	161	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,862	7½	—
30 Sep. ' 67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	196.5	310,204	639,662	280,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,528	.....	78.6	159,961	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,564	—	657,812	85,000	—	.....	23.7	12,642	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,052,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	372,297	6,579,046	221.5	300,405	554,611	135.648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,199,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,332	—	—
								WISCONSIN.													
31 Dec, '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,968,950	5,229,000	—	18,508,374	275 0	996,737	2,538,800	934,103	—	67
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	—	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	—	—	.....	.....	—	—
								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (¼ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '52	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	42,984	2,663,376	49.0	.....	242,796	117,842	—	63½
30 Jun. '68	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	..,.10,345	*	—	15,123,480	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,865	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,122	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	—
July, '61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	02,358	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	258 585	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,107	87,181	—	.....
	&			—	11	22	120	NEW GRANADA. Pan m[illegible]	9,000,000	*	—	5,000,000	0[illegible]	—	10,782,725	48.[illegible]	—	[illegible]	1,138,924	—	.....

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	----	----
Camden & Atlantic (preferred)	620,800	7	----	18
Catawissa (preferred)	1,150,000	7	----	27½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	67½
Chicago & Alton (preferred)	2,425,400	7	7	129
Chicago & Northwestern (pref.)	14,789,125	7	7	80½
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	84
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	----	87
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	6	3	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	28½
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	104
" " " (2d pref.)	841,400	7	7	97
Milwaukee & St. Paul (preferred)	7,370,900	7	----	78½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	3	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	----	----
" " " (2d pref.)	908,400	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	94½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	97
2d Mortgage	343,760	6	----	----	83
Boat Loan	267,010	6	----	----	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	72
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63
Preferred Interest b'ds.	227,580	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	----	42
Chesapeake and Ohio	100	8,226,595	----	----
Delaware Division	100	1,633,350	----	48½
Delaware and Hudson	100	10,000,000	10	164
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	79
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,906,207	----	10
" (preferred)	50	2,888,988	----	20½
Susquehanna and Tide Water	50	2,048,260	----	15½
Union	----	----	----	----
Union (preferred)	50	2,787,000	----	----
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	39 — @ 42 —
Pig, American, No. 1		39 — @ 40 —
Pig, American, No. 2		36 — @ 37 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold).	87 50 @ 90 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @150 —
Bar, English and American, Refined		95 — @100 —
Bar, English and American, Common		85 — @ 90 —
Scroll		125 — @170 —
Ovals and Half-round		120 — @150 —
Band		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ¼ @ 3-16 inch		100 — @160 —
Hoop		133 — @185 —
Nail Rod	per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s		— 17 @ — 18
Sheet, Single, D. and T. Common		— 5 @ — 7
Rails, English	(gold) per ton.	52 50 @ 52 50
Rails, American (at works)		78 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast, (2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring, (2d and 1st qlty.)		— 10 @ — 12½
English Blister, (2d and 1st qlty.)		— 11½ @ — 20
English Machinery		— 13½ @ — 16
English German, (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½ @ — 17
American, Cast, Tool,	do.	— 21 @ — 22
American, Spring,	do.	— 10 @ — 13
American Machinery,	do.	— — @ — 14
American German	do.	— 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23½ @ — 24½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 37½ @ 6 50
German Refined	(gold)	6 37½ @ 6 62½
English	(gold)	6 37½ @ 6 87½
Bar	(net)	10 — @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

		—Gold.—		—Currency.—	
Banca	(gold). per lb.	—	@ — 27½		
Straits	(gold).	— 24½	@ — 24½		
English	(gold).	— 24½	@ — —		
Plates, I. C. Charcoal, p. box.		8 12½	@ 8 37½	11 50	@ 12 50
Plates, I. C. Coke		6 75	@ 7 37½	9 50	@ 10 50
Plates, Coke Terne		6 25	@ 6 37½	9 —	@ 9 25
Plates, Charcoal Terne		7 75	@ 8 —	11 —	@ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall.	—	@ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— 17½	@ — 18
Refined, free, S. W.	— 36	@ — 37
Refined, in bond, prime L. S. to W. (110 @ 115 test)	—	@ — 28
Refined, in bond, Standard White	— 29½	@ — 30
Refined, in bond, prime White	—	@ — —
Naptha, Refined, (60 @ 63 gravity)	— 13	@ — 13½
Residuum	per bbl. —	@ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27
Atlantic M. S. S. Co	33	----	----	----	----	----
Boston, Hartford & Erie	----	----	15½	----	15	----
California 7s	----	----	----	----	----	----
Canton Co.	49½	50½	50½	50½	----	50½
Central of N. Jersey	120	----	----	----	----	120
Chicago & Alton	----	----	128	128	----	----
" " pref.	----	----	----	129	----	129½
" " 1 M.	----	----	----	----	103	103
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	----	----	----	----	----	----
Chic. & Northwest'n	----	----	66½	67½	68	68½
" " pref.	76½	77½	77½	78½	78½	79½
" " 1st M.	91	----	92½	92½	93	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	96½
" " Consol.	92	----	92	92	----	----
Chicago & Rock Isl.	94½	96½	95½	96½	96	97½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	----
Clev. and Pittsburg	84½	85½	86	88½	88½	88½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	79
Clev. and Toledo	106½	108½	108	109½	109½	109½
" S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	103½	105	105½	106½	----	106
Cumberland Coal, pref.	----	34½	35	----	----	35
Del. & Hudson Canal	159	159	----	160	160½	161
Del., Lack. & West.	----	120	----	----	121	----
" 1 M. 8 p.c. '71-5	----	----	97	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	68½	69½	68½	69½	69½	70½
" pref.	----	----	----	74½	75	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	101	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	96½
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	76½	77	78	78½	78½	----
Hudson River	138	138	138½	----	143½	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	147½	----	----	148½	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	28½	----	28½	----	----	----
" " 2d "	----	----	----	----	----	10
Mariposa Mining Co.	----	----	5	----	----	----
" " pref	----	----	----	----	----	----
Michigan Central	119	----	119	119	----	----
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	86½	87½	87½	88½	88½	88
" " 1 M. S. F.	100	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	100	101	104	----	----	----
" " 2d pref.	----	95	97	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	64	65	----	65½	66½	67
" " pref.	76½	76½	77½	78	78½	----
" " 1st mort.	94	----	----	----	94½	95
" " 2d mort.	90	----	----	----	----	89
Missouri 6s	91½	91	91½	91½	91½	91½
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	65	----	----
" " 1st mort.	----	----	98½	98½	99½	100
" " 2d mort	----	----	88½	----	----	89
N. Jersey R. R. & T. Co.	133	----	----	----	----	----
New York Central	128½	129½	129½	129½	130½	131½
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	94	----	----	----
" " 6s, S. F. '87	95	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "'pref."	----	----	----	----	----	----
" "1 M. 7 p.c. '73	----	----	----	----	----	----
" "3 M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	----	----	66½	66½	67½	68
" new	65½	65½	66	66½	66½	67½
Ohio & Miss.	30	30½	30½	30½	30½	31½
" " pref.	80	----	----	----	----	----
" " 1st m.	94	----	----	----	96	----
Pacific Mail S. S. Co.	91½	92½	92½	93½	96½	96½
Panama	325	325	----	----	----	----
Phila. and Reading	91½	93	93½	93½	94½	95
Pitts. Ft. W. & Chicago	108½	110	109½	109½	111½	113½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	99½	----
" " 3M.	----	----	----	----	----	93
Quicksilver Mining Co.	29½	30½	30½	30	30	30½
St. L., Alton & T. H.	----	----	----	45	46½	48½
" " pref	66	----	----	67	68½	69½
" " 1M.	----	----	----	----	----	94½
" " 2M. pref.	----	----	84½	----	----	----
" " Inc. b'ds	----	----	80	----	----	----
Tennessee 6s. ex-coup.	68½	68½	----	68½	69½	71
" new	----	67½	67½	67	67½	69½
Tol. Wab. & Western	49½	49½	49½	50	50½	50½
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	93	----	----	----	93½
" " 2M.	----	82	82	----	83	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s, ex-coupon.	54½	55	----	55	56	55½
" new	53	53½	53½	----	----	55

New York Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th.21.	F.22	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	114¼	----	115
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	104¾	105	104½	105½	105¾	105⅝
U. S. 5s, 10-40s, reg.	104¼	----	----	105	105⅛	----
U. S. 6s, 1881, reg.	114¾	----	----	----	115⅛	115⅛
U. S. 6s, 1881, cou.	114¾	115⅛	115	115½	115⅝	115⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1865, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	106⅛	107	----	107½	107¼	108¼
U. S. 6s, 5-20s, c. '62	109⅞	110¼	110½	110½	110¾	111¼
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	108¾	108¾	108¼	108¾	108⅝	108¾
U. S. 6s, 5-20s, reg. '65.	----	108¾	----	----	----	----
U. S. 6s, 5-20s, c. '65	108¾	108¾	108¼	108⅞	109	109¼
U. S. 6s, 5-20s, r. n. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	110¼	110¼	110½	110⅝	111	111¼
U. S. 6s, 5-20s, r. n. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67.	110¼	110¼	110½	110⅝	110	111¼
7.30 Notes, 2d series.	107⅞	108¼	108¼	108¼	108¼	108⅝
" " 3d series.	108	----	----	108¼	108¾	109

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 26.

	W.20.	Th 21.	F.22.	Sat. 23.	M.25.	Tu.26
Catawissa	----	----	----	----	----	----
" preferred	26¼	26¼	27	27¼	27¼	
Camden & Amboy	129¼	----	129	129	----	129¾
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	90¼
" " 6s, '89	----	----	----	----	----	91
" mort. 6s, '86.	96¼	97	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	20¼	20¼	20¼	20¾	20¾	21¼
" " 6s, '84.	80	80	81	82	82	----
" " Gold L.	87¼	87¼	88¼	89	90	91
Lehigh Valley R. R.	54¼	54¼	55	56	55¼	55¼
" " 6s	----	95¾	----	----	95¾	----
Little Schuylkill R. R.	38¼	38¼	----	38¾	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	58¼	----	57	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	79	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	92½	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	44¼	----	----	44¼	44¼	----
Pennsylvania R. R.	51¼	51½	52¼	52½	52¼	53
" 1st m.	103	----	103¼	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 6s 1st series	107¼	107¼	----	108	108¼	108¼
" " 6s, 2d series	107¼	----	----	----	----	----
" " 6s, 3d series	109	----	----	----	----	109¼
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	101¼	101¼	----	101¼	101¼	101¼
" " new	104¼	104¾	104¼	105	105	105
Philad. Germ. & Nor.	----	67¼	----	----	----	----
Phila. & Reading	45¼	45¼	46¼	46¼	47	47¼
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	68	93	----	----	----	----
Philadelphia & Erie	25	25¼	25¾	25¼	26	26
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	95½
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	19¼	19¼	20	20¾	----	----
" " 6s '82	71	71	----	----	71¼	72
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	15¼	----	----	----
" " 6s '78.	62¼	----	63	62¾	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	10¾
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	39	----	----	----	----
2d and 3d streets, "	----	----	----	56¾	----	56¾
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 26.

	W.20.	Th 21.	F.22.	Sat. 23.	M.25.	Tu.26
Baltimore City 6s, 1875.	----	----	----	98	98	----
" " 1886.	----	----	----	----	----	----
" " 1890.	98¼	98¾	98¾	----	98¾	98¾
" " 1893.	----	----	----	----	----	----
Balt. and Ohio	----	----	121¼	----	----	----
" " b'ds, '75.	----	----	----	----	----	----
" " '80.	----	----	----	----	----	----
" " '85.	97¼	----	----	----	97¼	----
Marietta & Cin. 1st m.	93¾	----	----	----	----	----
" " 2d m.	71¼	71¾	----	----	71¼	----
Northern Central	44¼	44¼	----	----	45	----
" " b'ds, 1885.	84¼	84¾	----	----	86	----
" " 1900	----	----	----	----	83	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	19¾	----

Boston Stock Exchange.

Actual Sale Prices for the week ending May 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W 27
Boston and Albany	149	149	149½	----	149¼	
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	140	----	140	----	----	----
Boston and Providence	----	----	139½	139	139½	140
Boston, Hartford & Erie	15½	16⅛	16¼	15½	15½	15
Cheshire, pref.	----	67	67½	67¼	68¼	67⅞
Concord	----	----	76½	----	----	----
Connecticut River	----	----	124¼	----	----	123¾
Eastern	----	----	118¾	----	----	118¾
Fitchburg	----	----	130¾	----	----	131¼
Manchester & Lawr'ce.	----	----	----	----	----	120
Michigan Central	----	----	118¾	----	----	119
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	64¼	66	66¼	67	68	69
Old Colony & Newport.	92¼	----	----	----	----	91¼
Ph., Wil. & Baltimore	----	56	55¾	55¾	55¾	56
Portl'd, Saco & Ports.	----	----	----	----	----	106½
Vermont & Canada	97¼	97¼	----	----	----	97⅝
Vermont & Mass.	----	----	----	----	57¼	57¼
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	96	----	----	----	----	98¾
Metropolitan "	64¼	65	65	65	66	65
Middlesex "	----	----	50	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22¼	22¼	22	----	22	----
Franklin "	----	14	14	----	14¼	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	5	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewable "	----	7¼	7¼	7¼	7¼	----
Pittsburg "	----	----	----	----	22	----
Quincy "	----	24	24	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities May 8th, and 15th:

	Closing Prices. May 8.	May 15.
United States, 5-20s, 6 per cent 1882.	70¼@ 70¾	70¼@ 70¼
Do. do. 6 do. 1884.	68 @ 70	68 @ 70
Do. do. 6 do. 1885.	68¼@ 69¼	69¼@ 69¼
Do. do. 6 do. 1868.	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	32 @ 34	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	58 @ 62	55 @ 60
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	58 @ 62	55 @ 60
Do., consolid. mort. bonds, 1890	30¾@ 30¾	32 @ 35
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	57 @ 59
Erie shares, $100 (all paid)	45¾@ 46¾	45 @ 46
Do., sterlg. 6 p. c. conv. bonds	69 @ 71	70 @ 72
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	95 @ 96	94¼@ 95¼
Do., 7 p. c., 1875	76 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	93 @ 95

American Railroad Journal.

Saturday, May 30, 1868.

Stock Exchange and Money Market.

There has been a notable accumulation of capital at this point, since our last, both at bank and in private hands, especially the latter. The demand for accommodation has not kept pace with the supply. Rates have yielded a point, and at the modified figures, lenders have not been able to find adequate temporary employment for their available balances. Loans have been made to the large dealers in the public funds at 4 per cent., as the rule, with exceptional advances as low as 3 per cent. on Wednesday. To the leading Stock Exchange firms, aid has been freely extended at 5 per cent. Very little fresh business has been transacted at any higher quotation. There has been a much more comprehensive inquiry for prime to good mercantile paper at from 6@7 per cent. per annum. The city banks have made an unexpectedly favorable exhibit in their last weekly report, which indicated a decrease of $343,504 in loans and discounts, $462,195 in specie, and $10,211 in circulation, with an increase of $1,194,215 in net deposits, and $4,619,907 in legal tenders. The banks now hold $62,233,002 of legal tender, against $50,833,660 six weeks since, or on April 18th, showing a gain of about 11½ millions. Their deposits are up to $202,507,550, against $179,851,880 on the 11th ult., showing a gain of nearly 23 millions in seven weeks, or over three millions a week. Their loans add up $267,381,279, or some 14½ millions more than they were on the 11th of April. The specie reserve is reported at $20,476,947, five weeks since it was only $14,934,547. The circulation has varied little in volume, thus far in the current calendar year. The U. S. Sub-Treasury balance was augmented $1,306,885 last week, on a very heavy business, both in the way of receipts and disbursements.

The specie reserve of the city banks is now $20,476,947, against $14,083,667 same time last year. The city bank deposits are now $202,507,550, against $193,673,345 week ending May 25, 1867. The legal tender reserve amounts to $62,233,002, against $60,562,440 same time last year. The circulation now stands at $34,183,038, against $33,697,253 same time last year. The loans are now $267,381,279, against $256,091,805 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $81,455,457 a day, against a daily average of $81,031,000 the preceding week, and $84,504,761 the week ending with May 9, 1868. The current week's exchanges average about $92,488,199 a day. The city banks, last week, gained $4,619,907 of legal tender, and $1,194,245 in the deposit line, while they lost $462,195 of their specie reserve. They reduced their loans, $343,504; and their circulation, $10,211.

The New York Gold Exchange Bank reports for the week ending Saturday, the 23d day of May, 1868, the average amount of loans and discounts as $1,092,531; average amount of specie, $1,191,233; average amount of deposits, $1,636,668.

The Philadelphia Bank movement the past week shows a decrease in loans of $31,358; a decrease of $103,223 in specie; an increase in legal tenders of $441,554; an increase of $29,776 in deposits; and an increase of $28,611 in circulation. The Bank Clearings show an increase of $2,864,883, and the balances, a decrease of $243,194.

The U. S. Sub-Treasury receipts, week ending with May 23, were $32,532,267, including $2,162,417 from customs duties; payments, $31,225,882, including $2,041,000 of coin interest; balance at the close of the week, $102,685,755, against $101,378,870, at the close of the preceding week, showing an increase of $1,306,885. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $8,035,495 including $488,604 from customs; and payments, $9,726,491; on Tuesday, receipts, $1,585,669 including $436,868 from customs, and payments, $1,280,890. The balance at the close of business on Tuesday stood at $101,299,539, against $100,713,749, a week previous; and $101,748,719 on May 12, 1868.

The U. S. Sub-Treasurer at this port, Hon. Henry H. Van Dyck, acting under orders from the Department, announces that on and after June 1, he will be prepared to receive Seven-thirty Treasury Notes, falling due June 15, and July 15, 1868, for conversion into bonds, dated either July

1, 1867, or July 1, 1868, as parties may desire. The terms of conversion will be as follows: The interest on both series of notes will be allowed up to July 1, and the bonds issued in exchange will bear interest from that date.

National Bank notes to the amount of $88,255 were issued last week, making the total issue to 1,673 banks thus far. $307,810,626, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,006,546, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,804,080. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,417,000; and for the public deposits, $38,334,950—making a total of $379,761,950. The Treasury Department last week redeemed and destroyed $391,900 of worn and mutilated fractional currency, and issued $696,248 of new. The outstanding amount of fractional currency on the 1st inst. was $32,450,489, against $32,588,690 on the 1st of April, and $32,307,947 on the 1st of March 1868.

Government revenues yielded moderately, last week, in both forms, customs and excises. The excises, last week, yielded $3,204,256, against about four millions the preceding week; customs at the port of New York, $2,162,417, and at the outports about $700,000 (in coin) more, making the grand total income for the week equal to about $7,211,750 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $172,500,000.

Gold has been more active, since our last, and more variable in price, having sold on Tuesday as high as 140¼, and having receded again on Wednesday to 139⅝@139¾. The highest sales were made on Tuesday, under the influence of reports from Washington, adverse to decisive action in the impeachment case. The reports were speedily followed by advices of the result of voting by the High Court on two of the leading articles, informing the street of the acquittal of the President, and the practical abandonment of the prosecution. These advices operated against the inflationists of the Gold Board, leading to a depression of the premium. The market closed tame and weak on Wednesday. The exports of specie on Tuesday and Wednesday were not as large as had been anticipated, having amounted to only $1,430,000. Government has not been a seller of gold, during the week, to any considerable extent. Its coin interest disbursements have exceeded two millions.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $3,214,105, against $1,056,073 same time last year. The customs demand for Gold last week, averaged $360,400 a day; thus far, this week, it has been equal to $462,000 a day, or equal to a weekly aggregate of $2,772,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $238,525, and from California, $1,177,496. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $103,011,621, against $112,882,216 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $32,014,844, against $35,656,416 same time in the preceding fiscal year, showing a decrease of $3,641,572 in 1867–'68. The exports of specie from this port, last week, were $3,947,630, against $1,583,667 same week last year. The exports of specie, hence, since July 1, 1867, have been $61,264,243, against $33,848,546 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,041,000, and since July 1, 1867, $70,054,261, against $52,127,392 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to April 29, 1868, were $13,149,821, against $11,448,650 same time last year.

Government has disbursed nearly 17 millions of coin interest through the local office, thus far in May.

Foreign exchange has been in moderate supply and rather fair demand, through the week. Sterling bills have been quoted a fraction higher. Bankers' prime sixty day bills on London closed on Wednesday at 110@110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been up to a fair average this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,657,521, against $1,815,222 same week last year; total, since July 1, 1867, $163,948,651, against $175,645,479 same time in 1866–'67.

There has been unusual activity in the public funds, all through the week. The purchases of the coin bearing bonds have been on a very extensive scale, chiefly through private channels, and on home and foreign investment account. The floating supplies have been materially reduced, and prices have again advanced sharply. The later dealings on Wednesday were remarkably vigorous, indicating great firmness and buoyancy in the market. City and country banks and bankers have been purchasing in large amounts, chiefly of the later issues of the Five twenties, which have been relatively the cheapest. Foreign buyers have been taking the 1862 and 1865 (May and November) Five-twenties, as also the Ten-Forties quite liberally at the going rates. Toward the close there were fewer sellers than buyers, of all the National interest bearing obligations, as much higher prices were confidently looked for, under the stimulating influence of cheapening money both in home and foreign financial centres. London and Frankfort advices report great activity in United States securities in those markets. Seven-thirties are now being converted very freely here into new 5-20s of the 1867 issue.

U. S. sixes of 1881 closed here on Wednesday at 115⅝@115¾; U. S. Five-twenties of 1862, 111½@111⅝; U. S. Five-twenties of 1864 at 109¼@109⅜; U. S. Five-twenties of 1865 at 109½@109⅝; U. S. Five-twenties of 1865, consolidated, 111⅜@111½; U. S. Five-twenties of 1867, 111⅜@111½; U. S. Ten-forties at 105⅝@105¾, and U. S. Seven-thirties at 108⅞@109. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....118½	October, 1865....117½
September, 1865..118	

U. S. three per cent. certificates 100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 13.	May 20.	May 27.
Consols	94⅜	94¾	95⅝
U. S. 5-20's of 1862	70¾	71⅜	72
Erie	46¾	46⅜	46
Ill. Central	94⅞	95⅝	96

Railway and miscellaneous share property was in light demand and weak in price, during the first half of the week under review, but the later dealings were on an extensive scale, at much improved, strong and buoyant prices. State and railway bonds have been in lively demand at very firm rates, including the six per cent. (coin bearing) first mortgage of the Central, and the Union Pacific Railroad Companies, in both which there has been an increase of the investment business, corresponding to the marked activity in the public funds.

General business has been less active, since our last, in the produce line, and prices of cotton, breadstuffs and provisions closed quite heavily. Middling upland cotton closed very dull and heavy on Wednesday at 29½@30 cents, per lb. The stock of cotton now here is estimated at about 68,500 bales. The receipts at the port this week, have averaged only about 900 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,118,500 bales, against 1,732,000 bales same time last year; exports, same time 1,592,500 bales, against 1,324,000 bales same time last year; stock on hand at latest dates, 165,000 bales, against 305,000 bales same date last year. At the Live Stock markets, this week, Beeves have been less active, at a shade easier prices, ranging from 15@18c. per lb.; week's receipts, 6,299. Veal calves have been in fair request at from 7@12c. per lb.; receipts, 1,577. Sheep and lambs have been moderately active, closing firmly at from 6½@10½c. per lb.; receipts, 12,232. Swine have been dull and heavy at from 8½@9¾c. per lb., all live weight; receipts, 24,693. At the auction sale of Scranton coal on Wednesday, 75,000 tons were disposed of at from $3.82½@$4.70 per ton of 2,240 lbs., delivered at Elizabethport, N. J. In general merchandise there has been much less movement, and prices of most articles have favored buyers. The total imports of foreign dry goods, last week, were $1,135,908, and the total amount marketed $1,286,547. The value of foreign merchandise imported last week, was $2,333,463—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,469,371, against $4,291,490, same week last year; total since July 1, 1867, $215,472,694, against $245,457,307 same time in 1866–'67. The freight market closed less firmly on a moderately active business. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 4d.@4½d. by sail, and 5½@6d. by steamer, per bushel; cotton at 1/16d.@3/32d. by sail, and 1/16d.@5/32 by steamer, per lb.; and heavy goods at 15s.@35s. by sail, and 17s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday 555.

The balance in the Sub-Treasury on Wednesday was $100,693,689 20.

The New York exports, exclusive of specie, for the week ending May 26th, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$1,815,222	$3,657,521
Prev. reported.....	79,138,620	69,148,245
Since January 1.....	$80,953,842	$72,805,766

The imports for the week ending May 23d, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$925,729	$1,135,908
Gen. merchandise.....	3,365,761	2,333,463
Total for the week.....	$4,291,490	$3,469,371
Previously reported....	99,363,697	91,453,654
Since January 1.....	$103,655,187	$94,923,025

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R., 7s, guar. by Mo., 96; Chicago and Great Eastern 1st mort., 85; Galena and Chicago 1st mort., 101½; Toledo and Wabash Equipment bonds, 72; N. Y. and New Haven bonds, 96; Peninsular R. R. 1st mort., 90; Hannibal and St. Joseph, 78½; do., pref., 87; Georgia 6s, 80; do., 7s, 92; New York State Bounty Loan, reg., 110; do., 6s, 1872, 102¾; Boston Water Power Co., 20⅛; Cary Imp. Co., 8⅛; Ashburton Coal, 3; Wells-Fargo Exp. Co., 25½; American Exp., 53½; Merchants' Union Exp., 28¾; U. S. Exp., 57; Bankers' and Brokers' Ass., 110¾; Western Union Telegraph, 38½; do., 7s, 82½; Fourth National Bank, 108; Tenth National Bank, 105½; Bank State of New York, 114; Bank of Commerce, 125; Continental Bank, 103; Am. Ex. Bank, 119; St. Nicholas Bank, 107½; Buchanan Farm, oil, 0.40; Consolidated Gregory Gold, 3.00; Central, petroleum, 0.35; Edgehill Mining, 3.80; La Crosse Gold, 0.42; Montana Gold, 0.35; New York Gold, 0.41; Quartz Hill Gold, 1.00; Rocky Mt., Gold, 0.13; Smith and Parmalee, 2.55; Union, petroleum, 5.00.

Philadelphia.—Pittsburg 6s, 1870, 92⅝; do., 5s, 73½; Elmira and Williamsport 5s, 60; Connecting R.R. bonds, 84½; Lehigh Nav. 6s, R.R. Loan, 86⅝; West Chester 7s, 97; Phila. and Baltimore Central R. R. bonds, 61; Phila. and Reading 6s, 1844–'80, 94¼; Ridge Avenue R. R., 80; Philadelphia and Trenton R. R., 129½; Lehigh Valley R. R. pref., 66; Big Mt. Coal, 4¾; Green Mt., 3¾; Fulton, 5⅝; N. Y. and Middle Coal Fields, 3¼; Manufacturers' Bank, 30; Mechanics' Bank, 31⅛; Farmers' and Mechanics' Bank, 128; Penn. National Bank, 57½; Bank of North America, 252; Girard Bank, 60; Northern Liberty Bank, 108; Commercial Bank, 58; First National Bank, 142. The latest quotations are: City 6s, 101½ @101¾; do., free of tax, 104¾@104⅞; State 5s, reg., 99@100; do., coupon, 96¾@99½; do., 6s, W. L., 103¾@104; Reading, 47⅛@47⅝; do., 6s, 1870, 98⅛@99; do., bonds, 93⅛@94½; Camden and Amboy, 129¼@129½; do., mort. 6s, 1889, 96@97; do., 1883, 90⅞@91; Penn. R. R., 52½@52⅝; do., 1st mort., 103@103½; do., 2d mort., 97½@98½; Little Schuylkill R. R., 38@39⅞; Morris Canal, 35@50; do., pref., 75@80; do., bonds, 83@90; Wyoming Valley Canal, 40@42; do., 6s, 79⅛@83; Susquehanna Canal, 15¼@16; do., 6s, 63@63⅛; Sch. Nav., 10@12; do., pref., 20⅜@21; do., 6s, 1882, 72@72; Union Canal bonds, 14@15; Delaware Div. Canal, 45@48; do., bonds, 80@82; Elmira and Williamsport, 31½@33; do., pref., 41@44; do., 7s, 1873, 96@97; do., 5s, 59@60; Lehigh Coal and Navigation, 21½@21⅝; do., bonds, 1884, 83@84; North Pennsylvania, 34@36; do., 6s, 92@93; Philadelphia and Erie, 26@26¼; do., 6s, 91¼@91½; Minehill, 57@57; Catawissa, 5@10; do., pref., 27½@27⅝; Lehigh Valley, 55¼@55⅝; do., bonds, 95½@96; Fifth and Sixth streets, (horse,) 35½@38; Second and Third, 56@57; West Philadelphia, 65½@66; Spruce and Pine, 23@24; Green and Coates, 30½@31¼; Chestnut and Walnut, 46@47½; Thirteenth and Fifteenth, 16@17; Girard College, 26@26½; Tenth and Eleventh, 65½@70; Union, 40@44; Hestonville, 10¼@10½.

Boston.—Ogdensburg and Lake Champlain pref., 102½; do., Equipment 8s, 102; Connecticut and Passumpsic Rivers R. R., 84; Rutland pref., 80; Housatonic R. R., 68; Eastern R. R., (N. H.,) 117½; Nashua and Lowell, 131; Summit Branch, 18½; Central Pacific R. R. 6s, gold, 99; Vermont Central 1st mort., consolidated, 81; Eastern R. R. 6s, 1874, 96; Boston, Hartford and Erie 7s, 69½; do., new, 53½; Boston Water Power Co., 20½; Cary Imp., Co., 9; New Hampshire 6s, 1870, 100⅛; Massachusetts 5s, 1883, gold, 112⅛; do., 6s, gold, 125; Chicago 7s, sewerage, 98¼; Cook Co., Ills., 7s, 95½; Albany 6s, 1879, 95; Salem 6s, 1877@1898, W. L., 100; Portland 6s, 1877, Building Loan, 98; do., Municipal, 95¾; St. Louis 6s, 1887, Harbor Imp., 83; do., Municipal, 83⅞; Cincinnati 6s, 1885, 86; Boston 6s, currency, 1875, 102; Hartford 6s, 1879, W. L., 99¼; Hallowell, Me., 6s, 1871, 90¼; Atlantic National Bank, 124; Boston National Bank, 123½; Everett National Bank, 107¾; First National Bank, 166¾; Hide and Leather National Bank, 105; Hamilton National Bank, 124¾; Merchants' National Bank, 120; National Bank of Commerce, 119; National Bank of Redemption, 115⅛; State National Bank, 107½; Traders' National Bank, 101; Allouez Mining Co., 3½; Bullion Consolidated, 60c.; Hancock, 4¾; Hecla, 40; Native, 87½c.; Ophir (N. S.) gold, 1.35; South Side, 62½c.

Baltimore.—Virginia Central 4th mort. 8s, 82½; Parkersburg R. R., 27½; Richmond and Danville bonds, 66; Central Ohio R. R., 37½; do., 1st mort., 86½; Virginia 6s, old, 48; do., 1867, 42½; Gardiner Hill Mining Co., 0.10; Bare Hill, 0.50; George's Creek, 52; Farmers' and Merchants' Bank, 46¼; Mechanics' Bank, 103¾; Com. and Farmers' Bank, 25½; Union Bank, 60½; Howard Bank, 11¼; Bank of Baltimore, 114. The latest quotations are: Balt. and Ohio, 121@121; do., 6s, 1875, 98@98¼; do., 1880, 98@—; do., 1885, 97@97½; Northern Central, 45@45; do., bonds, 1885, 84½@84¾; do., 1900, 82¾@83; Parkersburg Branch, 27½@30; N. W. Va., 1st mort., 96⅛@96¼; do., 2d mort., 94@95; do., 3d mort., 1873, 92@95; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 93½@94; do., 2d mort., 71¾@72; Central Ohio, 37@37½; do., 1st mort., 86@86½; Western Md. 6s, 1890, 78½@79½; do., guar., 94@95; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 97¾@98; do., 1886, 98¾@99; do., 1890, 98¼@98⅜; do., 1893, 95@97; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19¾@20; George's Creek, 51½@52; Santa Clara, 1.50@3.00; Atlantic Coal, 0.81@0.85.

CENTRAL PACIFIC RAILROAD.—First Mortgage Six Per Cent. Gold Bonds, *at par and accrued interest, in currency.* These securities are based on one of the most important and productive railroad lines in the country—a line exempt from competition, and secured against ordinary contingencies by the aid of the United States Government. The completed portion of the road is earning three times the annual interest liabilities from local traffic merely. Information given and bonds for sale by

Fisk & Hatch,
Bankers and Dealers in Government Securities.
No. 5 Nassau st., New York.

Brooks' Patent Paraffine Insulator.

One of the requisites of a well equipped railway is a telegraph line, and the telegraph to be of service must be reliable in all weathers. We invite attention to the advertisement of the Brooks' Paraffine Insulator Works, in another column. Over forty thousand of these Insulators have just been sent to California to be used the greater portion by the Central Pacific Railroad Company. From the accounts in European journals of the performance of this Insulator, there can be no doubt of its merit.

☞ We take pleasure in calling the attention of bankers and all who deal in or hold railroad securities to the advertisement of Mr. William A. Guest, of No. 25 Wall street. Mr. Guest has been long and favorably known as a successful negotiator of Railroad Stocks and Bonds, and City and County bonds. He gives to this class of securities his special attention.

Clifton Iron Company.

The following is a copy of an act passed by the Legislature of New York on the 15th of April, 1868, to enable the Clifton Iron Company to transport passengers, and for other purposes:

Section 1. The Clifton Iron Company having constructed a railroad from their iron mines to the Rome, Watertown and Ogdensburg Railroad, at East De Kalb, with rails of wood, on which are operating locomotive engines and cars, is hereby authorized to extend their said road to the St. Lawrence River, with the same powers as are conferred in and by chapter two hundred and forty-seven of the laws of eighteen hundred and sixty-four, and the said company is hereby expressly exempted from the obligations and duties prescribed in and by title twelve, chapter eighteen, part one of the Revised Statutes.

Sec. 2. The said company are hereby authorized to carry freight and passengers upon said road, at a rate of speed not to exceed fifteen miles an hour, and to receive and charge fare for passengers, at a rate not to exceed five cents a mile for each passenger.

Sec. 3. This act shall take effect immediately.

Railroad Mortgages.

The following act in relation to Railroad Mortgages was passed by the New York Legislature on the 8th of May, 1868:

Section 1. It shall not be necessary to file as a chattel mortgage (any mortgage) which has been, or shall hereafter be, executed by any railroad company upon real and personal property, and which has been, or shall be, recorded as a mortgage of real estate in each county in, or through which the railroad runs.

Sec. 2. This act shall take effect immediately.

Railroad Earnings.--Weekly.

The earnings of the Toledo, Wabash and Western Railroad for the second week of May, 1868, were $61,997 63
Same week in 1867..... 80,402 64

Decrease $18,405 01

The earnings of the Chicago and Alton Railroad for the 3d week in May, 1868.... $90,823 35
Corresponding period previous year .. 83,386 69

Increase $6,986 66

The earnings of the Western Union Railroad for the 3d week in May, 1868..... $14,505 16
Corresponding week previous year.... 11,232 12

Increase..... $3,273 04

The earnings of the Marietta and Cincinnati Railroad the 3d week in May, 1868... $22,091 00
Corresponding week previous year.... 20,682 00

Increase $1,409 00

The earnings of the Michigan Central Railroad for the 3d week in May, 1868, were ... $82,203 70
Corresponding week of previous year.. 70,263 14

Increase..... $11,940 56

The earnings of the Atlantic and Great Western Railway for the second week in May, 1868, were..... $89,741 00
Corresponding week previous year... 116,818 00

Decrease $27,077 00

The earnings of the Chicago and Northwestern Railroad for the 3d week in May, 1868. $288,278 07
Corresponding week previous year .. 193,522 41

Increase $94,755 66

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week in May, 1868, were..... $100,138 00
Corresponding week of 1867 ..... 77,324 00

Increase $22,814 00

Pacific Mail New Steamship Alaska.

This new steamship, the fourth lately built for the Pacific Mail Steamship Company, is almost completed, and will shortly make her trial trip. She is a *fac simile* in size and dimensions of the Great Republic, China and Japan, and was constructed at the shipyards of Mr. Henry Steers, Greenpoint, L. I. She is 4,500 tons measurement, and will trade between New York and Aspinwall. She is built for great strength and speed, and is now getting in the last of her machinery at the Novelty Iron Works. All the heavy wrought iron has been furnished to the Novelty Iron Works by Messrs. Lazell, Perkins & Co., and made from the best of charcoal iron, under the immediate inspection of their New York agent. This work is the heaviest ever made in America, the water-wheel shafts weighing in a forged condition forty tons each. The Alaska will be fitted up in a very superb and commodious manner, and her saloons, cabins, staterooms, &c., will be similar to those of the other steamers of the Pacific Mail Steamship line.

Mexico and Vera Cruz Railroad.

In our last impression we referred to the railway works now in progress on the Puebla Branch of the Mexican Railway. We are now able to furnish a few details, which are evidences of the earnestness of the company and their determination that the road shall be built.

The principal work in hand is the erection of the Santa Cruz Bridge, which when completed will form one of the points of interest on this branch. The bridge is entirely of wrought iron and is composed of three spans of 58 feet supported on stone abutments and wrought iron piers. The line of the rails will be about 50 feet above the river. The iron girders are being rapidly put together, on the bank of the river, and when finished, and the piers are ready to receive them, they will be hauled across and securely fastened in their proper position. The work is proceeding rapidly, and it is expected that it will be finished in the next three weeks. The bridge was designed, and the working drawings made by the Contractors' Chief Engineer, Mr. Buchanan, M. I. C. E.

Preparations are also being made for the immediate erection of the Iron Bridge over the Soledad River on the Vera Cruz and Paso Del Macho section.—*Mexican Standard.*

Newark and New York Railroad.

We learn that the work is going forward very rapidly on this road, and that it is expected to be finished before the close of the present year. The excavation of Bergen Hill, about two-thirds of a mile south of Newark avenue, and the bridges over the Hackensack and Passaic Rivers are nearly completed. Much of the line of the road across the meadows has also been graded, and some of the trestle work has been laid in the lower part of Newark.

The road was begun towards the close of 1866, and was to have been finished last year. This, however, the contractors failed to do. The construction, at present, is under the supervision of of Colonel James Moore, Engineer of the New Jersey Central Railroad. The starting point from New York will be by the ferry of that road from the foot of Liberty street to Communipaw, and it will run thence a quarter of a mile upon the New Jersey Central track before branching off. After passing over the meadows, the first open thoroughfare in Newark that it will strike will be Ferry street. An embankment from fifteen to twenty-five feet high will form its grade through Newark until it reaches the depot in Broad street. Arches will be made underneath the embankment at the street crossings in Newark.

It is supposed the track will cross the line of the New Jersey Railroad, a short distance south of the Market street depot, and passing between Hamilton and Mechanics streets, reach Broad street, between the First Presbyterian Church and Fair street.

The cost of the road will be $1,000,000, or over, including the purchase of the right of way.

600 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in operation. Sixty miles of track have been laid this spring, and the work along the whole line between the Atlantic and Pacific States is being pushed forward more rapidly than ever before. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1869 instead of 1870. The means provided are ample, and all that energy, men and money can do to secure the completion of this

GREAT NATIONAL WORK,

at the earliest possible day, will be done.

The UNION PACIFIC RAILROAD COMPANY receive:

I.—A Government Grant of the right of way, and and all necessary timber and other materials found along the line of its operations.

II.—A Government Grant of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.

III.—A Government Grant of United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c. The interest is now much more than paid in this way, besides securing a great saving in time and money to the Government.

IV.—A Government Grant of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and *no more.* THE GOVERNMENT PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad, laid with a heavy T rail, and completely supplied with depots, stations, turnouts, car shops, locomotives, cars, &c.

V.—A Capital Stock Subscription from the stockholders, of which *over Eight Million Dollars* have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—Net Cash Earnings on its Way Business, that already amount to MORE THAN THE INTEREST on the First Mortgage Bonds. These earnings are no indication of the vast through business that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Secure beyond any Contingency.

The Company have abundant means in their Treasury, and make no appeal to the public to purchase their bonds, as the daily subscriptions are entirely satisfactory; but they submit that, for entire security and liberal returns, there is certainly no better investment in the market.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

MAY 25, 1868.

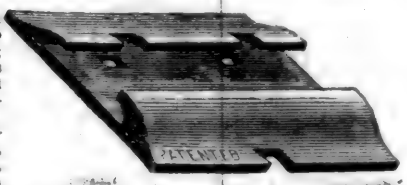
ESTABLISHED IN 1836.

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THE LOBDELL
Car Wheel, Tire & Machine Co.
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The Tredegar Company of Richmond, Va., (Successor to J. R. Anderson & Co.,) continue to Manufacture at their Works, *RAILS* of any required section, including *STREET RAILS*; *PATENT ROLLED CONTINUOUS LIP CHAIRS*; *RAILROAD* and *BOAT SPIKES*; *RAILROAD AXLES*; *FISH PLATES*, with Bolts and Nuts for same; *IRONS* complete for Fink's, Bollman's, or Howe Truss Bridges; *RAILROAD CARS*; *TRUCKS* of any desired pattern ready for the Car bodies; *NAILS* and *CUT SPIKES*; *Best Charcoal BAR IRON*, of high tensile strength; *CASTINGS*, including the heaviest descriptions of Iron and Brass; *MARINE* and *STATIONARY ENGINES* of all sizes.

The great capacity of the Tredegar Iron Works—*some 30,000 tons per annum*,—their location on tide-water, in the midst of the rich Coal and Iron deposits of Virginia, their unequalled advantages for shipment by Rail, Steamer or Sail Vessel, without interruption during any part of the year, and an active experience of thirty years, enable the Proprietors to guarantee the promptest and most economical execution of orders, which are solicited from all parts of the United States. Address

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Or at their Office, 60 Broadway, New York.

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A. & P. ROBERTS & CO., PENCOYD IRON WORKS,

OFFICE No. 410 WALNUT STREET,

PHILADELPHIA.

Rolled or Hammered Car Axles, Bar Iron and Forgings.

THE

Schweitzer Patent Bolt Comp'y,

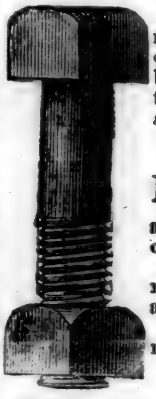
Works at Green Point, L. I.,

Near Greenpoint Ferry, from 10th St. & 23d St., N. Y. NEW-YORK.

H. S. TERBELL, President; *39 Walker Street, New-York.*

THOS. S. YOUNG, Treasurer, *120 Chambers St., New York.*

We are prepared to make and deliver



IRON BOLTS,

manufactured by Automatic Machinery in such manner as to *increase the strength* of the Iron beneath the head by compression, and totally avoid the weakening by crystalization, as in the case of Bolts made by hand or by any slow and protracted process. These Bolts are *uniform in size and shape, and superior in strength and finish* to any others made.

Standard Bolts will be made of the best quality of iron, and warranted.

The attention of

Railroad Companies, Bridge, Car & Locomotive Builders,

and others requiring Bolts of the *greatest strength and uniformity*, is specially called to these Bolts.

Contracts for Bolts used in the construction of Railroads and their appurtenances, and all similar work not requiring the best quality of iron, will be taken at special rates.

The *rapidity of production* will enable the Company to fill orders of any magnitude at short notice. The Company also offer for sale

BOLT CUTTERS

of their own patent, which, with a given amount of power and labor, will cut twice the number of Bolts of any other machine in use.

OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILROAD COMPANY, No. 26 EXCHANGE PLACE, NEW YORK, May 14, 1868.

NOTICE TO THE BONDHOLDERS AND shareholders of the Toledo, Peoria and Warsaw Railroad Company of Illinois. You are hereby notified that a meeting of the bondholders and shareholders of this Company will be held in this City on the 15th day of June next at the office of the Company, between the hours of 10 and 2 o'clock, to vote upon the question of the extension of the road from La Harpe to Burlington, Iowa, and from Warsaw to Quincy, Illinois, to connect with the Government bridges at those places, and to authorize the Board to contract for the building of the same, and to issue sinking fund bonds of the Company bearing interest at eight per cent., at the rate of fifteen thousand dollars ($15,000) per mile upon such extensions or branches for said purpose, or upon any other plan that may be presented you at said meeting for the purpose of raising the necessary funds for building the extensions, and upon any other subject that may be offered for consideration at said meeting.

Per order of the Board,
CHARLES L. FROST, President.

PENNSYLVANIA RAILROAD COMPANY, Treasurer's Department.
PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.

THOMAS T. FIRTH,
Treasurer.
5t21

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH,
Treasurer.
5t21

WILLIAM A. GUEST,

Banker and Broker,

25 Wall Street, N. Y.,

NEGOTIATES LOANS FOR

RAILROAD COMPANIES.

BUYS AND SELLS

RAILROAD SECURITIES

ON COMMISSION.

ALSO,

State, City & County Bonds.

JOHN W. GOULD & CO.,

FOREIGN & AMERICAN

IRON & STEEL RAILS,

Of all Weights and Patterns.

RAILROAD SUPPLIES,

Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.

Iron Bridges and Roofing.

Plans and Estimates furnished on application.

65 WALL STREET, New York.

JOHN W. GOULD. EDWARD P. BIGELOW.

JOSEPH M. STRONG,

Successor to McCall & Strong, 64 Beaver St.,

TAKES ORDERS FOR

IRON AND STEEL RAILS,

And Negotiates MORTGAGE BONDS therefor.

IMPORTS ON ORDER,

Pig Lead, Tin, Iron & Zinc,

And opens Bankers' Credits when needed.

FOR SALE.

Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1-2 in. Gauge—Cylinders 16×24, Drivers 5 ft. diam.

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P. O. Box 5,195.

RAILROAD TIES.

The undersigned are prepared to furnish **Railroad Ties** of **Hackmatack, Cedar, Pine, Hemlock and Spruce** in any quantity. Also every description of **Northern and Southern Pine, Oak and Spruce** for **Railroad Cars, Bridges, &c., &c.**

BRADFORD & RENICK,
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DEALERS IN

Scrap Iron & Old Metals

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PIG IRON,

Highest market prices paid for

Wrought and Cast Scrap Iron,

OLD RAILROAD IRON,

Car Wheels, Axles, Spring & Scrap Steel,

Copper, Brass & Lead.

HAMILTON SQUARE

RUBBER WORKS.

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Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.
Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. R. L. HUTCHINSON.
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Wrought Iron Beams & Girders.

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The attention of Engineers and Architects is called to our Improved Wrought Iron

BEAMS & GIRDERS, (Patented,)

In which the compound welds between the stem and flanges, which have proved so objectionable in the old mode of manufacturing, are entirely avoided. We are prepared to furnish ALL SIZES, at terms as favorable as can be obtained elsewhere. For descriptive Lithographs, address

The UNION IRON MILLS, Pittsburg, Pa.

HARRISBURG FOUNDRY

—AND—

MACHINE WORKS,

(Branch of Harrisburg Car Manufacturing Co.,)

HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.

W. T. HILDRUP, Treasurer.

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Rive de Gier, (Loire,) France.

American Office, Henry Champin, Sole Representative,

No. 75 John Street, Office of Messrs. Tyng & Co., New York.

Cast Steel Tires,

CAST STEEL AXLES, SPRINGS, PLATES, &c.,

CAST, TOOL, SPRING & CUTLERY STEEL OF SUPERIOR QUALITY.

SOLID ROLLED IRON BRIDGE AND BUILDING BEAMS,

(To 100 feet in length and 40 inches in height.)

Iron and Steel Angles, Channels, &c. Heavy Forgings of every description, in Iron and Steel.

SOLE MANUFACTURERS OF THE BELLEVILLE SPRING.

Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the ***MAIN TRACK IS NEVER BROKEN,*** and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns ***The Life and Limb of all Travelers upon Railroads.***

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,

Box No. 2745 Philadelphia, Pa,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

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ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide.

Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City. *Manufactory, Junction Shop, Worcester, Mass.*

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THE ADVANTAGES OF THE PATENTED PORTable Railroad are manifold. It saves time and money; is particularly adapted for excavating, filling, constructing railroad beds, milldams, levees, etc.: working in mines, quarries, brick yards, and peat bogs. Sold or rented in 20-foot sections, from one to a thousand. Also, Cars suitable for the work to be done. Contracts for excavations, etc., promptly attended to. For particulars or pamphlet, address

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TRADE MARK AA American NATURAL LUBRICATING OILS A AND TITLE

Prepared expressly for all classes of Machinery.

DO NOT CHILL.

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3m14 21 Dunham Place, Brooklyn, E. D., N. Y.

C. F. I. & C. For COST, FREIGHT, INSURANCE, and COMMISSION, any production of Great Britain can be procured at the lowest market rates, through Messrs. BELDING, KEITH & Co., American Bankers and Merchants, 80, Lombard Street, London. Orders by Cable promply executed. Circulars issued weekly on application.

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The plan of this School embraces a three-years' course for the degree of ENGINEER OF MINES, or BACHELOR OF PHILOSOPHY.

For admission, candidates for a degree must pass an examination in Arithmetic, Algebra, Geometry and Plain Trigonometry. Persons not candidates for degrees are admitted without examination, and may pursue any or all of the subjects taught. The next session begins October 7th, 1867. The examination for admission will be held on October 3d. For further information, and for catalogues, apply to

DR. C. F. CHANDLER,
Dean of the Faculty.

THOMAS FIRTH & SONS,

SHEFFIELD, ENGLAND,

Manufacturers of

HAMMERED CAST STEEL LOCOMOTIVE TIRES,

CRANKS AND AXLES.

ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

ABBOTT & HOWARD, AGENTS.

81 JOHN STREET, New York. 57 KILBY STREET, Boston.

U. S. RAILROAD SCREW SPIKE COMPANY,

NO. 45 CLIFF STREET, NEW YORK,

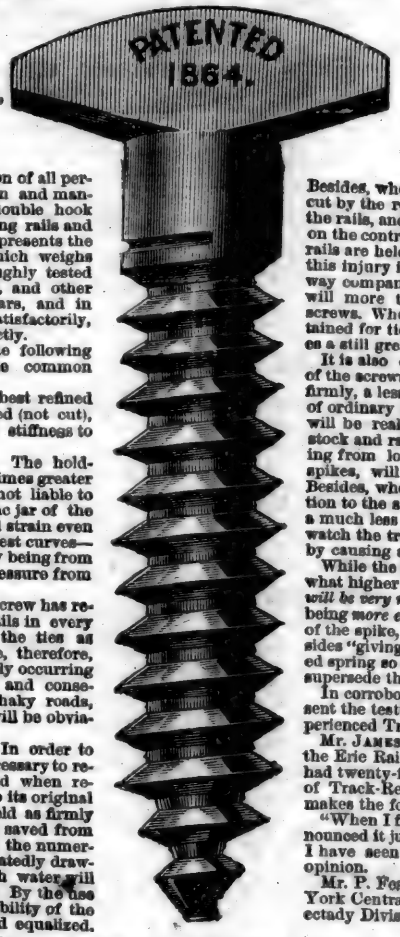
MANUFACTURERS OF MONTIGNANI'S PATENT

RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary

HUBBELL & VANHOESEN, Agents.



Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

MERRICK & SONS,

SOUTHWARK FOUNDRY,

430 WASHINGTON AV.,

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Steam Engines—High and low pressure, for land, river, and marine service; Horizontal, Beam, and Vertical. Patterns on hand for 8x10, 14x12, 18x12, Oscillating: compact and cheap.

SOLE MANUFACTURERS IN PHILADELPHIA AND CHESTER OF WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM-ENGINES.

Boilers—Plain cylinder, flue, and tubular.

Steam-Hammers, of Nasmyth & Davy patterns, with all the recent improvements.

Strahan's Drill Grinding Rest and Twist Drill-Holder.

Castings—Loam, dry, and green sand, brass, &c.

Roofs—Iron frames for covering with slate or iron—neat, durable, and economical.

Gas-Holders of every description. *Builders of Holders for the Philadelphia Gas-Works of 100 and 160 feet diameter.*

Tanks of every form, for sugar estates, refineries, oil, &c.

Gas Machinery of every description, including Retorts, Bench-castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Gas-Valves, Governors, Hoisting Machines, &c.

Manufacturers for the American Meter Company of their Patent Dry Center Valve for changing Purifiers.

Bartol's Patent Wrought Iron Retort-lid, durable, light and cheap.

Sugar Machinery, such as Vacuum Pans and Pumps, Defecators, Bone-Black and Bag Filters, Bone-Black Burners, Washers, and Elevators, Hydraulic Elevators, Sugar and Bone-black Cars, Strike Heaters, Open Steam Trains, &c.

Sole Assignees and Manufacturers in the United States of

Weston's Patent Self-centering Self-balancing Centrifugal Sugar-Draining Machine.

Glass & Bartol's improvement on Aspinwall & Woolsey's Centrifugal Sugar-Draining Machines.

N. Rillieux's Patent Sugar-Boiling Apparatus, applicable to Beet-Root and Cane Sugar.

Having had twenty years' experience in the manufacture of Sugar Machinery for Cuba, South America, and the United States, they are prepared to contract for the design and erection of apparatus for making Sugar from Beet-Root or Cane, and for Refineries for either Sugar or Molasses.

They are also in possession of plans of the most recent improvements in machinery used in France and Germany in the manufacture of Beet-Root Sugar.

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OF WHITE OAK, POST OAK AND CHESTNUT, in quantities to suit, for sale by

DARRELL & NASH,

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COTTON CAR DUCK.

BEST 4 PLY, 100 TO 140 INCHES,

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MATHEMATICAL INSTRUMENTS of all KINDS,

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A descriptive manual of Mathematical Instruments (a pamphlet of 112 pages) sent free on application.

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TIFFANY & CO.,

550 and 552 Broadway,

Solicit attention to their Timing Watches, known as the "TIFFANY & Co., TIMERS."

These watches, for Railroad, Engineering, Racing, Gunnery, and Scientific purposes, are superior to any yet offered, as the arrangement of the stop is such as to note time to the nicety of one-fourth or one-fifth of a second, in such manner as to prevent the possibility of error in the calculation.

The following named gentlemen, having bought "Timers" and found them to be perfectly satisfactory, have kindly allowed Tiffany & Co. to refer to them:

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Tiffany & Co., have also a full assortment of watches of all desirable sizes and styles, of the same quality and finish as the first mentioned, in addition to their usual stock of Frodsham's and Jurgensen's.

Particular care and attention given to the repairing and adjusting of fine watches.

TIFFANY & Co., 550 and 552 Broadway. House in Paris, TIFFANY, REED & Co.

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Fine Jewelry & Silverware.

BENEDICT BROTHERS,

Up-Town, New Store,

No. 691 BROADWAY,

Between Amity and Fourth-Streets.

BENEDICT BROTHERS 171 Broadway;

BENEDICT BROTHERS, Brooklyn, 234 Fulton St.

Sole Agents for the Remontoir Church Clocks. Also Agents for the American Waltham Watches.

The "BENEDICT'S TIME WATCH,"

Having proved an exact time-keeper, we confidently recommend it to those wishing to keep the correct time, and in order to introduce it throughout the country we offer to send it free of express charges at the following prices. 4 grades, $120, $180, $240, $300, in 18 carat gold cases.

Address,

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GILEAD A. SMITH,

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RAILROAD IRON,

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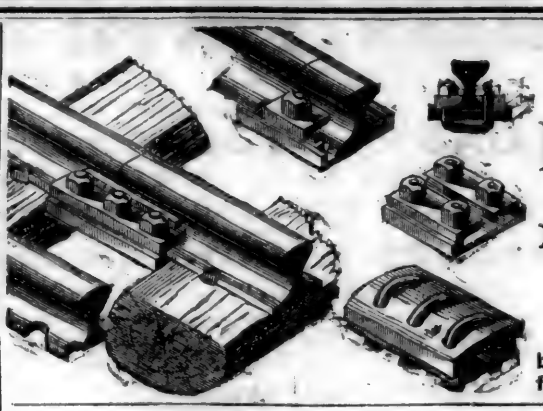
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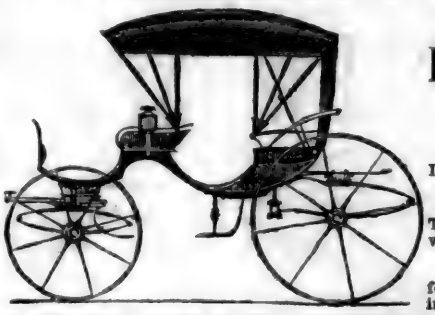
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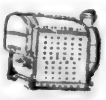
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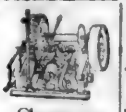
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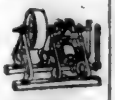
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American Railroad Journal.

New York, Saturday, June 6, 1868.

Tennessee Railroads.

The Governor of Tennessee has issued a circular addressed to the "Railroads of the State," bearing date May 24, 1868, in which he says:

It is made your duty by the law of 1852, and also by the act entitled "An act to liquidate the debt of the State falling due in 1868 and 1869," passed March 13, 1868, to pay the interest on the bonds loaned you at least fifteen days before said bonds become due. The penalty for the violation of this duty is that I am to appoint a suitable person, at your expense, to take charge of your road.

I therefore warn you that the interest due from you on the 1st of July next, must be paid to the Comptroller of the State at least 15 days before that date.

He has also addressed a letter to S. Watson, Esq., of Nashville, in which he says he is opposed to any increase in the present State debt, and shall recommend to the Legislature, at its next meeting in November, an amendment of the Constitution prohibiting the issuance of any more bonds of the State than are authorized by existing laws. He shall also recommend that provision to be made for the sale of all railroads which cannot pay their interest promptly.

Selma, Rome and Dalton Railroad.

At the annual meeting of the stockholders of this road, held at Selma, Ala., on the 14th ult., the following gentlemen were elected directors for the ensuing year: F. H. Delano, John T. Agnew, David Crawford, U. A. Murdock, L. W. Lawler, D. S. Printup, Wm. Paton, J. H. Knox, C. A. Lambaum, A. G. Mabry, and J. Lapsley. F. A. Delano, Esq., was elected President of the Board. The *Messenger* says a full enterchange of views was had, and a general expression of satisfaction with the management and prospects of the road. The report of EUGENE LE HARDY, Esq., Chief Engineer, was presented, of which the following is the concluding portion:

Permit me, sir, to conclude with some remarks suggested to me by the exceptional conditions surrounding the location of this railroad; remarks which I doubt not have been made by all the friends of this enterprise, but which, notwithstanding, cannot be uttered too often.

Between New York and New Orleans the routes now nearest the "air line" between said cities are, as far as Dalton, those passing by Philadelphia, Baltimore, Washington, Lynchburg, Bristol and Knoxville. Rome, Jacksonville and Selma are very nearly on the same air line, which is an indication that the *natural route must be continued through these points*, while the route which is pretended to be the shortest, passes by Charlotte, N. C., more than one hundred miles off the air line. The distance between the two cities, New York and New Orleans, as actually run, according to Appleton's Railway Guide, by way of Chattanooga, Grand Junction and Jackson is 1,502 miles, and by way of Dalton, Selma, Meridian and Jackson is 1,472, which could be reduced to about 1,327 miles, if the line, *as will be eventually*, was made direct from Selma to New Orleans, which would prove a saving in distance of 175 miles on the former route and of 145 on the latter.

The stockholders in this company will enjoy a security for their investment for a long time to come. No other company will be able to compete with this one in distance except at the sacrifice of such a large expenditure of money in the construction of a road, not by any means justified by the distance that would be saved. If to this most important advantage already in its hands your company can make suitable arrangements with all the other companies concerned in this system, to secure to the traveler safety, speed, comfort and economy of time and money, your line and the whole system it belongs to are certain to become the favorite channel for travel and trade between the main markets of the North and the Gulf, the West Indies, Central and South America, Panama and California.

Another consideration which is of great importance to your line and its whole system, is that it will be exempted and free from those snow storms that block in winter the competing lines running by the way of the northwest and which will hereafter be one of the embarrassments in running the North Pacific Railroad now under construction.

All the belt of country traversed by your road is particularly attractive by its picturesque and varied scenery, by the splendor of its vegetation, by the richness of its soil, not only in vegetation products of all descriptions, but in its inexhaustible mineral wealth, *which only awaits this communication with the market to ensure its rapid development*. The altitude of your line ranging from 400 to 1,000 feet above the sea, and its course through valleys formed by spurs of the great chain of the Alleghany mountains are unmistakable indications of the moderation and healthfulness of its climate all the year round, and it is not extravagant to forsee or to predict that this portion of the country, when attention, by means of this road, shall have been directed to it, will become the preferred home of the rich as well as the poor, of the North as also of the South. The salubrity of the climate and mildness of the winter will offer great inducements to the wealthy and middle classes to settle in our midst, in summer to enjoy the refreshing breezes of our mountainous regions, and in winter to avoid the cold blast of a Northern climate. All this region is particularly favored with streams and abundance of water power that never freezes; timber is abundant, coal and iron, those two great powers of civilization and progress, inexhaustible. The land along the route yields most abundantly all the necessaries of life. The climate, as already stated, is temperate, mild and healthy. We find in it all the necessary conditions and elements to make it a favored land for laborers, and consequently the great manufacturing land of America, the only one on this continent capable in the future to compete with the manufactories of Europe.

A consideration, also, of some importance for the future prospect of this section of country and of your enterprise is the natural fertility of the whole of this section of country in the production of fruits and vegetables of all varieties and descriptions. If the speed of your road permit these products to reach the markets in season, attention will be attracted to their culture, which would ultimately form no small item of income to your road. From these considerations and others derived from the particularly advantageous situation of your road it is reasonable to anticipate for it, in the future not far away, not only a heavy local travel and freight, but also a heavy through travel and business, the northern ter-

minus touching as it does the main and most important markets of New York, Philadelphia and Baltimore. It is reasonable to pronounce the enterprise safe and full of prosperity, and at least it is reasonable to predict immunity and pride to the friends who have projected, and helped to construct this road. Such is the profound and sincere belief of your most obedient servant,

EUGENE LE HARDY,
Chief Engineer S. R. & D. R. R. Co.

Morris Canal and Banking Company.

We have the report of this company for the year ending February 29, 1868. From this we learn that the canal was opened about one week later than usual, and closed on the 9th of December, making the navigation season about two weeks less than the average of former years.

The income of the company from tolls and other sources during the year was		$449,652 46
And the expenses were:		
Repairs of canal & works	$167,922 15	
Operating canal	74,691 78	
Salaries, law and other expenses	$31,852 64	
Less interest	13,695 94	
	30,370 40	
Transportation expenses.	13,695 94	
		286,680 27
Balance—profits of the business		$162,972 19
Balance at credit, February 28, 1867.		96,914 30
Boat loan bonds bought and cancelled in the previous year, and erroneously charged to this account		11,000 00
Total		$270,886 49
Dividends on preferred stock		$115,056 02
Interest on bonds		65,083 51
Discount on boat loan		4,302 96
Depreciation of boat stock		2,789 07
Bad debts		2,153 52
State of New Jersey		20,410 95
Balance, February 29, 1868		61,090 56
Total, as above		$270,886 49

The usual five per cent. semi-annual dividends have been paid on the preferred stock—also, the interest falling due on all outstanding bonds of the company, and the annual payment in to the Treasury of the State required by the supplement to the charter of the company, referred to in and published with the last annual report. The amount remaining at credit of profit and loss account is $61,090 56 at the close of the fiscal year.

The current expenses of the year were $53,699 92 less than the expenses of the previous year. No very considerable reduction in current expenses can be expected until there is a further reduction in the cost of labor and materials.

The season opened with such a competition between the avenues leading from the different coal fields, that the cost of carrying coal, to tide water, was soon reduced to extremely low rates, and so continued to the end of the season.

The railroad competition, for the way trade, compelled some concessions in rates, and took from the canal a portion of that trade. The great demand, and high prices paid, for common labor drew off from the canal so many boatmen, that it was impracticable to keep all the company's boats manned and running—and the principal articles which enter into the cost of boating were very high during all the boating season. This state of things necessarily resulted in high freights and low tolls, and in a corresponding reduction in the receipts of the company.

There was a falling off from the previous year in the amount of coal received at Port Delaware of 5,584 tons by railroad, and 34,085 tons by canal, and an increase of 5,451 tons in the amount received at Port Washington, amounting in all to a reduction of 34,218 tons in the coal received into the canal from the mining regions. The falling off in the amount delivered on the line of the canal west of tide water was 6,307 tons.

The total amount of ore transported on the canal was 289,550 tons, being 615 tons less than the previous year. Of this amount 142,925 tons crossed the Delaware River into the Lehigh Valley, and 61,958 tons were transhipped to the Warren Railroad at Port Washington—leaving 83,667 tons belonging strictly to the trade of the canal.

The gross amount transported on the canal was 822,741 tons, being 66,479 tons, (about 7¼ per cent.) less than the gross tonnage of the previous year.

The average distance traveled by the loaded boats was greater last year than the year before, making the difference in tons carried one mile less than six per cent. in favor of the previous year.

All the railroads and canals engaged in the Anthracite coal trade are constantly enlarging and improving their works with a view to reducing the cost of carrying. Under these conditions it cannot be expected that the Morris Canal can retain its share of the coal trade without corresponding enlargements and improvements.

During the last year the expenditures for this account were as follows:

For extensions and improvements at Jersey City		$53,098 84
Extension of tracks and shoots at Port Delaware		22,892 37
Boat account		20,513 11
General improvement account		7,424 05
		$103,928 37
Credit:		
By sale of house and lot in Jersey City	$5,306 25	
By sale of lands formerly taken in settlement of land damages	5,000 00	
By sale of freight line fixtures	1,157 50	$11,463 75
		$92,464 62

In the year 1860, a plan was adopted for lengthening the locks on the canal ten feet, for the purpose of eventually increasing the length and carrying capacity of the boats for that part of the trade, which is done entirely on the line of the Morris Canal. This work was to be done from time to time, by the Supervisors, whenever a lock required general repairs. In pursuance of that policy, seventeen locks have been so lengthened, leaving fifteen locks yet to be done. It is estimated that this improvement can be completed by an expenditure of about thirty thousand dollars, and that it will increase the tonnage of the boats about fifteen per cent., and correspondingly reduce the cost of transportation on so much of the trade as comes to the canal by rail.

A further enlargement of the capacity of the boats can be effected by increasing the depth of water in the canal. The most of this work can be done during the season of navigation by dredging. There are two of "Osgoods Patent Under-water Excavators," already in use deepening the water and raising the banks.

The cost of the canal and its works, as will be seen by the general statement, is $3,362,220 75; the total amount of stock and bonds outstanding is $3,249,260; showing the cost of the works to be $112,960 75 more than the means provided therefor. The only available resource at present to meet this floating debt is $18,000 of the second mortgage bonds remaining unsold. It is therefore evident that some additional provision must be made for meeting this liability and continuing the improvements to which reference has already been made; otherwise the same must be provided for from the current earnings.

There has been sold during the year $14,000, of the second mortgage bonds, and $48,922 50 of the boat loan bonds. The trustees have purchased and cancelled $14,000 of the boat loan bonds, as required by the terms of the Trust Deed.

In pursuance of the concurrence and approbation of the action of the directors, by the stockholders, as expressed in a resolution adopted at the last annual meeting, the agreement contemplated in the first section of the supplement to the charter, approved March 14, 1867, has been executed and delivered to the Governor of the State.

The question of improving the submerged lands embraced within the bounds of the state grant, has received the earnest attention of the directors and officers of the company. The rapid changes which have taken place in the ownership of shore property in the immediate vicinity, during the past year, indicate that the time is not far distant when this property will be needed for commercial purposes.

GENERAL STATEMENT.

Cost of canal and appurtenances		$3,362,220 75
Assets:		
Cash	$18,074 30	
Bills receivable, individual acccount, etc.	39,180 94	
Materials	11,427 96	
		68,683 20
Total		$,430,903 95
Capital stock:		
Consolidated		$1,025,000 00
Preferred		1,175,000 00
Mortgage bonds		782,250 00
Boat loan		267,010 00
Liabilities:		
Individual accounts, etc.	$29,621 92	
Bills payable	86,918 50	
Dividends and coupons unclaimed	4,012 97	
		120,553 39
Profit and loss—surplus		61,090 56
Total, as above		$3,430,903 95

President and Engineer.—WILLIAM H. TALCOTT.
Vice President.—JACOB F. RANDOLPH.
Secretary.—JOHN ROGERS.

Worthington Valley and Manchester R. R.

A correspondent of the Baltimore *Sun*, writing from Manchester, Carroll Co., Md., under date of May 25, says: "The great drawback to the town and surrounding country is the want of railroad facilities between here and Baltimore. This want, I am glad to say, is now about being supplied by the building of the Worthington Valley and Manchester Railroad. The preliminary surveys, under the charge of Robert Irwin, Son & Co., are in progress. The corps of engineers is under the control of Wm. Glen, Esq., a gentleman of untiring energy and much experience in his profession. The corps reached here on Friday afternoon, having surveyed the route known as the Dover line, starting at Cockeysville, on the Northern Central Railway; another line, starting at the Ashland Iron Works, on said road, known as the Black Rock route, will be commenced on Monday next. The report of the engineer is looked for with much interest. The friends of the enterprise are quite enthusiastic, and are confident that the means to build the road will be forthcoming, and completed at an early day."

☞ The Dubuque *Herald* says that the officers of the Iowa Falls and Sioux City Railroad Company have refused to accept the land grant upon the terms and conditions imposed by the General Assembly, viz., reserving to the State the authority to regulate the freight and passenger rates, and, therefore the road will not be extended through to the Missouri as was expected.

Sioux City and St. Paul Railway.

This company have concluded a contract with the Minnesota Valley Railroad Company, by which the latter agrees to complete the line from Sioux City to the Minnesota State line, within three years from the 1st of July. The latter company is the middle link of the chain of railroads extending from Sioux City to Lake Superior—the first link being the Sioux City and St. Paul, which extends from Sioux City to the State line; then the Minnesota Valley Railroad extends from the Iowa line to St. Paul, the third being the Lake Superior and Minnesota Railroad, extending from St. Paul to Lake Superior. This last road now has a large force at work, and will be completed inside of two years. The M. V. R. R. is now completed about seventy miles out from St. Paul, and by fall will reach Mankato, one hundred and seventy miles from Sioux City. The importance of this transfer, to Sioux City and Northwest Iowa, can hardly be over estimated. Nothing of equal benefit, if the road is built in the time named, has ever occurred since the settlement of the country.—*Sioux City Journal.*

Connecticut River Railroad.

The earnings of this road for the years ending November 30, 1866 and 1867, were as follows:

Earnings:	1866.	1867.
From passengers	$277,890 40	$282,769 53
" freight	311,202 16	305,929 42
" mails	6,093 49	6,133 47
" express	10,650 00	23,060 77
" rents	3,428 00	4,488 83
" interest, etc	7,878 83	6,782 99
	$617,142 88	$629,165 01
Expenses, viz:		
Repairs of road	$104,696 56	$111,284 76
" bridges	1,778 51	5,348 07
" buildings	23,500 08	34,919 47
" tools, etc	5,032 67	5,369 78
" locomotives	31,333 67	12,996 59
" cars	58,671 23	65,142 86
Running trains	90,754 17	91,144 39
Station expenses	43,330 46	50,258 24
General expenses	10,596 93	11,684 19
Stationery, etc	5,189 97	7,212 35
Gratuities and damages	3,536 28	1,746 45
Removing snow	761 56	2,134 38
Water works	5,022 11	5,886 81
Miscellaneous	7,072 03	9,081 40
	$391,276 23	$414,209 74
Net earnings	$225,866 65	$214,955 27
Surplus per last report	171,980 13	181,581 53
Total	$397,846 78	$396,536 80
Against which are charged—		
Interest paid	$15,975 73	$16,689 97
Payment to sink'g fund	8,000 00	8,000 00
Government taxes	48,545 52	45,791 65
Cost of new locomotive.	14,100 00	.....
Dividend January	66,644 00	66,000 00
" July	66,000 00	68,000 00
Surplus, Nov. 30	181,581 53	192,055 18
Total, as above	$397,846 78	$396,536 80

Compared with the previous year the gross earnings of 1867 show an increase of $12,022 13, with an increase in operating expenses of $22,933 51. The total expenditure shows an increase of only $6,793 88. The surplus shows an increase of $10,473 65. The report says:

No change has been made during the year in our construction account. The expenditures for improvements in the road and equipment, exceeding in the aggregate $72,000, are all charged against the income.

About $2,750 has been expended towards the enlargement of our facilities for business at the Springfield station.

At Northampton the new passenger house has been completed, at a cost of $18,400, additional lands for aqueduct and depot purposes have cost about $6,400, and a further sum of $2,800 has been expended in grading for new tracks and the erection of a coal shed.

Material improvements have been made in the alignment of the road by the substitution of straight lines for several reverse curves near the Smith's Ferry station, at a cost exceeding $3,000.

The fitting up of a new station, situated two miles below Northampton and to be known as "Mt. Tom," has thus far called for an expenditure of $2,000. One of the leading objects in establishing a station at this point is the accommodation of visitors to Mt. Tom and Mt. Holyoke. Upon the urgent request of interested parties we commenced stopping the passenger trains here on signal in the month of July, and, to our surprise, four thousand passengers were taken up and set down in the succeeding four months.

In pursuance of legislative authority obtained in 1866, a side walk has been constructed on the outside of the covered bridge over the Connecticut River between Willimansett and Holyoke, at a cost of about $2,500. It is believed that the authorized tolls will net a sufficient sum to justify the cost.

The equipment of the road has been kept good by repairs and renewals, six platform and two house cars having been entirely rebuilt. Independently of repairs, we have built at the shops and put into service twenty-five platform and fifteen house freight cars and three baggage, express and post office cars, costing in the aggregate $37,000.

The track repairs have absorbed 21,000 cross ties, 310 kegs of spikes and 513 tons of new rails, besides requiring the mending of 2,028 bars at the rail-welding shop. The steel rails laid down in 1865 and 1866 are giving entire satisfaction. None have been added the past year because of the extravagant prices charged for them. It is to be hoped that the manufacture of steel rails in this country will ere long produce something like equality between supply and demand and thus establish prices upon a reasonable basis.

It is the policy of the directors to constantly improve the road and equipment and to have its facilities for business always equal to the demand upon them. The second track from Springfield to Chicopee, constructed last year, has proved to be of great value in securing regularity and dispatch in the arrival and departure of our short trains. The extension of this track to stations further North should be kept constantly in view as a work to be accomplished within a limited period.

An arrangement was entered into with the Vermont and Massachusetts Railroad Company, near the end of the year, by which we are for the next six years to haul the trains of the Connecticut River line over the track of that company between South Vernon and Brattleboro, they retaining the receipts of the business and paying us a monthly stipend for the service. This arrangement obviates the frequent delays at South Vernon to which our passengers were formerly subjected and is a source of wide-spread public satisfaction.

An arrangement made with the same company in 1851, by which we have occupied about one mile of their track and they one mile of ours below the Greenfield station, was terminated in October at their request, consequent upon the practical extension of their road West, by the opening of a section of the Troy and Greenfield Railroad.

The capital stock of the company has been increased during the year by the issue and sale of five hundred shares at an average rate of five per cent. premium, making the total capital $1,700,000. The bonded debt is $250,000, maturing in 1878. The sinking fund provided for its payment at maturity, and to which an annual contribution of $8,000 is made from the earnings of the road, now amounts, principal and interest, to $65,669 34.

The company have 14 locomotives. Miles run with passenger trains, 139,658; with freight, etc., trains, 119,092—total, 258,750. Number of passengers carried, 730,602; do. carried one mile, 9,021,492. Tons of freight carried, 198,036; do., carried one mile, 5,073,551. Earnings per mile of road, $12,099 32. Gross earnings per mile run, $2 43. Net earnings per mile run, 83.9 cents. Per centage of expenses to earnings, 64 per cent.

BALANCE SHEET, Nov. 30, 1867.

Cost of road and equipment		$1,936,970 87
Material on hand		110,177 97
Paymaster		20,978 26
Suspense account		290 41
Ferry stock and real estate		10,072 30
Post office department		1,571 88
National tax		1,210 70
Bills receivable		3,336 67
Balance due from individuals and corporations		25,001 18
Balance due from station agents		56,125 57
Investments		32,600 00
Cash		46,937 84
		$2,245,273 65
Capital stock, 17,000 shares		$1,700,000 00
Mortgage bonds, due Sept. 1878		250,000 00
Expense bills payable		39,875 86
Unpaid dividends		347 00
Balance due individuals and corporations		62,995 61
Profit and loss		192,055 18
		$2,245,373 65

President.—DANIEL L. HARRIS.

Directors.—Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, Sylvanus Adams, J. H. Butler, Henry W. Clapp, Roland Mather.

Treasurer.—SETH HUNT.

Auditor.—ELIPHALET WILLIAMS.

Superintendent.—W. B. BRINSMADE.

Manassas Gap Railroad.

This road has been for some time in operation to Front Royal, 51 miles from its junction with the Orange and Alexandria Railroad. On the 1st of June it was to have been opened to Strasburg, 61 miles; and by the 20th of June it is confidently expected that the track will have been relaid and the road put in good order as far as Mount Jackson, 85 miles. From that place to near Harrisonburg, its former western terminus, the completion of the road has been put under contract to reliable parties, to be finished by the first of October next.

Costa Rica Railroad.

We learn from Costa Rica that the Interoceanic Railroad contract has fallen through on account of the contractors failing to fulfill their obligations, although the Government has more than fulfilled its portion of the contract, having sent an agent a second time to the States to push on the commencement of the work; established the port of Lemon on the Atlantic and set on foot different undertakings to facilitate communication with the interior for the benefit of the construction of the railroad, and in fact done everything possible to assist in the progress of the road, but the President says everything has proved fruitless, and the Government is now in hopes of concluding a more favorable contract with another company.

☞ The city of Portland has voted, 2,432 to 556, in favor of subscribing $750,000 to the stock of the Portland and Ogdensburg Railroad. This is in lieu of the $700,000 authorized last year.

Debt of North Carolina.

The following is a copy of the ordinance of the Constitutional Convention of North Carolina providing for the payment of the interest on the public debt:

SECTION 1. *Be it ordained by the people of North Carolina, in Convention assembled, and it is hereby ordained by the authority of the same,* That the first General Assembly that shall be convened under the provisions of the Constitution framed by this body, be, and the same is hereby, directed to make the following provisions for the payment of the interest upon the public debt:

SEC. 2. It shall provide for the payment in cash of the interest falling due on and after the 1st day of January, 1869, upon that portion of the bonds of the State which are dated prior to May 20, 1861.

SEC. 3. It shall provide for the payment in cash of the interest falling due on and after the 1st day of July, 1869, upon that portion of the bonds of the State which are dated on and after Jan. 1, 1866.

SEC. 4. It shall provide for funding all such coupons upon the above specified classes of bonds as are now due, or which may become due prior to the time when the payment of interest shall be resumed as above directed. And for such purpose the General Assembly shall authorize the issue of bonds of the State, bearing 6 per cent. interest, which shall be given at par in exchange for such coupons as are now due, or may become due prior to the time when such resumption of payment of interest shall take place.

SEC. 5. This ordinance shall be in force and take effect from and after its passage.

Passed March 14, 1868.

Railways in Canada.

On the 1st of May there were 260 miles of railway in process of construction in the Dominion of Canada, divided as follows:

NEW BRUNSWICK.

	Miles
European and North American Railway, Western Extension Branch, St. John to Maine Boundary	81
Do. Eastern Extension, from Moncton to the Nova Scotia Province line	37
Do. Fredericton Branch, from Fredericton to its junction with the Western Extension	21
New Brunswick and Canada Railway, Woodstock Branch	17
Do. St. Stephen's Branch	19
Total, New Brunswick	175

NOVA SCOTIA.

Windsor and Annapolis Railway	85
Total	260

Oshkosh and Omro Railroad.

Col. Dorrance writes that having visited Mr. Mitchell, the President of the Milwaukee and St. Paul Railroad, that gentleman informed him "that the company, having passed resolutions to extend their road to Oshkosh via Omro, would faithfully fulfill their pledge on the terms agreed upon, namely: donation of $50,000, the right of way and station grounds." Milwaukee and Oshkosh each having voted—the former $25,000 and the latter $30,000—for the above named object, there can be no doubt that the road will be commenced as soon as $50,000 is secured to the company.—*Mil. Wis.*

☞ At a meeting of the stockholders of the Illinois Central Railroad Company at Chicago, on the 27th ult., Jonathan Sturgis, A. S. Hewitt, Wm. Tracy, W. H. Osborn, and George Bliss were elected directors. The contract with the Dubuque and Sioux City Co., was agreed to; and a stock dividend of 8 per cent., declared.

Pittsburg, Fort Wayne and Chicago Railway.

The earnings and expenses of this road for the years ending December 31, 1864, 1865, 1866 and 1867, have been as follows:

Earnings:	1864.	1865.	1866.	1867.
From freight	$4,148,503 00	$4,739,067 88	$4,707,582 12	$4,483,616 42
" passengers	2,696,387 00	3,391,221 46	2,441,895 70	2,439,013 39
" express	68,306 22	149,658 02	100,298 43	100,632 26
" mails	93,900 00	93,900 00	93,900 00	93,900 00
" rent of railway	85,000 00	85,000 00	85,000 00	85,000 00
" rents	1,345 83	4,861 12	2,869 00	6,651 92
" miscellaneous	27,023 71	25,354 08	35,672 81	33,311 97
Total earnings	$7,120,465 76	$8,489,062 56	$7,467,217 56	$7,242,125 96
Expenses:				
Transportation	$1,036,209 41	$1,220,978 76	$1,280,472 44	$1,192,485 87
Motive power	1,260,900 37	1,520,948 54	1,587,196 04	1,438,633 48
Maintenance of way	1,113,496 62	1,344,674 25	1,270,533 01	1,382,384 72
" of cars	334,946 91	531,103 94	552,910 50	505,342 63
General expenses	355,850 32	587,810 09	475,574 55	334,725 87
Total expenses	$4,101,398 63	$5,205,515 58	$5,147,686 54	$4,863,572 07
Earnings less expenses	$3,019,067 13	$3,283,546 98	$2,319,531 02	$2,378,553 89
Earnings per mile	$15,214 67	$18,135 65	$15,989 76	$15,464 71
Expenses "	8,763 67	11,122 89	10,996 33	10,001 22
Earnings less expenses per mile	$6,451 00	$7,012 75	$4,990 43	$5,463 49
Expenses to earnings per cent	57.60	61.33	68.79	67.15

OPERATIONS OF THE ROAD, 1864–'65–'66–'67.

Mileage of engines	3,918,438	4,623,073	4,934,767	5,037,663
" of cars	33,965,246	41,785,082	45,485,011	45,428,547
Freight carried (tons)	858,528	832,615	1,025,778	1,154,351
" (mileage)	174,621,870	193,789,901	233,274,794	228,791,443
" (revenue)	$4,138,503	$4,739,068	$4,707,582	$4,483,616
Passengers carried (number)	1,284,205	1,461,195	1,280,322	1,294,125
" (mileage)	107,490,117	121,367,938	82,672,464	82,376,324
" (revenue)	$2,696,386	$3,391,221	$2,441,896	$2,439,013
Mileage of locomotive engines in further detail:				
Passenger	1,287,158	1,499,293	1,456,185	1,502,117
Freight	2,293,560	2,838,569	3,118,019	3,221,486
Wood	120,334	121,510	148,985	100,185
Gravel	217,386	263,701	211,578	213,875
Total	3,918,438	4,623,073	4,934,767	5,037,663
Mileage of cars in further detail:				
Passenger	4,315,650	5,522,129	5,208,081	5,517,209
Baggage and express	1,710,665	2,169,054	2,091,384	2,089,655
Freight	27,938,931	34,093,899	38,185,546	37,821,683
Total	33,965,246	41,785,082	45,485,011	45,428,547
Classification of freight weights in tons:				
Product of forest—lumber	57,987	47,210	61,658	70,183
" other articles	15,914	26,000	31,608	45,134
" animals—live stock	164,262	184,242	156,913	155,847
" other articles	61,660	57,108	57,767	56,035
Agricultural products—flour & grain	101,180	96,206	149,403	115,750
" " other articles	86,855	32,512	42,746	37,225
Manufactures	166,792	150,033	186,250	207,512
Merchandize	75,590	75,086	108,751	136,692
Iron rails	6,702	13,584	25,959	38,270
Miscellaneous—coal	150,153	129,770	158,382	205,553
" other articles	21,823	20,864	46,341	86,150
Total weight in tons	858,928	832,615	1,025,778	1,154,351
Carried westward	371,652	866,723	419,064	529,516
Carried eastward	487,276	465,892	606,714	624,835

SCHEDULE OF ROLLING STOCK.

Locomotive engines		812		189		189		199
Passenger—1st class coaches	73		93		93		93	
" 2d class and emigrant	26		26		26		26	
Mail, baggage and express	44—	143	48—	167	50—	169	54—	173
Freight—box cars	812		883		1,057		1,431	
" stock	535		547		548		548	
" platform	629—	1,976	759—	2,189	776—	2,381	902—	2,881
Total of all cars		2,119		2,356		2,550		3,054

CONDITION OF THE ROAD.

	1864.			1865.			1866.			1867.		
	E. D.	W. D.	Total.	E. D.	W. D.	Total.	E. D.	W. D.	Total.	E. D.	W. D.	Total.
Miles of road	188	280	468	188	280	468	188	280	468	188	280	468
Miles of siding	41	41	82	48	49	97	52	54	106	52	54	106
Miles of 2d track	10¼	..	10¼	26	7	33	26	7	33	26	7¼	33¼
Total track	239¼	321	560¼	262	336	598	266	341	607	266	341¼	607¼

INCOME ACCOUNT, 1864–'65–'66–'67.

	1864.	1865.	1866.	1867.
By balance	$97,055 00	$1,818,070 45	$3,062,130 75	$3,355,707 98
Gross earnings	7,120,465 76	8,489,062 56	7,467,217 56	7,242,125 96
C. & P. R. R. on account of joint earnings	39,085 33			
Assets of Trustees credited to income account	116,017 58			80,000 00
Profits operating New Castle Branch			89,771 99	73,599 81
	$7,372,573 67	$10,307,133 01	$10,619,120 30	$10,751,433 75
Operating expenses	$4,101,398 63	$5,205,515 58	$5,147,686 54	$4,863,572 07
Construction, etc				3,382,014 91
Interest on bonds	922,322 09	889,630 00	871,361 93	864,074 74
Sinking fund	104,100 00			
Dividends on stock	530,782 50	872,827 50	1,035,315 79	1,088,816 31
C. & P. R. R. on account of joint earnings		277,029 18	209,048 06	170,903 77
Taxes, &c				283,939 98
Balance to credit side	1,713,970 45	3,062,130 75	3,355,707 98	1,098,111 97
Total	$7,372,573 67	$10,307,133 01	$10,619,120 30	$10,751,433 75

GENERAL ACCOUNT, 1864–'65–'66–'67.

	1864.	1865.	1866.	1867.
Capital stock	$8,181,126 12	$9,312,442 00	$9,940,987 95	$11,500,000 00
1st mortgage bonds	5,250,000 00	5,250,000 00	5,250,000 00	5,250,000 00
2d " "	5,160,000 00	5,160,000 00	5,160,000 00	5,160,000 00
3d " "	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Bridge bonds (O. & P. R. R. Co.)	187,500 00	163,500 00	158,500 00	153,000 00
Chicago depot bonds	59,500 00			
Due to other companies	60,481 82	184,871 85	40,822 02	77,514 60
Miscellaneous liabilities	371,676 71	448,041 24	364,295 73	137,796 95
Due J. F. D. Lanier, Trustee	124,993 66	115,331 13	88,238 79	12,054 11
Due for current expenses in December and prior	833,421 14	849,376 12	568,987 14	573,289 40
Balance to credit of income acc'nt	1,818,070 45	3,062,130 75	3,355,707 98	3,480,126 88
Total	$24,046,769 90	$26,545,693 09	$26,927,539 61	$28,343,781 94
Cost of property	$21,164,329 77	$23,183,381 33	$24,253,746 81	$25,271,285 63
Stock of supplies	1,052,058 70	969,053 93	631,918 82	561,443 99
Due from other companies	606,185 41	417,948 84	386,954 43	368,596 14
Akron Branch		179,829 40	179,829 40	207,575 03
Miscellaneous assets	768,519 86	575,521 74	708,333 63	633,641 44
Sinking fund 1st and 2d mortgage bonds	104,100 00	208,200 00	275,910 03	404,710 26
Cash in hand	351,576 16	1,011,758 85	670,675 59	896,529 00
Total	$24,046,769 90	$26,545,693 09	$26,927,539 61	$28,343,781 94

The result of each year's operations since the consolidation have been as follows:

Fiscal Years.	Length of road.	Gross Earnings. Passenger.	Freight.	Mail, etc.	Total.	Operating & Rep'rs, etc.	Earnings. less exp.	Dividends. Amount.	Rate.
	M.	$	$	$	$	$	$	$	p. c.
1856	338	370,446	402,015	23,108	795,579	273,434	522,145		
1857	383	942,765	657,686	59,974	1,660,426	1,036,011	624,414	349,830	6
1858	383	742,451	698,570	126,211	1,567,232	965,573	601,659		
1859	465	795,739	964,133	206,116	1,965,988	1,291,333	674,655		
1860	467	805,486	1,341,015	188,853	2,335,354	1,573,799	761,555		
1861	467	902,706	1,905,707	223,374	3,031,787	1,732,066	1,299,721		
1862	467	1,116,741	2,401,630	226,940	2,845,311	1,877,399	1,966,912		
1863	468	1,562,409	3,341,034	229,491	3,132,934	3,026,311	2,106,623		
1864	468	2,696,387	4,148,503	275,576	7,120,466	4,101,399	3,019,067	530,782	7½
1865	468	3,391,221	4,739,068	358,774	8,489,063	5,205,516	3,283,547	901,282	10
1866	468	2,441,896	4,707,582	317,740	7,467,218	4,147,687	2,319,631	1,035,316	10
1867	468	2,439,013	4,483,616	319,497	7,242,126	4,863,572	2,378,554	1,088,816	10

The earnings and expenses for 1856 are for five months only, viz., from August 1, to December 31.

The amount of capital, bonds, and debt at the close of each year since the consolidation has been as follows:

	Shares.	Bonds.	Floating Debt.	Total.
1857	$5,258,937 66	$7,371,000 00	$1,418,922 09	$14,048,759 75
1858	5,288,950 27	8,453,000 00	889,159 88	14,631,110 15
1859	5,351,761 84	8,289,500 00	1,916,517 04	15,557,777 88
1860	5,481,869 32	9,306,485 00	1,612,754 22	16,401,108 54
1861	5,480,865 54	9,660,825 00	1,860,430 87	17,002,121 41
1862	5,709,591 61	12,935,173 00		18,644,764 61
1863	6,164,531 89	12,935,173 00		19,099,704 89
1864	8,181,126 00	12,657,000 00		20,838,126 00
1865	9,312,442 00	12,573,500 00		21,885,942 00
1866	9,940,987 95	12,568,500 00		22,509,487 95
1867	11,500,000 00	12,563,000 00		24,063,000 00

In the floating debt are included coupons past due and unpaid—1858, $9,341; 1859, $252,150; 1860, $912,677, and in 1861, $1,519,212.

Debt of Massachusetts.

The State of Massachusetts will pay interest, in gold, on $15,000 5 per cents, and $85,000 6 per cents; also the principal, in gold, of both sums, which matured June 1st, and $100,000 of temporary loan, payable in currency. In this connection we annex a statement of the entire indebtedness of Massachusetts, from official sources:

5 per cent. bonds, due 1870@1880, inclusive		$867,000
5 per cent. bonds, due 1883		1,088,000
5 per cent. bonds, due 1894		4,379,500
5 per cent. bonds, due 1894 (£826,600 @$4 84)		4,000,744
6 per cent. bonds, due 1870@1878, inclusive		3,823,000
Principal and interest payable in gold.	$14,158,244	
6 per cents, due 1871–'86, 5 20s, currency	*3,505,000	
		$17,663,244
TROY AND GREENFIELD RAILROAD LOANS.		
5 per cts., due 1890–'94	$1,166,500	
5 per cts., due 1888–'90 (£114,500@$4 84)	554,180	
5 per cts., due 1888 £610,000@$4 84	2,952,400	
		4,673,080
Principal & interest in gold.	$4,673,080	
State indebtedness		$22,336,324
LOANS TO RAILROADS.		
Western, 5 per cts., (£764,900@$4 84)	$3,702,116†	
Eastern, 5 per cts., due 1868 @1871	275,000	
Norwich and Worcester 6 per cts., due 1877	400,000	
		4,377,116
Total debts and liabilities		$26,713,440

The loans to the three railroads are amply secured, and the State has sinking funds of over $10,000,000 toward the redemption of its own liabilities. The Troy and Greenfield loans are assumed as State indebtedness, but the premium on the last loan of $2,952,400 will as a sinking fund redeem a large part of that loan at maturity. The State has temporary debt maturing this year and next, to the amount of $1,412,240 92, but the balance of the last loan, $1,600,000, not yet paid in, will more than offset it, therefore it is not included in the aggregate debt. Although the debt of the State is large, the ample sinking funds makes its financial condition a very healthy one.

* This is the only currency loan. All others payable in gold, principal and interest.

† This loan matures Oct. 1, 1868, to April 1, 1871.

☞ A meeting of the stockholders of the Cape May and Millville Railroad Company, to ratify a lease of the road by the West Jersey Company, by virtue of which the stockholders are to receive six per cent. on their stock, and the road become virtually a part of the West Jersey road, was held at Cape Island recently. This is but another step on the part of the companies to advance the interests of that section of the State, and cannot fail to enhance the value of real estate in South Jersey.

☞ The new station at Lyndonville, on the Connecticut and Passumpsic Rivers Railroad, was opened to the public on the 18th ult. It is the finest on the road and among the finest in the State.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	---- ----	---- ----
Allegheny Valley ---- 50	1,498,400	---- ----	---- ----
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	11,522,150	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl.'68 4
Do. Washington Br.....100	2,620,000	A. & O.	Apl.'68 5
Baltimore City Passenger...	670,000	---- ----	Jan. '68 3
Bay de Noquet & Marq...100	---- ----	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112	---- ----	---- ----
Berkshire*.....100	600,000	J. A. J&O	Apl.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do., do. pref..100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,000	J. & D.	Dec. '67 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '685
Boston and Providence ...100	3,680,000	J. & J.	Jan. '68 5
Boston and Worcester ...100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) 25	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800	---- ----	---- ----
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Cape Cod Branch 50	721,926	J. & J.	Jan. 68 3½
Catawissa. 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	---- ----	Jan '68 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey....100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....	---- ----	J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Charlotte & S Carolina...100	1,201,000	---- ----	---- ----
Chemung*.....100	350,000	---- ----	Mar. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' 68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'68 5
" " pref...100	2,425,576	M. & S.	Mar.'68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	---- ----	---- ----
Chicago, Iowa & Nebras*.100	1,000,000	---- ----	Jan.'68 5
Chicago and Milwaukee*..100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 5s
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68$2
" Street.....	---- ----	J. & J.	Jan.'63$2
Cincinnati and Zanesville. 50	1,600,250	---- ----	---- ----
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,424,091	May.	M.'68 10s
Cleveland and Toledo* 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Can...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan. '63 5
Coney Island & Brooklyn.100	800,000	---- ----	---- ----
Conn. & Passump. Rivers.100	---- ----	---- ----	---- ----
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	---- ----	---- ----
Dayton and Michigan*....100	2,284,941	---- ----	---- ----
Delaware..... 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050	---- ----	---- ----
Detroit & Milwaukee.....100	452,359	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,673,641	---- ----	---- ----
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	654,600	---- ----	---- ----
East Tenn. and Georgia...100	---- ----	---- ----	---- ----
East Tenn. and Virginia...100	---- ----	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	N'v.'67 1½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	---- ----	---- ----
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	---- ----	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	---- ----	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan.'68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Apl. '68 3
Hannibal and St. Joseph.100	1,900,000	---- ----	---- ----
Do. do pref.100	5,253,830	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	990,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,286,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 -
Joliet and Chicago*.....100	1,500,000	J. A J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J. A. J&O	Apl.68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan. '68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	---- ----	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	6,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000	---- ----	Apl. '68 4
Mahanoy & B'd Mount n* 50	921,615	---- ----	---- ----
Maine Central.....100	1,600,860	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	---- ----	---- ----
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	670,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jan. '68 5
Mich. So. & North. Ind. ...100	9,311,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	---- ----	---- ----
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	---- ----	---- ----	---- ----
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	---- ----
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	---- ----	---- ----
Montgomery & W. Point..100	1,419,769	---- ----	---- ----
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½s
Nashua and Lowell.....100	600,000	M. & N.	May'68 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538	---- ----	---- ----
N Haven & Northampton.100	1,224,100	J. & J.	Jan.'68 3
New Jersey.....100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	---- ----	---- ----
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,285,050	J. & J.	Jan. '68 4
" " pref. 50	1,500,000	J. & J.	Jan. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400	---- ----	---- ----
North Carolina.....100	4,000,000	---- ----	---- ----
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	---- ----	May '67 4
Northern of N. Hampsh..100	3,067,400	J. & D.	Jun.'68 4
Northern of N. Jersey ...100	158,800	---- ----	---- ----
North Missouri 100	2,369,307	---- ----	---- ----
North Pennsylvania..... 50	3,150,150	---- ----	F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 5
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	---- ----	---- ----
" " pref.100	3,607,197	J. & D.	Jun'68 3½
Old Colony & Newport ...100	4.848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri.....100	3,581,000	---- ----	---- ----
Panama.....100	7,000,000	J. A J&O	Apl. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,365,500	---- ----	---- ----
Philadelphia and Erie*.... 50	5,069,450	---- ----	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,400	J. & J.	Jan. '68 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,623	---- ----	---- ----
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	1,000,000	---- ----	Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	665,019	---- ----	---- ----
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,000	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041.800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,285,500	J. & J.	Jan. '68 5
Rutland preferred.....100	---- ----	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800,000	---- ----	---- ----
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	398,078	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000	---- ----	---- ----
Saratoga and Hudson R....100	1 020,000	---- ----	---- ----
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'67 5
Somerville 100	75,000	M. & N.	May '68 3
South Carolina 100	2,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	---- ----
South Western, Georgia...100	3.203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000	---- ----	---- ----
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,500	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650,000	---- ----	---- ----
" " " 1st pref.100	1,700,000	---- ----	---- ----
" " " 2d pref.100	908,176	---- ----	---- ----
Tol., Wabash and West.... 50	5,400,000	---- ----	---- ----
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union Pacific.....100	---- ----	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley.....100	516,164	---- ----	---- ----
Virginia Central 100	3,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,452,815	---- ----	---- ----
Wes.ern (Mass.).....100	6,710,800	J. & J.	Jan. '68 5
Western Union 100	2,687,237	---- ----	---- ----
West Jersey 100	731,050	---- ----	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,130,470	---- ----	---- ----
Wilm. and Weldon.....100	1,340,233	---- ----	---- ----
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb.'68 3
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'68 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,808,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	---- ----	---- ----
Union..... 50	2,907,850	---- ----	---- ----
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p.....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,460,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Mt. Pleasant Coal.....	200,000	J. A. J. O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	---- ----
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	---- ----	Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 100	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2 horse.	Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	98
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	10	—
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,226	1,250,000	—	183,198	736,709	129,635	10	—	66
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	40
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	5,268	38,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	363,870	200,000	24,000	117,842	368,351	13 016	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'67	22.00	—	—	51	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,843	—	100	—
30 Sep.'67	10.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	18.00	—	—	108	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep.'67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep.'67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	122,290	9,470	—	100	—
30 Sep.'67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Cenir'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16 285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,632	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	29,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,600	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Morris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	—
30 Sep.'66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep.'66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	135
30 Sep.'66	3.00	—	—	100	8	South Brooklyn & Berg. St.	—	—	—	—	—	—	—	—	—
30 Sep.'66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408,509	1,170,000	1,230000	70,000	1,098083	260,333	12	100	—
30 Sep.'66	—	5 00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep.'66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	—	—	(Lease	d.)	—	—	—
30 Sep.'66	—	—	—	—	—	Troy and Lansingburg	—	—	(no re	port.)	—	—	—	—	—
30 Sep.'66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—
30 Sep.'66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	—	15,850	390	—	—	—
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	8	50	35
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct.'67	4.84	—	197	38	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	—
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,759	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,468	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	165,448	18½	50	54½
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	14½
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,591	7½	50	37½
31 Oct.'67	6.00	—	241	66	4	West Philadelphia	479,706	575,000	100,000	—	281,058	50,692	10	50	66
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	500,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw, & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9500	6	—	—	—
Middlesex:					
1st Mortgage	33,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,600	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1891	—
" O. & Newark	100,000	7	J. & J.	1890	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,100	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100 000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	490,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1860	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest: Rate.	Interest: Payable.	When Payable.	Market Price.
National Securities, May 1, 1868.					
Loan of Jan. 28, 1847 registered	8,688,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	142
" " " coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	115
" " " coupon		5	" "	1874	117½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	125
" " " coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	116½
" " " coupon		6	" "	1881	116½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	264,246,200	6	Jan & July.	1881	116½
" " " coupon		6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s) registered	1,442,005,450	6	May & Nov.	1882	112½
" " " (5-20s) coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	109½
" " " (5-20s) coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	109
" " " (5-20s) coupon		6	" "	1885	110½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	111½
" " " (5-20s) coupon		6	" "	1886	113½
" " 3d series (5-20s) registered		6	" "	1887	109½
" " " (5-20s) coupon		6	" "	1887	113½
Loan of March 3, 1864, (10-40s) registered	188,925,100	5	Mar. & Sept.	1904	106
" " " (10-40s) coupon		5	" "	1904	105½
Pacific R. R. Bonds (currency)	23,983,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	163,490,250	7.3	June & Dec.	1868	100½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	100⅞
Matured Debt not presented	7,649,284	---	presentation.	---	---
Gold Certificates of Deposit	19,357,900	---	presentation.	---	---
Compound Interest Notes 1864 '65	44,578,680	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	356,144,727	---	---	---	---
Three per cent. certificates	28,330,000	---	---	---	---
Fractional currency	32,450,480	---	---	---	---
Navy Pension Fund	13,000,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July.	1876	---
" — " " (") "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	---
" — " " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	95
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,637	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " " "	3,829,936	5	" "	1866	93½
" — " " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	---
" —War Loan Bonds "	500,000		" "	'76-'81	---
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " " "	415,000	6	May & Nov.	1870	---
" — " " " "	253,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	695,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1886	---
" — " " (New) "	892,800	6	"	'86-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	---
" " " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T.W.Can.) sterl.	1,017,622	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	---
" — " " (R.R. various) "	120,000	5	" "	1889	---
" — " " (") currcy.	159,974	5	" "	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,616	5	" "	1880	---
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	98
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	93
" — " " (Bounty)	501,000	6	"	1874	---
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" " "	21,000	5	"	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest: Rate.	Interest: Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	---
" " "	172,000	6	" "	'70-'72	126
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	125
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	6	Jan. & July.	'77-'78	---
" —Coast Defense Loan	888,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" — " " " sterling	4,379,500	5	May & Nov.	1894	110½
" — " " " "	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	---
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	---
" — " " " (stg.)	554,186	5	" "	'88-'90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" " " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	---	'41-'71	---
" — " " (Union Bank)	5,000,000	6	---	Var.	---
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	89½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	87½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	---
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	---
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	110
" — " " " registered	27,726,500	7	" "	1877	110
" —General Fund Bonds	1,189,780	6	" "	plens.	---
" — " " "	500,000	6	" "	1868	---
" — " " "	800,000	6	" "	1878	---
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1873	101
" — " " "	2,250,000	6	" "	1874	102½
" — " " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" — " " "	442,960	5	May & Nov.	1868	---
" — " " "	900,000	5	Jan. & July.	1875	---
" — " " "	800,000	5	" "	1878	91
" —Cana und Bonds	1,163,000	5	J. A. J. & O.	1868	---
" — " " "	167,000	5	" "	1871	---
" — " " "	4,500 000	5	" "	1874	---
North Carolina—State Bonds	366,000	6	Various.	'69-'78	93
" — " " "	8,334,000	6	Jan. & July.	'81-'90	65
" — " " (new)	650,000	6	April & Oct.	'90-'91	---
Ohio—State Bonds (Union Loan)	2,500,000	6	Jan. & July.	1900	---
" — " " "	280,366	6	Jan. & July.	1868	68½
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	101
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	102
Pennsylvania—State Bonds registered	4,993,000	5	Various.	'77-'82	---
" —Inclined Plane Bonds	5,093,052	5	"	'68-'70	98
" —State Bonds, 1st series	400,000	6	April & Oct	1879	99½
" — " " 2d series	92,850	5	Jan. & July.	1877	---
" — " " 3d series	99,480	5	" "	1882	---
" — " " 1st series	720,983	5	" "	1892	---
" — " " 2d series	4,907,150	6	" "	1877	107½
" — " " 3d series	7,909,520	6	" "	1882	108½
" —Military Loan Bonds	9,270,017	6	" "	1892	109½
Rhode Island—State War Bonds of 1861	2,000,000	6	Feb. & Aug.	1871	104
" — " " " 1862	468,500	6	April & Oct.	1871	100½
" — " " " 1863	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1864	776,000	6	Jan. & July.	1893	100½
South Carolina—Free Loan Bonds	917,000	6	Feb. & Aug.	1894	100½
" —State Bonds (various)	798,898	5	J. A. J. & O.	'68-'70	---
" — " " (new)	3,275,000	6	Jan. & July	'71-'90	---
Tennessee—State Bonds	1,210,803	6	" "	1887	---
" — " " "	1,949,430	5	April & Oct.	1868	60½
" — " " "	239,187	5½	" "	Var.	---
" —Railroad, &c., Loan Bonds	1,706,000	6	" "	1868	---
" — " endorsement	14,006,000	6	Jan. & July	30 yrs.	72½
" —New Bonds	2,207,000	6	" "	Var.	---
Vermont—State War Bonds	6,000,000	6	" "	1882	69½
Virginia—State Bonds (sterling)	1,567,500	6	June & Dec.	'71-'78	100½
" — " " (sterling new)	1,865,000	5	Jan. & July.	long.	---
" — " " registered	466,250	5	" "	long.	---
" — " " coupon	108,000	5	" "	long.	---
" — " " (new) registered	21,869,398	6	" "	long.	50½
" — " " (") coupon	10,900,000	6	" "	long.	---
" — " " (")	1,379,500	6	" "	1876	---
Wisconsin—State Bond	489,300	6	" "	1886	---
	89,600	6	" "	1890	---
	405,100	6	Jan & July	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	585,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	433,177	433,917	474,134	360,641	5,167,371
1868	404,467	398,251	408,847	421,008	------	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	356,270	336,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,947	3,696,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	364,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	------	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,564	246,331	289,403	196,580	234,612	321,815	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,208	3,466,922
1867	292,047	224,621	272,454	280,282	251,916	261,488	274,800	404,600	566,408	553,200	415,400	251,600	4,153,312
1868	383,600	281,900	262,800	288,700	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,234	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,206	669,605	729,759	716,378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,943	926,983	806,524	797,475	1,000,086	1,200,216	1,010,892	712,369	9,299,430
1867	696,147	574,664	765,398	774,279	896,712	899,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,202,736	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	66,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,676	80,867	61,955	735,505
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,460,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,048	1,386,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,682	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,715	1,421,881	1,041,646	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	467,754	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,151	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,529	98,482	108,461	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,202,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	368,862	402,219	407,107	448,934	411,806	4,120,152
1865	368,996	366,361	413,974	365,130	351,489	387,095	301,613	418,575	486,806	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,316	488,388	530,871	429,785	380,084	4,663,806
1868	362,021	338,235	381,497	455,983	400,486	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,166	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,681	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	320,373	4,371,073
1868	343,816	304,315	326,880	415,758	------	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	340,511	301,275	262,039	316,389	------	------	------	------	------	------	------	------	------
1868	368,487	350,884	333,281	425,629	------	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,046,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,837	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,106	935,857	14,143,216
1867	901,571	845,853	1,075,778	1,227,286	1,098,731	934,536	1,101,693	1,388,915	1,732,678	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,444	224,963	223,242	268,177	302,596	332,400	278,008	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,085
1866	267,541	246,109	326,236	277,424	283,130	258,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,063	3,459,319
1868	211,973	231,351	265,905	252,149	------	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	264,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,000	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,216	923,288	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,956	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	838,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,368	903,974	864,637	693,104	873,158	956,668	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,963	3,745,319
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,500	505,814	466,300	487,642	5,132,924
1864	290,676	457,227	611,297	588,066	525,751	832,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	738,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,944	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,985	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,128
1868	492,694	602,763	684,190	774,103	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,796	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,455	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,854	212 227	177,364	2,250,141
1867	149,658	149,342	174,152	188,162	171,756	156,066	172,933	220,788	219,160	230,340	204,306	171,499	2,207,931
1868	127,593	138,392	149,164	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	108,056	132,111	134,272	152,585	105,554	116,379	120,595	151,062	134,563	111,339	1,459,798
1864	79,735	95,843	132,896	123,987	127,010	146,338	139,626	244,114	243,840	221,570	220,209	165,154	2,060,321
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	377,981	375,534	261,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,388
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,358
1868	273,712	265,793	263,250	------	------	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,278	33,972	63,862	82,147	68,189	50,862	75,677	92,715	61,770	57,830	699,293
1866	45,102	36,006	39,201	43,332	86,918	92,918	85,276	69,696	84,462	100,513	75,248	54,458	814,086
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,282	73,525	126,495	129 268	79,431	64,719	774 907
1868	46,415	40,703	39,196	49,231	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1862	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	602,000	6	Jan. & July.	"	1880	97
" " " 1855	894,250	6	Jan. & July.	"	1875	93
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	62½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1880	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $300,000	338,040	6	"	"	1870	93
" " $675,000	675,000	6	April & Oct.	"	1875	93
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	91½
" " $2,500,000	867,000	6	May & Nov.	"	1889	91
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	"	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	86½
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,266,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	100
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	678,200	6	Jan. & July.	Boston.	'75–'80	96½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,128,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
3d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250		Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York,	1893	108
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,100,000	7	April & Oct.		1883	93½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	90½
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	80
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	95
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96½
General 1st Mortgage	3,600,000	7	" "	" "	1885	95½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	92
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1850	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	91½
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68–'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan;						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1876	96
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	83
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	6				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,199,000	6				
Endorsed by State of Tennessee	135,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,178,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	100
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	79½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'78	89½
Land Security	3,344,600	7	April & Oct.	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	115
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	93½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		72½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksev. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
2d Mortgage	1,000,000	7	Jan. & July.	"	1895	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	600,000	6	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	6	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,693,000	7	" "	" "	1877	96
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1898	95
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	80
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	80½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,600	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1868 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		89½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1886	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,216	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	455,000	7	Feb. & Aug.	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	97½
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	90
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1897	92½
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1883	
Prof. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84½
North. Cen., 3d Mort. ($2,500,000)	1,054,500	6	April & Oct.	"	1900	85
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	6	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	388,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	246,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1893	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
2d Mortgage (1862-'70-'72)	314,000	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	6	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80½
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,900	6	April & Oct.	"	1870	102
" 1851, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,900	6	" "	"	1880	94½
" 1844, "	804,000	6	" "	"	1880	94
" 1848, "	101,000	6	" "	"	1880	94
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1899	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1896	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	68½
Mortgage (Registered)	504,000	7	" "	"	1873	68
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	550,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	144
2d Mortgage	937,500	7	" "	"	1862	60
3d Mortgage	440,000	7	" "	"	1862	5
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Skg f'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	96
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	80½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M. (L. E. Wab. and St. Louis)	2,500,000	7	" "	"	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	77½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	35
Vermont and Massachusets:						
Mortgage Bonds	924,906	6	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	396,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond.		
Coupon bonds of 1865	53,000	6		"	1876	82½
Funding Interest bonds	185,089	6		"	'70-'77	
Dividend bonds	121,227	6		"	68-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1935	55
Enlarged Mortgage	593,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	94
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'63-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	96
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1885	95
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage guaranteed	200,000	6	" "	"	1890	94
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Western Union: 1st mort.	5,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1854	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1861	
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	—
28 Feb. '59	30.3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,435	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,490	—	—
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,180,700	288,781	3,068,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	366,900	100,000	—	—	23.8	53,855	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,637,940	1,936,740	—	—	122.4	319,433	644,726	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,408,095	2,000,000	927,000	104,183	4,946,027	75.2	546,118	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,099,000	262,500	150,848	2,787,594	124.0	192,989	478,096	85,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	—	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	788,538	766,000	—	—	62.0	—	67,143	loss.	—	—
30 Nov. '67	98.0	8.8	10.0	—	5	8	33	New Haven and Northampton	2,551,142	*	—	1,354,000	660,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	.....	—	15	13	316	New London Northern	1,402,267	*	173,843	896,000	430,000	277,000	1,602,000	100.0	326,186	382,944	93,694	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	151
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	680,438	201,096	8	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,577	1,607,684	84.3	136,631	158,070	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	15,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,807	3,536	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	158 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '67	96.7	—	.....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	25,500	56,575	1,346,632	86.7	.....	391,477	68,880	24	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,092,200	*	—	733,700	129,500	—	.....	53.0	.....	166,988	95,612	—	—
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	31.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,686,956	229.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	.....	—	46	26	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,886,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,196	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	—
30 Sep. '59	133.0	—	.....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	133.0	.....	632,343	454,541	—	—
								ILLINOIS.													
31 Dec. '67	280.0	—	.....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,965	3,892,581	1,743,783	10	130
30 Apr. '67	317.0	83.0	47.0	—	119	56	2,438	Chic., Burlington and Quincy	13,248 711	2,956,527	2,753,986	10,399,010	5,458,250	365,542	18,987,024	400.9	2,421,566	6,146,862	2,793,463	20	151
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,967	—	70½
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	5,146,524	635,486	18,606,763	409.3	1,621,207	3,674,034	1,413,999	10	97
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '67	464.8	252.5	.....	—	150	94	3,776	*Illinois Central*	31,328,473	*	10,233,607	23,415,780	10,544,500	—	41,562,280	708.3	3,765,216	7,160,992	3,512,866	10	150½
31 Dec. '67	111.0	—	.....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,135,269	111.0	297,509	754,463	187,005	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,207,931	.....	—	45
								INDIANA.													
— — —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	—	.....	224.0	.....	.....	.....	—	35
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,256	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	640,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,334	9	27½
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,589	771,763	307,832	—	—
1 Dec. '62	78.9	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,869	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	8.0	—	17	10	268	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,765	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	2,000,000	2,000,000	6,000,000	288.0	.....	.....	645,827	371,402	—	36½
30 Nov. '66	73.0	—	.....	—	36	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,334	1,049,720	297,126	12	150½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,966	5,429,203	156.5	319,880	806,271	237,861	—	46
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820,200	2,892,000	796,004	5,507,204	162.0	.....	736,587	309,985	—	—
30 Jun. '65	135.0	96.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,080,000	337,532	4,375,968	111.8	.....	426,406	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	}	}	}	{ Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	—
30 Jun. '67	65.1	—	5.4	—	14	13	226	{ Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,450	1,586,923	65.1				6	—
30 Jun. '67	135.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,618	2,966,000	444,172	12,841,096	334.0	929,486	2,158,574	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,215,464	4,095,425	1,730,600	2,504,768	8,623,795	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	.....	1,533,042	586,268	—	—
31 Aug '60	58.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,962,691	*	—	1,263,015	348,969	108,424	1,710,619	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....
30 Jun. '62	138.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,960,000	4,250,000	—	9,008,389	138.6	.....	840,686	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	120
29 Feb. '68	246.0	277.8	.....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,365,317	1,538,220	10,646,200	9,038,640	267,478	20,762,597	522.8	2,387,398	4,747,219	1,880,832	—	89½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Soutaer'n Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	226.0	—	.....	—	25	22	356	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,231,899	226.0	.....	584,542	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,080	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	260,047	121,669	—	—
								MISSOURI.													
31 Aug. '68	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,000	—	.....	206.8	579,324	1,047,567	420,026	—	80½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	8,944,583	815,063	206,715	2,469,540	4,400,000	196,236	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	288.0	—	14.4	—	47	41	694	*Pacific*	14,116,635	2,049,674	432,089	8,609,115	9,200,000	1,356,135	18,508,448	309.0	1,199,660	2,675,875	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,308,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	36.6	3.6	3.2	—	16	13	319	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,322	3,501,000	40 568	6,252,109	90.1	283,189	399,291	329	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,000	2,471,560	1,985,870	7,952,230	149.0	878,878	1,116,118	177,873	—	45
31 Dec. '66	68.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,868,669	51.3	227,394	529,325	230,825	6	107
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,621	3,621,755	13,610,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,988	10	121½
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	29.0	584,848	916,286	560,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,006	1,747,611	4,648,900	5,764,500	1,812,648	18,063,151	326.0	.....	3,690,863	1,212 159	8	49½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	209.6	16	12	176	Boston, Hartford & Erie	19,242,091	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	15½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	140
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	140
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par 60)	946,761	85,884	66,962	721,926	—	6,134	1,098,587	47.1	88,383	197,981	61,251	5½	66½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,488	53.4	238,750	629,165	169,164	5	124½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	119
30 Nov. '67	51.0	42.5	76.9	—	31	33	807	Fitchburg	3,189,851	350,149	483,637	3,640,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	132
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,558	40,226	—	248,000	2,000	25,421	333,884	13.9	86,195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O.b y B. & L.		21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,725	74.8	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,682	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	180.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	908,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,381,065	336,310	6	92½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,090	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	228,900	486	470,692	(O.b y B. & L.		440,241	74,679	10	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	3,259,086	207,343	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	57
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,582,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	116½
30 Nov. '67	45.7	—	10.6	—	11	15	229	Worcester & Nashua	1,362,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	280,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,087	63.6	433,650	688,500	128,462	8	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	325,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	130
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,540	681,301	242,998	8	117
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	906,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124.2	.....	3,508,511	781,801	10	129½
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,108,043	1,084,380	127,871	2,265,294	60.2	.....	325,407	147,928	—	69½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,700	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10	120½
31 Dec. '67	31.5	6.2	61.0	—	42	48	892	Morris and Essex	7,965,596	2,498,012	1,013,617	3,616,350	6,347,437	1,618,488	11,477,225	87.7	827,528	1,382,840	164,547	8½	65
31 Dec. '67	33.8	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,868,303	846,150	10	133
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	.....	159,100	300,000	62,145	496,044	35.0	128,304	252,366	48,450	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,564,500	1,066,867	5,262,067	81.0	.....	431,361	6,664	—	65
31 Dec '67	13 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	.....	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,710	484,228	220,215	—	—
30 Sept. '67	36.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43.2	20,733	49,159	28,850	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	140
30 Sep. '67	88.3	—	35 0	—	44	24	858	Buffalo and Erie	5,109,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,251	2,352,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,337	Erie	49,247,770	*	5,071,492	25,111,210	22,429,927	3,524,813	54,319,262	786.0	6,458,279	14,317,213	2,662,141	—	9½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486,416	6,018,602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	8	143½
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.6	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	292.0	6,401,240	13,979,514	3,109,801	6	134½
30 Sep. '67	130.8	2.1	65.5	—	41	71	633	New York and Harlem	10,491,686	1,663,697	1,109,365	6,785,050	5,993,625	87,000	12,816,675	162.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,954,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	906,645	86,515	—	68½
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	800,000	700,000	—	1,000,000	ope	r. by R.	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	578,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	88½
30 Sept. '67	25.2	—	1.25	—	—	—	—	Rochester & Genesee Valley	655,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water't'n & Ogdensb'g.	4,000,724	*	587,519	2,400,000	1,834,600	353,643	4,588,243	218.6	—	1,215,471	449,093	10	117
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	658,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,098	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	195,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	952,732	*	—	831,300	—	121,432	952,732	34.9	83,168	160,375	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	155,228	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,678	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,645,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,960,755	*	399,679	4,000,000	359,000	354,332	5,290,435	223.0	371,012	598,199	loss.	—	—
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,866	1,147,018	1,201,000	671,984	3,773,589	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,590	255,351	—	—
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,337	*	289,017	2,662,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,153	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	37½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	778,160	6,197,537	202.0	.....	1,301,537	343,700	10	73
31 Dec. '64	131.3	—	.....	31.0	16	14	282	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.3	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	107
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	3,750,000	2,500,000	—	11,250,000	95.5	804,376	2,659,346	973,518	10	108
30 Nov. '67	101 0	102.5	—	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	208.5	.....	2,298,322	809,514	—	87½
31 May '67	108.5	79.4	—	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1,107,377	14	108½
30 Nov. '67	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464,078	—	736,66	1,786,200	243,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494,543	64,292	2,388,064	3,685,500	344,005	6,417,569	142.0	—	853,368	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	35,935	5,479,886	153.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '65	173.8	77.6	18.1	—	58	20	486	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,900	1,224,058	445,302	—	—
31 Dec. '67	340.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	25,940,335	1,707,000	461,583	23,500,000	3,888,000	598,685	28,108,918	340.0	.....	3,459,319	286,455	—	30
30 Jun. '66	153.9	16.0	—	—	26	17	423	Sandusky and Cincinnati	3,986,344	598 400	391,992	3,382,168	1,218,972	109,313	4,972,746	206.9	346,671	694,520	134,981	—	—
31 Dec. '66	116.0	9.0	—	—	10	9	220	Sandusky, Mansfield & New'k	2,863,485	*	106,623	900,286	2,041,600	28,222	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	454 8	45.2	—	—	105	49	2,189	Toledo, Wabash & Western	20,999,000	*	1,755,183	6,700,000	15,494,000	68,670	22,764,188	524.0	1,259,485	3,809,353	1,002,471	—	51

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	184,201	656,277	123,892	—	18
31 Oct. '67	337.3	38.2	35.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,910,900	1,049,166	58,838,989	565.7	—	5,195,265	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	61.5	236,991	502,918	443,361	—	5½
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,296	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	12,386,020	3,208,000	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	1 25
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,992	—	—
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,376	395,149	4,288	5	32
31 Oct. '67	31.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	133,284	7	—
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	—	2,341,375	58.8	149,189	186,451	52,343	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,385,000	2,273,295	68,860	3,758,130	80.0	508,071	990,808	283,845	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,469,625	1,747,141	3,523,319	9,739,500	7,990,285	—	16,730,085	—	91,140	834,154	193,776	8	—
31 Oct. '67	101.0	60.2	148.5	—	99	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,876	3,580,764	1,272,069	10	55½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,488	2,646,100	868,000	—	3,514,100	oper	by Read	ing R.R.	—	—	39½
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	2,775,600	"	"	"	302,048	8	57½
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,012	998,574	361,604	5	33½
31 Oct. '67	354.9	36.4	430.4	—	428	218	8,537	Pennsylvania	29,115,089	*	5,854,056	21,045,750	13,311,840	691,555	34,949,145	561.8	7,740,290	16,340,156	4,154,521	11	52½
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315 164	634,717	298,218	10	67½
31 Oct. '67	237.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,489,165	*	1,545,700	5,996,700	13,000,000	22,473	19,019,173	287.5	1,604,825	2,334,731	loss.	—	26½
31 Oct '67	147.0	20.2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,560,825	—	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	47½
31 Oct. '67	26.5	—	32.2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	33.3	—	663,705	299,32	10	129½
31 Oct. '67	96.0	3.8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,889,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432,531	880 730	9	88½
31 Oct. '67	68.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,120	1,500,000	74,863	3,420,992	70.9	339,804	608,596	270,419	—	—
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,500	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382,623	10	111½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,452	107,811	5½	40
31 Oct. '67	20.4	—	4.5	—	10	10	52	Westchester & Philadelphia	1,390,888	180,693	10,000	684,036	962,000	153,966	880,602	35.4	167,552	276,680	189,705	—	18
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	650,919	2,925,990	(ope	rated by	Penn.	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,569	133,671	8	45
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,431	486,140	111,838	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.0	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	24,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	142.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	541,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	417,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,575	242.0	.....	1,312,788	387,382	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	516,000	89,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	421,029	162,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,332	331,871	161,914	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,196,331	5,312,725	3,126,530	921,937	9,451,517	291.0	786,331	1,661,612	71,490	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,015,107	99.2	.. ..	367,252	173,729	—	—
1859.	47.4	—	2.8	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734,118	337,384	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	.....	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	52	Tennessee and Alabama	76,016	76,016	—	595,922	360,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,500	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	360,000	.....	70.0	102,200	182,846	198,568	—	—
— — '59	25.0	—	—	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '68	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '68	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	28.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,336	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	ope	r. by Vt.	Central	180,000	6	100
30 Jun. '65	23.6	—	0.9	—	4	6	30	Vermont Valley	1,212,274	*	—	516,164	793,200	—	.....	23.6	.....	90,278	34,358	—	—
30 Jun. '68	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	232,000	700,000	—	.....	ope	r.b.Troy	& Bost.	83,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	708,064	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	76	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	8 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,822,150	*	—	5,680,685	694,000	.....	.....	103.5	436,729	758,883	42,878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	128	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	900,101	102,651	—	18½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,358,272	*	—	1,265,600	1,631,900	124,931	3,555,187	133.4	.....	389,581	49,581	—	—
30 Sep. '59	59.2	21.8	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	218,852	—	7½
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	810,204	439,662	280,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,961	279,945	145,288	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	—	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	—	—	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '67	206.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	286,428	3,353,679	1,919,550	372,297	6,579,046	221.8	300,405	564,611	135,648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,560	*	171,670	3,497,291	1,859,500	620,822	7,362,250	214.9	278,839	656,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	68	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,968,950	5,229,000	—	18,508,374	278 0	996,737	2,638,900	934,103	—	68½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	—	.....	.....	.....	Western Union	.....	.....	—	.....	.....	—	.....	—	.....	.....	.....	—	—
								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,933,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,796	67,052	—	15
31 Dec. '32	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	63
30 Jun. '68	1,096	127.0	.....	78.0	204	130	2,299	Grand Trunk	77,210,345	*	—	15,123,480	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,164,885	—	—
31 July '63	1,096	115.5	63.0	—	92	126	1,689	Great Western	28,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31Dec. '64	229.0	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,122	—	—
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	—
July,'61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,338	—	1,330,000	18,100	136,000	1,709,232	60 0	.....	198 565	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	80.5	.....	—	20	18	160	Nova Scotia	4,278,281	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,107	87,181	—	—
	8.							NEW GRANADA.													
					11	22	120	Panama	8,000,000	*	—	4,000.	—	6	10,766,713	48.1	—	917,438	1,238,924	—	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	18
Catawissa (preferred)	1,150,000	7	---	27½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	68½
Chicago & Alton (preferred)	2425,400	7	7	130
Chicago & Northwestern (pref.)	14,789,125	7	7	81½
Cocheeho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	84
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	6	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	---	86
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	28½
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	104
" " " (2d pref.)	841,400	7	7	97
Milwaukee & St. Paul (preferred)	7,370,900	7	---	78
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,609,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	83½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	72½
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63
Preferred Interest b'ds.	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	15
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,568	---	42
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	46
Delaware and Hudson	100	10,000,000	10	163½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	79
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	10
" " (preferred)	50	2,888,988	---	20½
Susquehanna and Tide Water	50	2,048,230	---	16
Union	----	----	---	½
Union (preferred)	50	2,787,000	---	1½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1	per ton.	39 — @ 42 —
Pig, American, No. 1		39 — @ 40 —
Pig, American, No. 2		35 — @ 37 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold).	87 50 @ 90 —
Bar, Swedes, ordinary sizes		— — @150 —
Bar, English and American, Refined		95 — @100 —
Bar, English and American, Common		85 — @ 90 —
Scroll		125 — @170 —
Ovals and Half-round		120 — @150 —
Band		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ⅜ @ 3-16 inch		100 — @160 —
Hoop		133 — @185 —
Nail Rod	per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s		— 17 @ — 18
Sheet, Single, D. and T. Common		— 5 @ — 7
Rails, English	(gold) per ton.	52 — @ 52 50
Rails, American (at works)		78 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast—(2d and 1st qlty.)	per lb.	— 18 @ — 22
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½ @ — 20
English Machinery		— 13½ @ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½ @ — 17
American, Cast, Tool, do.		— 21 @ — 22
American, Spring, do.		— 10 @ — 13
American Machinery, do.		— — @ — 14
American German do.		— 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheathing, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23½ @ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 37½ @ 6 50
German Refined	(gold)	6 37½ @ 6 62½
English	(gold)	6 37½ @ 6 87½
Bar	(net)	10 — @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 27½ @ — 27½
Straits	(gold).	— 24½ @ — —
English	(gold).	— 24½ @ — 24½

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	8 — @ 8 37½	11 50 @ 12 50
Plates, I. C. Coke	6 75 @ 7 37½	9 50 @ 10 50
Plates, Coke Terne	6 25 @ 6 37½	9 — @ 9 25
Plates, Charcoal Terne	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 13 @ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— 17½ @ — 17½
Refined, free, S. W.	— 36 @ — 36½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 28
Refined, in bond, Standard White	— — @ — 29
Refined, in bond, prime White	— 31 @ — —
Naptha, Refined, (60 @ 63 gravity)	— 13 @ — 13½
Residuum	per bbl. — — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending June 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3
Atlantic M. S. S. Co.	----	----	31½	----	----	----
Boston, Hartford & Erie	15½	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	51½	51½	51½	51½	51½	----
Central of N. Jersey	120	119½	119½	120	120	120½
Chicago & Alton	128	127½	----	----	129	130
" " pref.	----	129½	----	130	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	150	150	----	----	----	151
" " " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	----	----	----	----	80x	80
Chic. & Northwest'n	70	68½	68½	69	69½	69½
" " pref.	80½	80½	79½	79½	81½	82½
" " 1st M.	----	93	----	----	95	95½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	92½	92½	----	----	----	93½
Chicago & Rock Isl.	98½	97½	97½	97	97½	97½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	----	----	----	----	95½
Clev., Col. and Cin.	107	----	----	----	----	----
Clev. and Pittsburg	85½	88½	88	----	88½	88
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	80	----	----	----	80	----
Clev. and Toledo	110½	110½	109½	109½	110½	109½
" "S.F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	108	----	----	----	----	----
Cumberland Coal, pref.	----	----	----	35½	35½	35
Del. & Hudson Canal	164	165	----	163½	----	----
Del., Lack. & West.	125	----	----	----	----	----
" "1M. 8 p.c. '71-5.	97½	----	96	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	98	----
Erie	71½	72	71½	69½	69	69½
" pref.	----	----	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	103	----
" 2 M. 7 p.c. '79	----	----	----	----	102	102½
" 3 M. 7 p.c. '83	97	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Great Western 2d mort.	78½	78½	79	----	79½	79
Hudson River	143	144	142	141½	143½	----
" 1 M. 7p.c. '69.	102½	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	148½	148½	----	149	----	150½
" bonds	----	----	115	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d " 10	----	----	10	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" pref.	----	----	----	----	----	----
Michigan Central	120	120	----	----	120	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	88	88	88½	89½	90½	90
" " 1M. S. F.	----	----	----	100	----	----
" " 2 M.	----	----	96	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	67	67½	----	----	67	66½
" " pref.	78½	78½	78	78	78½	77½
" " 1st mort.	94½	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	92½	93½	93½	92½	93½	----
" 1ss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	100	100
" " 2d mort.	----	----	----	----	89½	----
N. Jersey R. R. & T. Co.	----	----	----	----	----	----
New York Central	132½	133½	134½	134	136½	134½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '85	----	----	----	95	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7p.c. '73	----	----	----	----	----	----
" "3M. 7p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	151	----	----	----	----	151
N. Carolina 6s ex-coup.	68½	68½	69½	----	69½	69½
" new	68½	68½	69	68	68½	68½
Ohio & Miss.	31½	31½	30½	30½	30½	30½
" " pref.	----	----	----	----	----	----
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co.	96½	96½	96½	96½	96½	96
Panama	330	328	330	----	329	----
Phila. and Reading	96½	96½	96	95½	96½	----
Pitts. Ft. W. & Chicago	113½	115½	115	115½	115½	112½
" " 1M.	----	----	106	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	93½	----	----	----	----
Quicksilver Mining Co.	30½	29½	29½	29	29	----
St. L., Alton & T. H.	49	49½	48½	----	48	----
" " pref	----	----	----	----	----	----
" " 1M.	----	----	96	----	----	----
" " 2M. pref.	84½	----	----	----	----	----
" " Inc. b'ds.	92½	80½	80	----	----	80½
Tennessee 6s. ex-coup.	----	----	71½	71½	73	73½
" new	69½	70	70	70½	72½	72
Tol. Wab. & Western	51½	51½	51½	51½	51½	51½
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	94	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	58½	59½	58½	58½	59½	59½
" new	59½	58½	----	58½	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	105½	105½	103	106½	106	
U. S 5s, 10-40s, reg.	105½	----	----	----	106½	
U. S. 6s, 1881, reg.	115½	115½	----	115½	----	116½
U. S. 6s, 1881, cou.	115½	116	----	----	116½	116½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	108½	----	----	109½	109½	----
U. S. 6s, 5-20s, c. '62	111½	111½	----	112	112½	112½
U. S. 6s, 5-20s, reg. '64	----	----	----	109	----	109½
U. S. 6s, 5-20s, c. '64	109½	109½	109½	110½	110½	110½
U. S. 6s, 5-20s, reg. '65.	----	----	----	109	----	----
U. S. 6s, 5-20s, c. '65	109½	109½	----	110½	110½	110½
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	111½	111½	111½	112½	113½	113½
U. S. 6s, 5-20s, r. n. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67.	111½	112	112½	113½	113½	
7.30 Notes, 2d series	109	109½	109	109½	110	
" " 3d series	109	109½	----	109½	----	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Catawissa	----	----	----	----	----	----
" preferred	27½	27½	27½	27½	27½	----
Camden & Amboy	129½	129½	129½	129½	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	91½	----	----	----	----	----
" " 6s, '89	----	----	91	----	----	----
" mort. 6s '83	98	----	----	97	96	
Elmira & W'msport	----	----	----	----	32	
" " pref.	----	----	----	----	----	
" " 7s	----	----	----	98	----	
Lehigh Navigation	21½	21½	21½	21½	21	21½
" " 6s, '84	84	----	83½	----	----	
" " Gold L.	91	----	91	91	91	91½
Lehigh Valley R. R.	55½	55½	55	55½	55½	
" " 6s	95½	----	----	----	----	
Little Schuylkill R. R.	39	----	38½	----	----	39½
" " 7s	----	95	----	----	----	
Minehill	57½	58	----	57½	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	83	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	92½	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	45½	----	----	----
Pennsylvania R. R.	52½	52½	52½	52½	52½	53
" 1st m.	----	----	----	----	----	103½
" 2d m.	98½	----	----	----	----	98½
Penn. State 6s 1st series	----	----	----	----	107½	----
" " 6s, 2d series	108½	----	108½	----	----	----
" " 6s, 3d series	109½	----	----	----	109½	----
" " 6s, W. L.	104½	104½	----	----	----	----
Philadelphia City, 6s	101½	101½	101	101	98x	
" " new	104½	104½	104½	104½	101½	101½
Philad. Germ. & Nor.	67½	----	67½	----	----	----
Phila. & Reading	47½	47½	47½	47½	47½	48
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	99½	----	----	100½	----	----
Philadelphia & Erie	26½	26½	----	----	26½	26½
" " 6s	91½	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	20½	----	----	----	----	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	16	----
" " 6s '78	63	----	----	----	----	63½
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	10½	10½	10½	----	
Chestnut & Wal. "	----	----	----	----	46½	
Green & Coates, "	----	----	----	----	----	
2d and 3d streets, "	----	----	55	55	54½	
Spruce & Pine, "	----	----	----	----	----	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Baltimore City 6s, 1875	----	98	98	98	----	
" " 1886	----	----	----	----	----	----
" " 1890	98½	98½	98½	98½	98½	98½
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '75	----	98	----	----	----	----
" " '80	----	----	----	----	----	----
" " '85	----	----	----	----	----	----
Marietta & Cin. 1st m.	93½	93½	93½	----	93½	93½
" 2d m.	72	71½	72	----	----	72½
Northern Central	45	----	----	45½	----	46½
" " b'ds, 1885	84½	84½	84½	84½	84½	84½
" " " 1900	85	----	----	----	----	----
N. W. Va. 1st mort	----	----	----	----	----	----
" " 2d mort	----	----	----	----	----	----
" " 3d mort	----	----	----	----	----	----
City Passenger R. R.	19½	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
Boston and Albany	149½	149½	149½	149½	150	150
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	140	----	----	----	----	----
Boston and Providence	----	----	----	----	----	140
Boston, Hartford & Erie	15½	15½	15½	15½	15½	15½
Cheshire, pref.	----	----	----	----	----	68½
Concord	72½	----	72½	72	----	72
Connecticut River	----	----	124½	----	----	124½
Eastern	118½	----	118½	119	----	119
Fitchburg	132	----	----	----	132	132
Manchester & Lawr'ce	----	----	130	130	130	----
Michigan Central	----	120	----	----	120	----
Northern, N. H.	----	----	----	----	117	----
Ogdens. & Lake Champ	68½	68½	68½	68½	68	68½
Old Colony & Newport	----	92	92	92½	92½	92½
Ph., Wil. & Baltimore	----	57	58½	58	58½	58½
Portl'd, Saco & Ports.	----	----	----	----	107	----
Vermont & Canada	----	98½	----	----	99½	100
Vermont & Mass.	----	56½	----	----	----	57
Broadway (Horse)	----	----	58½	----	----	----
Cambridge "	----	97½	----	----	98	98
Metropolitan "	----	65	----	65½	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	22½	----	----	23	23
Franklin "	----	----	15½	15½	15½	14½
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	6	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	5½	9	9	8½	8
Pittsburg "	----	----	22	----	----	21
Quincy "	----	25	----	----	25½	25
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities May 15th, and 22d:

	Closing Prices— May 22.	May 15.
United States, 5-20s, 6 per cent 1882	71½ @ 71½	70½ @ 70½
Do. do. 6 do. 1884	69 @ 71	68 @ 70
Do. do. 6 do. 1885	70½ @ 70½	69½ @ 69½
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	34 @ 55	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	55 @ 60	55 @ 60
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	55 @ 60	55 @ 60
Do., consolid. mort. bonds, 1890	31½ @ 32½	32 @ 33
Detroit and Mil. 1st mort. 7 p. c. 1864	57 @ 59	57 @ 59
Erie shares, $100 (all paid)	45½ @ 46	45 @ 46
Do., sterlg. 6 p. c. conv. bonds	70 @ 72	70 @ 72
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	95½ @ 96½	94½ @ 95½
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	104 @ 106	104 @ 106
Penn. R.R. bonds, 2d mort. con. 6 p. c.	93 @ 95	93 @ 95

American Railroad Journal.

Saturday, June 6, 1868.

Stock Exchange and Money Market.

Money has been very freely offered all through the week to responsible street borrowers at from 3@5 per cent. on call. The banks have been generally claiming 5 per cent., and failing to place their accumulating means at this figure, they have been investing large sums in the public funds, which pay better, in the way of interest, at even the advanced prices now current for the National funded obligations. Private capitalists have been meeting the speculative inquiry at 4@5 per cent. on railway collaterals, and 3@4 per cent. on Government securities. Nearly all the prominent dealers in the public funds have had ample means placed at their disposal at 3, and in some exceptional instances, as low as 2 per cent. per annum. The discount market has been comparatively tame. The offerings of strictly prime to good paper have been quite moderate, and have met a ready market at from 5@7 per cent. per annum. The Sub-Treasury reduced its cash reserve, last week, very materially, the decrease having been a little over eight millions. The city banks made a further addition of nearly 3½ millions to their legal tender reserve, and nearly 2¼ millions to their deposits; while reporting a loss of over 2½ millions of specie. Their loans were augmented about $800,000.

The specie reserve of the city banks is now $17,861,088, against $14,617,060 same time last year. The city bank deposits are now $204,746,964, against $190,386,143 week ending June 1, 1867. The legal tender reserve amounts to $65,633,753, against $58,459,827 same time last year. The circulation now stands at $34,145,606, against $33,747,039 same time last year. The loans are now $268,177,490, against $252,791,514 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $102,336,875 a day, against a daily average of $81,455,457 the preceding week, and $81,031,000 the week ending with May 16, 1868. The current week's exchanges average about $116,685,754 a day. The city banks, last week, gained $3,400,751 of legal tender, and $2,239,414 in the deposit line, while they lost $2,615,859 of their specie reserve. They increased their loans, $796,211; and reduced their circulation, $37,432.

The New York Gold Exchange Bank reports for the week ending Saturday, the 30th day of May, 1868, the average amount of loans and discounts as $947,594; average amount of specie, $878,073; average amount of deposits, $1,074,013.

The Philadelphia Bank movement the past week shows an increase in loans of $99,224; a decrease of $40,931 in specie; an increase in legal tenders of $361,766; an increase of $574,160 in deposits; and a decrease of $34,389 in circulation. The Bank Clearings show a decrease of $1,667,446, and the balances, an increase of $23,887.

The U. S. Sub-Treasury receipts, week ending with May 30, were $42,162,953, including $2,240,981 from customs duties; payments, $50,170,722, including $53,000 of coin interest; balance at the close of the week, $94,677,986, against $102,685,755, at the close of the preceding week, showing a decrease of $8,007,768. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $757,427 including $318,000 from customs; and payments, $760,058; on Tuesday, receipts, $1,055,863 including $434,000 from customs, and payments, $540,279. The balance at the close of business on Tuesday stood at $95,190,938, against $101,299,539, a week previous; and $100,713,749 on May 19, 1868. The total receipts of the office in May, were $147,695,206, including $10,009,176 from customs; total payments, $155,512,593, including $17,053,377 of coin interest, and $90,431 of currency interest. The balance at the close of the month, was $7,817,387 less than at the beginning of the month. The conversions of maturing Seven-thirties into new Five-twenties at the office last week were unusually heavy, having amounted to over 36 millions all told. The coin certificates issued by the office, during May, reached $8,178,750; and the new three per cent. certificates, $21,670,000. The customs receipts of the office in May, were $479,479 more than in May of last year.

National Bank notes to the amount of $199,520 were issued last week, making the total issue to 1,678 banks thus far, $308,010,046, against

$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,215,446, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,794,600. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,472,400; and for the public deposits, $38,289,950—making a total of $379,762,350. The Treasury Department last week redeemed and destroyed $335,100 of worn and mutilated fractional currency, and issued $419,000 of new. The outstanding amount of fractional currency on the 1st inst. was $32,450,489, against $32,588,690 on the 1st of April, and $32,807,947 on the 1st of March 1868.

Government revennes have been up to a moderate average, since our last. The excises, last week, yielded some four millions, against $3,204,250 the preceding week; customs at the port of New York, $2,240,981, and at the outports about $750,000 (in coin) more, making the grand total income for the week equal to about $8,200,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $176,000,000. The latest official estimates of the total income from excises for the whole of the current fiscal year, ending with the 30th of the present month of June, are $190,686,426, and from customs, $165,208,374; other sources, about 50 millions; grand aggregate $405,794,459, against estimated expenditures of $379,178,067 all told.

Gold has been in rather more speculative demand, since our last, and the price has rallied again to 140⅛, which was the latest quotations on Wednesday. The Customs inquiry has been light, averaging less than $400,000 a day. The export call has been fair. The shipments on Tuesday and Wednesday of the current week amounted to $1,902,658.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $3,262,373, against $1,056,573 same time last year. The customs demand for Gold last week, averaged $373,497 a day; thus far, this week, it has been equal to $376,000 a day, or equal to a weekly aggregate of $2,256,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $48,268, and from California, $827,040. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $105,323,794, against $114,897,903 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $32,841,844, against $35,656,416 same time in the preceding fiscal year, showing a decrease of $2,814,532 in 1867–'68. The exports of specie from this port, last week, were $4,211,723, against $777,143 same week last year. The exports of specie, hence, since July 1, 1867, have been $65,475,996, against $84,622,689 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $53,000, and since July 1, 1867, $71,705,637, against $58,015,310 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to May 15, 1868, were $13,743,698, against $13,611,035 same time last year.

Government has disbursed $17,053,377 of coin interest through the local office, thus far in May.

The demand for foreign exchange has been on a moderate scale, but as the offerings of prime bills have been light, prices have been well supported, particularly for sterling bills, which have been most in request, and least freely offered. Bankers' prime sixty day bills on London closed on Wednesday at 109⅞@110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,692,824, against $2,437,899 same week last year; total, since July 1, 1867, $166,641,475, against $178,083,378 same time in 1866–'67.

Government securities have been generally in very brisk demand, on home and foreign investment account, since our last, and a further marked improvement in prices has been established. The week's dealings have been unprecedentedly heavy, as far as regards the street and Board business. The main run has been on the Five-twenties and Ten-forties. The Five-twenties of 1862 and 1867 have been particularly active, closing very strong and buoyant.

U. S. sixes of 1881 closed here on Wednesday at 116⅝@116⅞; U. S. Five-twenties of 1862, 112¼@112½; U. S. Five-twenties of 1864 at 110½@110⅝; U. S. Five-twenties of 1865 at 110½@110⅝; U. S. Five-twenties of 1865, consolidated, 113⅛@113⅜; U. S. Five-twenties of 1867, 113½@113⅝; U. S. Ten-forties at 106@106¼, and U. S. Seven-thirties at 109⅞@110⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....118¼	October, 1865....117¼
September, 1865..117¾	
U. S. three per cent. certificates	100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 20.	May 27.	June 3.
Consols.....	94¾	95⅝	96½
U. S. 5-20's of 1862....	71⅜	72	72⅝
Erie.....	46⅜	46	46
Ill. Central.....	95⅝	96	97½

General business has been less active in the line of domestic produce, though prices have favored buyers in most instances. Middling upland cotton closed tamely on Wednesday at 31 cents, per lb. The stock of cotton now here is estimated at about 66,000 bales. The receipts at the port this week, have averaged only about 800 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,135,000 bales, against 1,743,000 bales same time last year; exports, same time 1,615,000 bales, against 1,345,000 bales same time last year; stock on hand at latest dates, 150,000 bales, against 290,000 bales same date last year. At the Live Stock markets, this week, Beeves have been more sought after at firmer prices, ranging from 15½@18½c. per lb.; week's receipts, 4,348. Veal calves have been in moderate demand at from 6@11½c. per lb.; receipts, $2,384 Sheep and lambs have been much more abundant, and have been in less request at reduced figures, ranging from 4½@8c. per lb.; receipts, $19,681. Swine have been plenty and heavy at from 8¼@9⅜c. per lb., all live weight; receipts, $23,601. Foreign merchandise has been in light demand, as a rule, but held with considerable firmness. The total imports of foreign dry goods, last week, were $1,185,203, and the total amount marketed $1,014,089. The value of foreign merchandise imported last week, was $5,635,567—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $6,820,770, against $5,950,715, same week last year; total since July 1, 1867, $222,293,464, against $251,408,022 same time in 1866–'67. The freight market closed heavily on a less active business. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 3½d.@4d. by sail, and 5@5½d. by steamer, per bushel; cotton at ⅛d. by sail, and 1/16d.@5/32 by steamer, per lb.; and heavy goods at 15s.@30s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday 524.

The New York exports, exclusive of specie, for the week ending June 2d, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$2,437,899	$2,692,824
Prev. reported.....	80,953,842	72,805,766
Since January 1.....	$83,391,741	$75,498,590

The imports for the week ending May 30th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,232,567	$1,185,203
Gen. merchandise..... ..	4,718,148	5,635,567
Total for the week.....	$5,950,715	$6,820,770
Previously reported....	103,655,187	94,923,025
Since January 1.....	$109,605,902	$101,743,795

The balance in the Sub-Treasury on Wednesday was $93,037,528 64.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 96; Jersey City W. L., 96; Brooklyn 6s, W. L., 97¼; Pacific R. R., 7s, guar. by Mo., 98½; Hannibal and St. Joseph R. R., 80½; do., pref., 86; do., convertible bonds, 100; Chicago and Great Eastern, 35; Toledo, Peoria and Warsaw 1st mort. E. D., ex-int., 82½; Toledo and Wabash Equipment bonds, 73; Boston Water Power Co., 20½; Union Navigation, 25¼; Adams' Express Co., 57¼; Wells-Fargo Exp., 25½; American Exp., 53½; Merchants' Union Exp., 28; U. S. Exp., 56; Western Union Telegraph, 38¼; do., 7s, 82¼; Ocean Bank, 108; Bank of Republic, 120; Importers' and Traders' Bank, 132; Bankers' and Brokers' Ass., 114⅛; Fourth National Bank, 110; Marine Bank, 150; Shoe and Leather Bank, 117¼; Continental Bank, 104; Central National Bank, 109; American Flag, 0.50; Buchanan Farm, oil, 0.43; Burroughs Gold, 0.10; Brevort, oil, 0.30; Black Hawk Gold, 6.00; Consolidated Gregory Gold, 4.10; Corydon, 0.30; Edgehill Mining, 4.80; Empire Gold, 2.55; La Crosse Gold, 0.48; Montana Gold, 0.41; N. Y. and Allegheny, oil, 2.10; New York Gold, 0.75; Quartz Hill Gold, 1.10; Rocky Mt., Gold, 0.22; Smith and Parmalee,

2.95; United States, 2.00; Wallkill Lead, 0.22.

Philadelphia.—Pittsburg 5s, 74; Pennsylvania 5s, 1870, 99⅛; do., do., coupon, 98; Allegheny Co. comp. 5s, 77; Sunbury and Erie 7s, 100¼; Westchester R. R. 7s, 97½; West Jersey R. R. 6s, 95; Philadelphia and Erie 7s, 80¼; Western Penna. R. R. bonds, 81¾; North Penn. R. R. 7s, 88; Reading 6s, 1843–'80, 94¼; Lehigh Nav. 6s, R.R. Loan, 87¼; Philadelphia and Trenton R.R., 129½; West Philadelphia R. R., 66; Union Canal pref., 1¼; Delaware Division Canal, 46; Chesapeake and Delaware 6s, 95; Tenth and Eleventh streets R. R., 70; Girard College R. R., 26; Thirteenth and Fifteenth streets R. R., 14¾; Ocean Oil, 1.81; Big Mt. Coal, 5⅛; N. Y. and Middle Coal Fields, 3½; Locust Mt., 46; Green Mt., 8¾; Keystone Zinc, 1¼; Bank of North America, 252; Mechanics' Bank, 31½; Philadelphia Bank, 160; Farmers' and Mechanics' Bank, 128½; Commercial Bank, 58; Corn Exchange Bank, 70. The latest quotations are: City 6s, 98@98½; do., free of tax, 101½@101¾; State 5s, reg., 99½@100; do., coupon, 97½@97½; do., 6s, W. L., 104@105; Reading, 47⅝@47¾; do., 6s, 1870, 102@102½; do., bonds, 94@94½; Camden and Amboy, 129@129¼; do., mort. 6s, 1889, 96½@97; do., 1883, 91@91¾; Penn. R. R., 53@53¼; do., 1st mort., 103@103¼; do., 2d mort., 98¼@98½; Little Schuylkill R. R., 39@40; Morris Canal, 30@50; do., pref., 72@74¾; do., bonds, 85@89; Wyoming Valley Canal, 40@40; do., 6s, 79½@85; Susquehanna Canal, 15½@16; do., 6s, 62¾@63; Sch. Nav., 10½@12; do., pref., 20⅜@20½; do., 6s, 1882, 72@73; Union Canal bonds, 14@14½; Delaware Div. Canal, 45@47; do., bonds, 80@82; Elmira and Williamsport, 31½@33; do., pref., 42@45; do., 7s, 1873, 98@100; do., 5s, 58@62; Lehigh Coal and Navigation, 21@21½; do., bonds, 1884, 83@83¾; North Pennsylvania, 33@34; do., 6s, 92@93; Philadelphia and Erie, 26⅛@26¼; do., 6s, 91½@92; Minehill, 57½@57¾; Catawissa, 6½@10; do., pref., 27¼@27⅜; Lehigh Valley, 55¾@55⅞; do., bonds, 95¼@95½; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 54½@55½; West Philadelphia, 65@66; Spruce and Pine, 23@24; Green and Coates, 31@31¼; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 13¼@14½; Girard College, 26@26⅛; Tenth and Eleventh, 67@70; Union, 40@44; Hestonville, 10@10½.

Boston.—Vermont Central 1st mort., consolidated, 77⅛; do., 2d mort., 35; Vermont Central and Vermont and Canada 8s, 103; Vermont and Massachusetts R.R. 6s, 1883, 95; Ogdensburg 1st mort., 100; Boston, Hartford and Erie 7s, 69½; do., new, 54; Cheshire R. R. 6s, 1880, 95½; Eastern R. R. 6s, 1874, 97; Rutland and Burlington 1st mort., 144; Ogdensburg and Lake Champlain pref., 102½; do., Equipment 8s, 101¾; Rutland R. R., 32¼; do., pref., 80; Summit Branch R.R., 19⅛; do., 6s, 1870, 91; West Cambridge Horse R. R., 37; Indianapolis and Cincinnati R. R., 26¾; Boston Water Power Co., 20¼; Waverly Land Co., 2; Cary Imp., Co., 11¼; Short Mt. Coal, 13¾; Rhode Island 6s, 100; New Hampshire 6s, 1870, 99¾; Massachusetts 5s, 1893, gold, 113¼; do., sterling 5s, 1871, $655 per £; do., 6s, currency, 103; Cook Co., Ills., 7s, 95¾; Salem 6s, 1883, W. L., 100; Hartford 6s, 1879@1880, 99⅞; St. Louis 6s, Harbor Imp., 85; do., 1888, sewerage, 84½; Portland 6s, 1877, Municipal, 97; Louisville 6s, 1879, 80½; Chicago 7s, 1892, River Imp., 97⅞; do., Tunnel, 97½; do., sewerage, 98½; do., 1890, Municipal, 98; Boston 5s, 1882, 110½; do., 1884, 112; do., 6s, 1876, currency, 103; Newburyport 6s, 1887, 100; Boston National Bank, 67; Everett National Bank, 107¾; First National Bank, 167; Hide and Leather National Bank, 107½; Merchants' National Bank, 119¾; Massachusetts National Bank, 121; National Bank of Redemption, 115¾; National Bank of Commerce, 120; North National Bank, 114; State National Bank, 107½; Suffolk National Bank, 119; Traders' National Bank, 100¾; Third National Bank, 119; Allouez Mining Co., 3¾; Bullion Consolidated, 62½c.; Humbolt, 60c.; Hancock, 5⅜; Ophir (N. S.) gold, 1.25; St. Clair, 1.

Baltimore.—Maryland 6s, 1870, 98; Virginia 6s, reg.. old, 50½; do., 1866, 46; Central Ohio R.R., 37⅜; do., 1st mort., 86¼; Western Maryland bonds, 80; do., 2d mort., guar., 92; Richmond and Danville R. R. bonds, 68; Orange and Alexandria R.R. bonds, 75; Virginia Central 4th mort. 8s, 82½; Atlantic Coal, 1.10; Virginia Coal and Iron, 0.50; Bare Hill, 0.50; Gardiner Hill, 0.06; Union Bank, 61⅜; Mechanics' Bank, 11; Bank of Baltimore, 115½; National Exchange Bank, 101. The latest quotations are: Balt. and Ohio, 122@123½; do., 6s, 1875, 98¼@98¼; do., 1880, 98@—; do., 1885, 97½@97½; Northern Central, 46¼@47; do., bonds, 1885, 84½@84⅝; do., 1900, 82¾@83; Parkersburg Branch, 27@28; N.W. Va., 1st mort., 96@96¼; do., 2d mort., 94@95; do., 3d mort., 1873, 92@95; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 93½@93½; do., 2d mort., 72⅛@72¼; Central Ohio, 37⅛@37½; do., 1st mort., 86¼@86½; Western Md. 6s, 1890, 80@—; do., guar., 94½@95; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 98@98; do., 1886, 98¾@99; do., 1890, 98⅜@98½; do., 1893, 96@96½; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19½@20; George's Creek, 50@70; Santa Clara, 1.50@3.00; Atlantic Coal, 1.10@1.15.

Northern (N. H.) Railroad.

At the recent annual meeting of the stockholders of this company at Concord, the old board of Directors was re-elected, as follows: Onslow Stearns of Concord, John A. Burnham of Boston, George W. Nesmith of Franklin, Uriel Crocker of Boston, Josiah Minot of Concord, Joseph W. Clark of Boston, and George A. Kettal of Boston. Resolutions were adopted authorizing the Directors to agree to a union of the Contocook River and Concord and Claremont Railroad with the Sugar River Railroad, as provided in the act of incorporation of the last named road; and authorizing the Directors to apply any moneys received by them on account of the above mentioned roads, toward the extension of the railroad from Bradford to Claremont. The action of the Directors in settlement of the account of the trustees for the bondholders of the Sullivan County Railroad, was ratified.

☞ The Oxford (Pa.) *Press* states that the work of grading the lower section of the Columbia and Port Deposit Railroad is being pushed on rapidly, and will be ready for the rails and ties in a few months.

Mont Cenis Railway.

Mr. Brunlees, the engineer of this enterprise, writes under date of May 11th, that there is no truth in the statement that a new supposed difficulty is likely to delay the opening of the road. He says: "From a recent examination of the whole line I can testify that the central rail is as perfect as the day it was laid down, notwithstanding that during the last eight months some of the engines have been constantly running. Moreover, any one acquainted with Fell's system ought to know that the horizontal wheels of the engines are made wide to allow for the play in the springs, and without flanges, so that there is not the least risk of tearing up the centre rail. No time can be fixed for the opening until the official report of the Commissioners is received, and this is daily expected."

Great Russian Railway.

This company has held a meeting at St. Petersburg with reference to the proposed acquisition of the St. Petersburg and Moscow line. It was decided, by 1,087 votes to 5, to proceed with the necessary negotiations for the acquisition of the line, it being always understood that the original rights of the Great Russian shareholders, as defined by the statutes of November 3, 1861, should remain intact.

☞ The Indo-European Telegraph Co., which was organized about the middle of April, for the construction of a line to India through Russia and Persia, have obtained the whole of their proposed capital of 450,000*l*. The Russian Government are stated to have placed a war steamer at the disposal of the company for three months, to take soundings for the cable in the Black Sea. Meanwhile the Persian portion of the line will be commenced, and is expected to be completed within twelve months.

☞ Columbus, Chicago and Indiana Railway Company are prepared to pay all arrearages of interest on the first mortgage bonds of the Chicago and Great Eastern road, and the arrearages on the first mortgage and sinking fund bonds of the Cincinnati and Chicago Air Line road, adding interest from the maturity of each coupon, and deducting Government tax. The office of the company is at No. 57 Broadway.

☞ A meeting of the Worthington Valley and Manchester Railroad Company was held at Dover, Baltimore County, Md., the 16th ult., when the following places were designated to open books and solicit subscriptions to build said road: Ashland, Mantua Mills, Dover, Davisville, Benson's Mill, Lawson's Mill, Zoucksville, Hampstead and Manchester.

☞ There are now three hundred men at work on the Dubuque and Sioux City Railroad between Iowa Falls and Fort Dodge. One-half the work is now done, and by the middle of July next the grading, bridging, etc., will be complete and ready for the rail.

☞ The St. Louis *Dispatch* says that all the iron necessary to complete the North Missouri Railroad to Kansas City and the Iowa State Line has been purchased. The road will be finished to both points by the middle of October.

Railroad Earnings.—Weekly.

The earnings of the Atlantic and Great Western Railway for the third week in May, 1868, were..... $99,300 00
Corresponding week previous year... 117,668 00

Decrease..... $18,368 00

The earnings of the Chicago and Northwestern Railroad for the 4th week in May, 1868. $423,827 85
Corresponding week previous year .. 323,344 88

Increase..... $100,482 97

The earnings of the Michigan Southern and Northern Indiana Railroad for the 4th week in May, 1868, were..... $118,848 00
Corresponding week of 1867..... 116,326 00

Increase..... $2,522 00

☞ Surveys for a new railroad from Freehold to Farmingdale are being made. The road will do a marl, freight, and passenger business, and will afford railroad communication from Long Branch to Jersey City, the route being over the Raritan and Delaware Bay, Freehold and Squankum, Freehold and Jamesburg, and United Companies' roads.

☞ The Hudson *Star* says that the grading on the Tomah and St. Croix Railroad to Black River Falls, a distance of about thirty miles, is entirely completed; the iron is purchased and it is expected to have the track laid, and a construction train running within the next three months.

☞ The board of directors of the Kent Co. Railroad Company have elected the following officers: President, T. W. Eliason, Esq.; Treasurer, R. Hynson, Esq.; Secretary, Charles T. Westcott, Esq.

☞ The Colebrookdale Railroad is to be commenced at once, the contract for grading from Pottstown to Mount Pleasant, a distance of fourteen miles, having been awarded to George Rice, of Pottstown. The Lehigh Valley *News* says the line is soon to be extended to Hosensack Gap, five miles beyond Mount Pleasant, so as to connect with the Perkiomen Railroad, and thus to become a through route from Pottstown to Allentown, and thence through the Lehigh Valley to New York.

☞ The Pan Handle Road (O.,) Holliday's Cave, (Western Va.,) and the Steubenville and Indiana (Ohio) Railroads have consolidated under the name of the Pittsburg, Cincinnati and St. Louis Railroad Company. The capital is $10,000,000. The central office is to be at Steubenville, Ohio.

☞ The Doylestown *Democrat* says that the Plymouth Railroad will be completed by the middle of September. The new road will be about ten miles long, and will connect the Norristown Railroad, at Conshohocken, with some point on the North Pennsylvania Railroad.

☞ The annual meeting of the stockholders of the Paterson and Newark Railroad was held in Newark on the 1st inst. Messrs. T. B. Peddie, Andrew Derron, R. S. Gould, Wm. L. Catherwood and Geo. T. Howell, were elected Directors.

☞ The route of a proposed railroad from Philadelphia to New Hope is being surveyed.

Journal of Railroad Law.

CATTLE RUNNING AT LARGE—COMMON LAW LIABILITY OF RAILROADS.

The facts in the case of the Michigan Southern and Northern Indiana Railroad Company *vs.* Fisher, (27 Ind., 96,) which has just been decided in the Supreme Court of Indiana, clearly appear in the opinion of the Court, delivered by

GREGORY, J.—Fisher sued the railroad company for killing his cow through the "fault, misconduct and negligence" of the employees, servants and agents of the defendant, by striking and running over her with a locomotive and train of cars running on the defendant's road.

This suit was commenced before a Justice of the peace, and was tried in the Court below on appeal. The Court found for the plaintiff. The defendant moved for a new trial, on the ground that the verdict was not sustained by the evidence, and that the same was contrary to law. The Court overruled the motion, to which the defendant excepted. The evidence is in the record. The cow was running at large, she was killed by a train on the defendant's road, about one and a half miles west of Ligonier at a road crossing; the cattle were accustomed to cross the railroad there, it was a crossing on a public highway, it was snowing at the time, and the wind was blowing hard, making it difficult to hear or see at any considerable distance; no whistle or bell was sounded, and the train was running about one-fourth faster than usual.

The Board of Commissioners under authority of the Revised Statutes, made an order allowing cows, &c., to run at large.

In the absence of an order of the Board of County Commissioners, the common law rule obtains in this State, that the owner of cattle is bound to keep them on his own premises, and that if he permits them to roam at large, on the land of others, he is a wrong-doer. The Lafayette and Indianapolis Railroad Co. *vs.* Shriner, 6 Ind., 141. But this was not the rule in the early settlement of this State. It was not then applicable to our circumstances. And as some portions of the State are yet sparsely settled, the Legislature has placed it in the power of the County Commissioners to change this rule of the common law. But when such an order is made, it imposes no greater obligation on the owner of other property, in the lawful use thereof, than rested upon him at the common law. This question was very fully considered by this Court in Durham *vs.* Musselman, 2 Blackf., 96, and the ruling in that case meets our approbation.

In the case in judgment, the railroad company was in the lawful use of its own property, in such a manner, that the injury complained of was not the natural or probable consequence of the act, and therefore the company is not liable to one who permitted his cow to run at large.

The judgment below is reversed, with costs, and the cause remanded, with directions to grant a new trial, and for further proceedings.

☞ The Council Bluffs and St. Joseph's road is expected to be completed by the 1st of July next to St. Joseph, which, by rail to Weston and Kansas City, and by the Pacific Railroad to St. Louis, will give a short and expeditious route from St. Louis to Omaha.

Revenue and Expenditures of the United States.

From the statement of revenue and expenditure, and the estimates thereof, made in the House of Representatives on the 1st inst., by the Chairman of the Ways and Means Committee, it appears that the actual expenditure for the current fiscal year has been:

For nine months..... $280,678,066
3 months to July 1, 1868, estimated. 98,500,000

Total for the year..... $379,178,066

Of this $149,418,383 is for interest on the public debt, $123,858,496 for the War Department, $51,554,175 for the civil list, $25,613,673 for the navy, and $28,733,337 for interior, pensions and Indians.

The revenue for the same year is as follows:

Six months (received)..... $299,194,459
Three months, to July 1, (estimated) 106,600,000

Total..... $405,794,459

This amount of revenue for the fiscal year ending June 30, 1868, actual and estimated, is made up thus:

Customs (coin).....	$165,208,374 37
Lands.....	1,166,337 31
Internal revenue.....	190,686,426 44
Direct tax.....	1,713,960 46
Miscellaneous.....	47,019,360 71
Total.....	$405,794,459 29

Next year's expenditure (ending June 30, 1869,) is thus stated:

Interest on the public debt.....	$129,678,078
Bounties as estimated.....	40,500,000
Purchase of Alaska (coin).....	7,200,000
All other.....	150,273,866
Total for the year.....	$327,651,000

Against which revenue is estimated as follows:

Customs (coin).....	$165,000,000
Internal revenue.....	190,000,000
Other revenue.....	31,000,000
Total revenue, 1868–'69.....	$406,560,000

According to these figures the coin revenue will be some 35 millions in excess of the interest on the public debt, leaving 23 millions of coin revenue (besides the Alaska purchase money) available for the purchase of the principal during the year. This is equal to the amount required under the sinking fund provision in the fifth section of the act of February 25, 1862.

The estimated currency revenue, on the other hand, exceeds the currency expenditure by an amount sufficient to provide for the remainder of the currency debt.

☞ Work on the Indianapolis and Vincennes Railroad is progressing rapidly, and a portion of the Cairo and Vincennes Railroad, lying between Vincennes and Carmi, has been put under contract.

☞ The Union Pacific Railroad has been completed and opened for business six hundred miles west from Omaha. Sixty miles have been built this season. The company have a larger force of laborers at work than ever before.

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WILLIAMS, PAGE & CO.,

91 Water St., Boston.

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock and Spruce** in any quantity. Also every description of **Northern and Southern Pine, Oak and Spruce** for **Railroad Cars, Bridges, &c., &c.**

BRADFORD & RENICK,
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IRON & STEEL RAILS,
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Iron Bridges and Roofing.
Plans and Estimates furnished on application.
65 WALL STREET, New York.
JOHN W. GOULD. EDWARD P. BIGELOW.

600 MILES

OF THE

UNION PACIFIC
RAILROAD

Are now finished and in operation. Sixty miles of track have been laid this spring, and the work along the whole line between the Atlantic and Pacific States is being pushed forward more rapidly than ever before. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1869 instead of 1870. The means provided are ample and all that energy, men and money can do to secure the completion of this

GREAT NATIONAL WORK,

at the earliest possible day, will be done.

The UNION PACIFIC RAILROAD COMPANY receive:

I.—**A Government Grant** of the right of way, and all necessary timber and other materials found along the line of its operations.

II.—**A Government Grant** of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.

III.—**A Government Grant** of United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c. The interest is now much more than paid in this way, besides securing a great saving in time and money to the Government.

IV.—**A Government Grant** of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and *no more*. THE GOVERNMENT PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad, laid with a heavy T rail, and completely supplied with depots, stations, turnouts, car shops, locomotives, cars, &c.

V.—**A Capital Stock Subscription** from the stockholders, of which *over Eight Million Dollars* have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—**Net Cash Earnings** on its Way Business, that already amount to MORE THAN THE INTEREST on the First Mortgage Bonds. These earnings are no indication of the vast through business that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Secure beyond any Contingency.

The Company have abundant means in their Treasury, and make no appeal to the public to purchase their bonds, as the daily subscriptions are entirely satisfactory; but they submit that, for entire security and liberal returns, there is certainly no better investment in the market.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised agents throughout the United States.

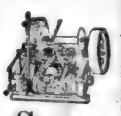
Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

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MAY 25, 1868.



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OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILROAD COMPANY, No. 26 EXCHANGE PLACE, NEW YORK, May 14, 1868.

NOTICE TO THE BONDHOLDERS AND shareholders of the Toledo, Peoria and Warsaw Railroad Company of Illinois. You are hereby notified that a meeting of the bondholders and shareholders of this Company will be held in this City on the 15th day of June next at the office of the Company, between the hours of 10 and 2 o'clock, to vote upon the question of the extension of the road from La Harpe to Burlington, Iowa, and from Warsaw to Quincy, Illinois, to connect with the Government bridges at those places, and to authorize the Board to contract for the building of the same, and to issue sinking fund bonds of the Company bearing interest at eight per cent., at the rate of fifteen thousand dollars ($15,000) per mile upon such extensions or branches for said purpose, or upon any other plan that may be presented you at said meeting for the purpose of raising the necessary funds for building the extensions, and upon any other subject that may be offered for consideration at said meeting.

Per order of the Board,
CHARLES L. FROST, President.

PENNSYLVANIA RAILROAD COMPANY, Treasurer's Department.
PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.

THOMAS T. FIRTH,
Treasurer.
8t21

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH,
Treasurer.
8t21

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TESTIMONIAL.

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We have used, on the Baltimore and Ohio Railroad, during the past year, about 18,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

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The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns ***The Life and Limb of all Travelers upon Railroads.***

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

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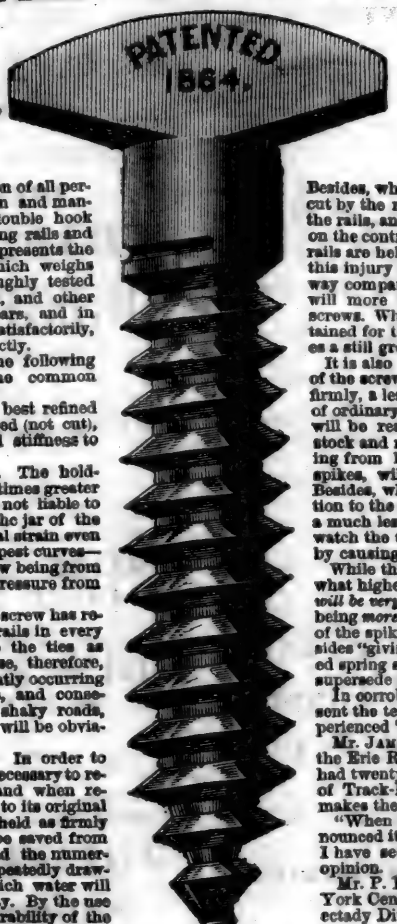
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, June 13, 1868.

A New Work on Railroads.

We acknowledge a valuable contribution to railroad literature in a volume by Mr. HENRY V. POOR, entitled "A Manual of the Railroads of the United States." The work presents full exhibits of the organization, route, length, cost, earnings and expenses of each road in the country, (about 600 in all,) with elaborate statements of stock, debts, revenue, tonnage, traffic, &c., &c., of all the leading lines, and covering periods of six to seven years. To the body of the work is an appendix, showing the amount and various classes of the debt of the United States for eight years, commencing with 1860; also elaborate statements of the financial condition and debts of the several States.

The work is introduced by a sketch of the rise and progress of internal improvements in this country, from the canal first undertaken to connect the Mohawk with the waters flowing into Lake Ontario, to the present time, with the dates of the opening of the more important lines of railroad, by means of which the great railroad system of the country has been rendered so vast and complete.

From the opening of the first railroad in 1830 to the close of 1835, 1,098 miles of line, but of the rudest structure, were opened. The progress of these works since that period is shown in the following statement copied from page 19 of the Manual:

Year.	Miles in operation.	Annual increase of mileage.
1835	1,098	...
1836	1,273	175
1837	1,497	224
1838	1,913	416
1839	2,302	389
1840	2,818	516
1841	3,535	717
1842	4,026	491
1843	4,185	159
1844	4,377	192
1845	4,633	256
1846	4,930	297
1847	5,599	669
1848	5,996	397
1849	7,365	1,369
1850	9,021	1,656
1851	10,982	1,961
1852	12,908	1,926
1853	15,360	2,452
1854	16,720	1,360
1855	18,374	1,654
1856	22,017	3,643
1857	24,508	2,491
1858	26,968	2,460
1859	28,789	1,821
1860	30,635	1,846
1861	31,256	621
1862	32,120	864
1863	33,170	1,050
1864	33,908	738
1865	35,185	1,277
1866	37,017	1,832
1867	39,244	2,227

The least number of miles opened in any one year was 159 miles, in 1843; the greatest in 1856, when 3,643 were opened. In the first year of the war, the mileage constructed fell off to 621 miles.

From the opening of the first railroad, in 1830, to the acquisition of California, in 1848, a period of 19 years, 5,996 miles of line were constructed, being an average of 316 annually. From the date of that event up to the breaking out of the Civil War, a period of 12 years, 24,639 miles were constructed—being an annual average of 2,051 miles. From the last date to the present, 8,587 miles have been opened in a period of seven years, or 1,227 miles annually. The mileage opened the past year exceeds the average of that from 1849 to 1861.

The progress of the traffic of the railroads of the country has been quite as astounding as has been that of their mileage. Mr. POOR, in his work, estimates upon what appears to be the most reliable data, that the tonnage of the railroads the past year equalled 78,568,000 tons! At an estimated value of $100 per ton, the value of this tonnage equalled $7,856,800,000. As marvellous as these results seem, the rapidity with which the tonnage increased is still more marvellous. From the tables contained in the book, it is demonstrable that the tonnage of the railroads of the United States has doubled since 1860. Such increase, Mr. POOR remarks, "explains the wonderful strength displayed by the United States in the recent gigantic Civil War, and the equally wonderful recuperation of the country since the return of peace. Such increase demonstrates the entire capacity of the Nation to bear almost without feeling them, all its financial burdens. From the present time the population of the country will increase at the rate of 1,000,000 annually. The increase of their productive power is probably in three-fold ratio to that of the population. Within ten years, the value of the internal commerce of the country borne upon railroads will equal $15,000,000,000. With such a commerce, and with a corresponding wealth, the present burdens, great as they now are, will sink into insignificance and cease to be felt."

The earnings of all the railroads of the United States, the past year are shown to equal $340,000,000, a sum very nearly equaling 25 per cent of their total cost—a sum which equals just about $10 per head of our population. Their net earnings have equalled about 7 per cent. of their cost.

We can give only a brief sketch of the work, as the matter is so stated as not to allow condensation. The author has rendered a most valuable service to the great interest we have so long represented, and we commend the work to the attention of those who desire to possess in a com-

pact form a description of our railroads, with statements of their financial condition, and the marvellous results they have achieved. *

Chicago, Rock Island and Pacific Railroad.

Pursuant to adjournment, a meeting of the eastern stockholders of this company was held at the Sherman House, Chicago, at 11 o'clock A. M., on the 5th inst., M. C. Goudy, Esq., in the Chair. The minutes of last meeting were read and approved. The committee appointed at the previous meeting to report a detailed list of stockholders represented in the meeting, entitled to vote, submitted a list comprising 73,503 shares. The meeting then adjourned to meet at the office of the company at the depot at 2:30 P. M., the same day.

At the afternoon session the eastern stockholders were joined by J. F. Tracy, E. Cooke, G. L. Davenport, J. L. Coffin, A. Kimball, Benj. F. Allen, and E. A. McNair. It was voted that the meeting proceed to elect directors for the ensuing year. A ballot for a Board of Directors then took place, with the following result: J. F. Tracy, Chicago; E. Cooke, Davenport; W. F. Coolbaugh, Chicago; W. H. Appleton, New York; B. F. Allen, Desmoines; David Dows, New York; F. H. Tows, New York; George L. Davenport, Davenport; Robert A. Forsyth, New York; Wilson G. Hunt, New York; Oliver Charlick, New York; David Crawford, Jr., New York; N. B. Curtis, Peoria.

The following resolutions were offered, and unanimously adopted:

Whereas, On the 4th day of June, 1868, the Board of Directors of the Chicago, Rock Island and Pacific Railroad Company consisted of John F. Tracy, William F. Coolbaugh, Ebenezer Cook, F. H. Tows, B. F. Allen, George L. Davenport, A. Kimball, Edward A. McNair, John L. Coffin, Oliver Charlick, David Crawford, Jr., N. B. Curtis, and Robert A. Forsyth; and

Whereas, On said day the said A. Kimball, Edward A. McNair and John L. Coffin expressed a desire to resign their positions in said Board, and a committee representing the stockholders composing the meeting suggested that W. H. Appleton, Wilson G. Hunt and David Dows would be proper persons to fill the vacancies thus created; and,

Whereas, At a meeting of said Board of Directors, held at the office of said company in the City of Chicago, on the 5th day of June, 1868, A. Kimball resigned his position as a member of said Board and W. H. Appleton was elected to fill the vacancy thus created; and E. A. McNair resigned his position as a member of said Board, and David Dows was elected to fill the vacancy thus created; and John L. Coffin resigned his position as a member of said Board, and Wilson G. Hunt was elected to fill the vacancy thus created; and,

Whereas, A vote shows that John F. Tracy, W. H. Appleton, Wilson G. Hunt, David Dows, Wm. E. Coolbaugh, Ebenezer Cooke, F. H. Tows, B. F. Allen, Geo. L. Davenport, Oliver Charlick, David Crawford, Jr., N. B. Curtis and Robert A. Forsyth are the unanimous choice of the holders of stock represented in this meeting for Directors of said company for the year ending on the first Wednesday in June 1869; therefore,

Resolved, That the said persons last above mentioned are chosen and declared to be the Board of Directors of the said company for the year ensuing; and,

Whereas, The shareholders here present, representing the majority of the capital stock, desiring to terminate all doubts as to their policy and objects, hereby

Resolve, That the issue and sale of 49,000 shares of the capital stock under the resolution passed by the executive committee on the 13th of September last, be and is hereby confirmed and approved, and further ordered that the directors are hereby instructed to complete the line to Council Bluffs with the least possible delay consistent with the economical prosecution of the work.

Resolved, That the best interests of the company require the immediate dismissal of all suits against it and its present or former officers, or any of them, on account of the additional issue of the 49,000 shares of stock, and that all injunctions and orders for a receiver should be immediately discharged, and the Board of Directors be requested to take such measures as will in their judgment most speedily accomplish these ends, and, so far as may be necessary, to defend and save harmless the present or former officers of the company, or any of them, from all liability on account of the issue and sale of said shares of stock, the Board of Directors are hereby directed and the company undertakes so to do.

Resolved, That a majority of the stockholders of this company, represented at this meeting, do not object to the provisions of the law of Iowa passed at the last session of the Legislature, except so far as the same relates to freights and tariffs, but on account of the last-named provisions we are constrained to dissent from said act.

Resolved, that the interests of this company require that the transfer books be opened and kept in the City of New York as soon as it can be legally done.

On motion, the meeting then adjourned *sine die*.

Previous to the afternoon meeting of the stockholders the Board of Directors convened in the Superintendent's room. President Tracy occupied the chair.

A. Kimball resigned his position of director, and W. H. Appleton was elected to fill the vacancy.

The resignation of Mr. Kimball created a vacancy in the Executive Committee, and W. H. Appleton was elected to fill it.

E. A. McNair then tendered his resignation as a director, and, on motion, David Dows was elected to fill the vacancy thus created.

John L. Coffin resigned his position as director, and Wilson G. Hunt was elected to fill the vacancy.

The following are the names and places of residence of the officers of the company:

President—John F. Tracy, of Chicago.

Secretary—Ebenezer Cooke, of Davenport.

Assistant Secretary—Francis H. Tows, of New York.

Treasurer—William F. Coolbaugh, of Chicago.

Executive Committee—John F. Tracy, William F. Coolbaugh, W. H. Appleton, Ebenezer Cooke and B. F. Allen.

Grand River Valley Railroad.

Grand Rapids, Michigan, has voted almost unanimously to loan the Grand River Valley R.R. Co., $100,000 to aid in the construction of the road. Track laying has commenced at Rives Junction on the Jackson, Lansing and Saginaw Railroad. Half a mile of iron was put down the first day and properly ballasted. The track will be ballasted as much as possible as fast as the iron is laid. The officers of the company think that the road will be opened to Eaton Rapids by the 4th of July.

☞ The Camden and Amboy Railroad Company have ordered a thousand tons of steel rails from Sheffield, England, which are now in process of delivery. More than a mile of these rails was laid near Bordentown, on this road, about a year ago. These show no signs of wear as yet.

North Pennsylvania Railroad.

The earnings of this company in the fiscal years ending October 31, 1866 and 1867, were:

	1866.	1867.
From passengers	$330,059 46	$344,573 61
" coal	217,608 49	162,073 17
" pig iron	82,019 73	45,083 22
" through lumber	21,770 96	18,313 28
" local freight	190,503 84	209,624 20
" through freight	90,466 96	98,742 79
" mails	3,215 00	3,215 00
" rents, etc.	12,683 98	10,431 60
	$898,328 42	$892,056 87
Expenses, viz:		
Maintenance of way	$145,202 95	$127,186 35
Motive power	146,555 36	144,382 68
Maintenance of cars	50,765 29	63,240 75
Conducting transp	144,357 90	152,199 93
General expenses	32,831 92	27,831 13
	$519,713 42	$514,840 84
Net earnings	$378,615 00	$377,216 03
From which deduct—		
Coupons	$186,000 00	$190,060 00
Interest on scrip	14,747 10	11,899 51
Ground rents and interest on mortgages	9,087 73	9,087 73
U. S. and State taxes	23,881 38	22,228 91
	$233,716 21	$233,276 15
Less interest earned	3,884 75	6,516 88
	$229,831 46	$226,759 27
Balance to profit and loss	$148,783 54	$150,456 76

Compared with the fiscal year ending October 31, 1866, the gross earnings show a decrease of $6,271 55, with a decrease in expenses of $4,872 58—making a decrease in net earnings of $1,398 97. The profits, after deducting all expenses, renewals, repairs, interest and taxes, show an increase of $1,673 22. The proportion of expenses to earnings is 57.71 per cent.

A dividend of five per cent. has been declared payable in scrip, bearing no interest, and convertible, on and after May 1, into the 7 per cent. mortgage bonds of the company, in sums of $500.

The amount paid for construction during the fiscal year has been as follows: new sidings, $5,354 86; water stations, $3,808 40; passenger and freight stations, $6,966 64; engine house at Berks street, $2,229 66; passenger house at Berks street, $18,244 67; fencing, etc., $2,562 11—total, $39,165 84.

The payments on account of equipment, were $57,994 93, and include $15,983 for one ten-wheeled coal burning freight engine, having steel tires, but without tender, and $25,134 05 for four first class double saloon passenger cars, and one passenger and mail car, and $16,877 88 for new freight and road cars, including one milk car. The Superintendent in his report says:

The most important improvement made upon the line in the past year is the new station house at Bethlehem, which has been brought into use since the fiscal year closed. It was first occupied on the 18th of November, 1867. This building, which is a first class passenger station house, 100 feet by 44, is very well constructed and conveniently arranged. It is both lighted with gas and supplied with water. It has been erected at the joint expense of the North Pennsylvania and Lehigh Valley Railroad Companies, with a public room for the use of both roads, and separate offices for each. The building is of brick, with a slate roof, and the floors and the spacious platforms are made very solid, by being filled in with cinder between the joists,

This improvement has been long needed, and its completion has given great satisfaction to the itizens of Bethlehem.

At several of the way stations considerable improvements have been made to accommodate the constantly increasing way business of the road.

Enterprising and energetic parties are erecting blast furnaces for smelting iron ore, at Edge Hill and at Hellertown, which will hereafter furnish a large amount of tonnage.

In the month of September, 1867, the Lehigh Coal and Navigation Company completed their railroad bridge across the Lehigh at Bethlehem, to connect with our road; and on the 25th of November, the first coal train from Mauch Chunk, by their new railroad, passed over the bridge. It is expected that passenger trains will be put on in February.

The Lehigh and Lackawanna Railroad was opened for use a short time ago, from Bethlehem to Bath and to Chapman, a distance of about fourteen miles, and our road is already receiving some new business from that source.

As is shown by the tabular statements, the passenger business upon the North Pennsylvania Railroad has been unusually good in the past year, and yet about two-thirds of the *net* earnings have been derived from freight. The growth of the local business is one of the most encouraging features of the trade.

698,359 passengers were carried; of whom 21,960 were through passengers carried to the Lehigh Valley Railroad, 22,267 were received from that road, and 654,132 were local passengers. The whole travel of the year was equal to 225,714 through passengers; and the through travel, carried in connection with the Lehigh Valley Railroad, was less than twenty per cent. of it. To and from Mauch Chunk, 5,615 passengers were carried; to and from Wilkesbarre, 6,321; Easton, 8,166; Allentown, 12,569; and to and from way stations on the Lehigh Valley Railroad, 10,178. A small number went to other points. The aggregate increase of this class of travel in the year was only 2,486 passengers, while the increase in the total number of passengers carried was 45,051.

In the past year great facilities have been given to the travel between Philadelphia and Wilkesbarre. Since the 8th day of May last, morning and evening trains, making close connections, have been run in both directions; very comfortable cars have been run through without change, and the line has been extensively advertised. The result thus far has been that the travel has increased from 5,232 passengers in 1866, to 6,321 in 1867; being an increase of 1,089 passengers, or about one passenger per train. These facts are not stated to disparage the through travel, or to argue against proper efforts for its accommodation, but to show in a striking light that the main strength of the North Pennsylvania Railroad is in local business, of which it is not likely to be deprived by any future competition. The distance from Allentown to Philadelphia, by the proposed Perkiomen Railroad, will be more than nine miles longer than by our line.

The connection with the Connecting Railway at Tioga street was brought into use a short time ago, and it is found to be of considerable service in delivering coal by steam power, which would otherwise have to be hauled by mule teams.

The milk business continues to increase, and in the last year it exceeded two millions of gallons, and paid nearly forty thousand dollars.

Great efforts have been made in the past season to give the public ample accommodations, both for the passenger and freight business, and the aggregate traffic in both branches is larger than in any former year.

Additions to the rolling stock have been made since the fiscal year closed; consisting of two very superior coal burning passenger engines, twenty-five eight-wheeled box cars and a number of platform cars.

The 23 locomotives in use on the road during the year ran 343,023 miles, viz: with passenger trains, 209,144; with freight trains, 133,879; at an average cost for passengers of 23.2, and for freight 26.2 per mile. Number of passengers carried, 698,359; do., carried one mile, 12,188,701, equal to 225,714 through passengers. Tons of freight moved one mile, 13,691,447.

CONDENSED BALANCE SHEET.

Capital stock	$3,150,000 00
Six per cent. bonds	2,500,000 00
Ten per cent. bonds	360,000 00
Seven per cent. bonds	276,500 00
Scrip issued for six per cent. coupons	138,349 00
Scrip issued for 10 per cent. coupons	17,305 00
Ground rents and mortgages	155,395 49
Six per cent. coupons unpaid	1,392 50
Ten per cent. coupons unpaid	1,075 00
Interest on scrip unpaid	175 23
Accounts unpaid	70,380 11
Dividend No. 1	5,230 00
Scrip issued for dividend	2,332 50
Profit and loss	196,668 12
	$6,874,802 95
Right of way	$215,318 50
Construction	4,887,081 33
Equipment	723,216 65
Depots, shops and stations	231,833 88
Telegraph	4,967 39
Real estate	474,941 84
Trustees' general mortgage	2,600 00
Scrip Delaware Mutual Ins. Co	260 00
Seven per cent. bonds	18,605 94
Loans	154,750 00
Unpaid accounts	24,427 57
Stores	80,943 88
Cash	55,855 97
	$6,874,802 95

President.—FRANKLIN A. COMLY.

Directors.—John Jordan, Jr., J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, William C. Kent, Charles W. Wharton, Edward Roberts. *City Directors.*—Jacob Riegel, Oliver H. Wilson.

Treasurer.—WILLIAM WISTER.

Secretary.—EDWARD ARMSTRONG.

Engineer and Sup't.—SOLOMON W. ROBERTS.

Fishkill Railroad.

The following is a copy of an act passed by the New York Legislature on the 29th of April, 1868, authorizing the construction of a railroad from the end of the Long Wharf, on the Hudson River, in the town of Fishkill, Dutchess county, to Matteawan, in said town:

SECTION 1. All persons who shall become stockholders, pursuant to this act, shall be, and they are hereby constituted a body politic and corporate by the name of the "Fishkill Railroad Company," for the purpose of constructing, and they are hereby authorized to construct and lay a railroad track or tracks, with the necessary turnouts, commencing at the west end of the "Long Dock," at the Hudson River, in the town of Fishkill, Dutchess county, and running thence to the depot of the Hudson River Railroad Company, and also to Matteawan, with the right to extend the same to Fishkill village, to run through and upon such streets and roads as may be necessary, by restoring the same to their original state of usefulness.

SEC 2. Nicholas H. Strippel, Homer A. Nelson, Augustus Hughson, James G. Powers, Richard Kenworthy, John J. Monell, Joseph Howland, D. W. Gitchell, John P. De Wint, Walter Breet, John B. Schenck, John Faulkner and Willard H. Mase, when they shall become stockholders in said company, shall constitute the first board of directors, who shall hold their office until after the first annual election.

SEC. 3. The capital stock of the said company shall not exceed the sum of thirty-five thousand dollars, divided into shares of fifty dollars each; the directors hereinbefore named, shall be commissioners, whose duty it shall be to open books to receive subscriptions, to the capital stock of said company, and to receive such subscriptions and issue stock in accordance with the rules which they may adopt.

SEC. 4. Such railroad shall be constructed on the most approved plan for the construction of street railroads, and the track of such road shall be laid flush with the surface of the street, and shall conform to the grade thereof, and the said company shall keep the surface of the street inside the rails, and for one foot outside thereof, in good and proper order and repair.

SEC. 5. The cars on said railroad shall be drawn by horses, and shall be drawn as often as the public interest may require, and shall be completed within two years, and the powers and privileges hereby granted are limited to fifty years.

SEC. 6. No greater amount than ten cents shall be charged for riding the whole length of said road.

SEC. 7 The said company shall possess all the powers and privileges conferred upon railroad companies by the general railroad act, passed April second, eighteen hundred and fifty, and the further organization and regulation of said railroad company shall be subject to all the provisions of the said general railroad act, not inconsistent herewith, excepting the following sections, and any amendments thereof, namely: sections one, two, three, four, twenty-seven, thirty-four, thirty-seven, thirty-eight, thirty-nine, fortieth, and forty-fourth. The said corporation shall make an annual report to the State engineer and surveyor of its business and affairs, in such manner and form as required by law.

European and North American Railway.

Subscriptions have been invited by Messrs. J. S. Morgan & Co., for 411,000*l.* first mortgage six per cent. bonds of the European and North American Railway Company. The line is from St. John, the principal port of the British province of New Brunswick, to the frontier of the State of Maine, where it will come into connection with the entire railway system of the United States and Canada, while in like manner it will form the connecting link between St. John and Halifax, Nova Scotia, and thus command a share of the general traffic between Europe and the whole of the American continent. The length is 88 miles, and the company have been subsidized by the Government of New Brunswick to the extent of $10,000 per mile, or an aggregate sum of $880,000, the city of St. John at the same time in its corporate capacity subscribing $800,000 on the stock, a total of $1,680,000 being thus provided of the entire capital of $3,520,000 for which the undertaking is to be completed. It is stated that more than 65 miles of the permanent way are finished, and that the remainder is in course of rapid execution by contractors of high character, on whom stringent conditions have been imposed by the provincial authorities. The line is to be opened on the 1st of January next, and the estimates made by the Government engineer of New Brunswick show a net revenue of 80,000*l.*, being 56,000*l.* in excess of the 24,000*l.* required for the interest on the bonds. The bonds are to be secured by a first mortgage under a deed from the company to Mr. S. L. Tilley, Minister of Customs for the Dominion of Canada, and Mr. J. E. Thomson, President of the Pennsylvania Railway, and a sinking fund of 10 per cent. of the net profits of the line after the payment of the interest is to be annually applied for their redemption. The price of issue is to be 75 (or 73½, reckoning 1½ per cent. interest to be paid on the 1st of July,) and the instalments are to extend to the 1st of September next.—*London Times.*

☞ Surveys for the Glen Cove Branch Railroad have been commenced. It will run from Glen Cove, through Locust Valley, to Oyster Bay.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool.....	$851,913	$904,878
" cotton...	603,627	943,382
" silk	910,187	1,391,942
" flax	617,035	732,352
Miscellaneous dry goods..	401,881	372,280
Total entered for consump.	$3,384,643	$4,344,834

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool.....	$711,283	$688,627
" cotton...	521,013	238,741
" silk	628,809	290,483
" flax	277,269	290,417
Miscellaneous dry goods..	117,227	156,652
Total withdrawn from warehouse	$2,255,601	$1,664,920
Add entered for consump.	3,384,643	4,344,834
Tot. thrown on the market..	$5,640,244	$6,009,754

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool.....	$982,019	$571,377
" cotton...	317,601	210,008
" silk	279,900	241,207
" flax	338 249	341,341
Miscellaneous dry goods..	134,039	117,227
Total entered for wareh'g..	$2,051,808	$1,481,160
Total entered for consump.	3,384,643	4,344,834
Total entered at the port..	$5,436,451	$5,825,994

The imports of foreign dry goods at New York for five months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$6,957,751	$5,565,180
" cotton..	5,807,787	4,724,746
" silk	5,201,328	7,133,574
" flax	4,181,234	3,604,253
Miscellaneous dry goods.	2,932,350	2,747,074
Tot. entered for consump.	$25,080,450	$23,774,827

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool....	$8,715,199	$4,551,671
" cotton..	4,575,279	2,610,060
" silk	3,766,992	1,933,589
" flax	4,009,699	2,642,952
Miscellaneous dry goods.	854,136	1,010,273
Total withdrawn from warehouse	$21,921,305	$12,748,545
Add entered for consump.	25,080,450	23,774,827
Total thrown on the market	$47,001,755	$36,523,372

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	$6,914,763	$3,928,166
" cotton..	4,039,055	1,922,096
" silk	3,085,752	1,602,774
" flax	2,578,162	1,549,366
Miscellaneous dry goods.	955,790	930,966
Total entered warehouse.	$17,573,522	$9,933,368
Add entered for consump.	25,080,450	23,774,827
Total entered at the port..	$42,653,972	$33,708,195

Imports of foreign dry goods at New York for eleven months from July 1:

Year.	Value.
1862	$34,620,618
1863	59,061,614
1864	78,433,263
1865	44,411,871
1866	130,280,590
1867	99,161,965
1868	73,072,553

Chicago and Northwestern Railway.

The Ninth Annual Meeting of the Stockholders of this Company for the election of Directors was held in Chicago on the 4th inst., Perry H. Smith, Esq., in the Chair. After the reading of a Communication from Hon. Wm. B. Ogden, President of the Company, James H. Howe, Albert Keep and E. B. Redfield were appointed tellers to conduct the election. After the ballots were deposited, the Chairman of the Board of Inspectors reported that the whole number of votes cast was 299,588. Each of the following persons received the whole vote cast, and they therefore constitute the Board of Directors for the ensuing year: Henry Keep, H. Henry Baxter, M. L. Sykes, Jr., John M. Burke, Samuel Sloan, Benj. Nathan, James H. Benedict, George S. Scott, John Bloodgood, E. P. James, S. M. Gurnee and Russell Sage, of New York; John B. Turner, H. H. Ferry, P. H. Smith and G. L. Dunlap, of Chicago, and Alex. Mitchell, of Milwaukee.

At a subsequent meeting of the Directors Henry Keep, Esq., of New York, was elected President.

The following is a copy of the Communication of Mr. Ogden:

To the Stock and Bondholders of the Chicago and Northwestern Railway Company, assembled at their annual meeting for the election of Directors, at Chicago.

The time has happily arrived when the Chicago and Northwestern Railway Company, after long years of faithful effort on the part of those hitherto connected with its creation, organization, development and administration, has emerged from its earlier condition of poverty and embarassment, which for want of means and equipment, and lack of power and ability properly to do and control its ever increasing business, limited for a time its usefulness to the country, and disabled it from making adequate returns to its stockholders, until, at length, chiefly through its own earnings and the wise and necessary application of them, it has, from very insignificant beginnings and after many trials, become one of the broadest and firmest foundations, and most favorably situated and connected railway institutions of the country; already among the largest in earnings, and with a future promise of traffic and income scarcely excelled perhaps by any.

The original conception of the enterprize was to connect Chicago with Lake Superior on the North, and with St. Paul on the Northwest. For its full realization it needs only the construction of the section between Fort Edward and Escanaba, wisely deferred until the development of the Peninsula Division should demonstrate its utility, as it has now done; and the completion of the Northwest connection with St. Paul and the railroads radiating from it, including the Northern Pacific Railroad, by finishing the short Trempeleau link connecting with the Winona and St. Peter, and by forming proper relations, if practicable, with existing lines, always preferable to new construction so long as adequate to the wants of the country and available on just terms.

To this original plan was added, in 1864, the Western line, by consolidation with the Galena, and the subsequent completion of the route to Omaha, forming the earliest and best connection with the Union Pacific Railroad, which is rapidly spanning the continent, and now extends, a continuous line of railroad west from Chicago, 1,100 miles—a distance greater on the west than the distance from Chicago, east, to New York or Boston. This was done by a new and revised agreement and lease, which was, by some millions, more favorable to this company, at the same time that it expedited many years the completion of that connection, and made possible the rapid extension of the Pacific Railroad.

The foundations have now been substantially laid, and the work principally done, to render this company, with its lines resting on Lake Superior on the north, St. Paul on the northwest, and the Missouri on the west, a complete institution; and giving to it capacity to serve the public with efficiency, and to its proprietors the safety incident to very long lines, not easily repeated, from the excessive and improvident competition which the physical conformation of a prairie country admits of, and which too often endangers railway investments.

Thus has been covered the ground necessary to secure permanently to the Chicago and Northwestern Railway Company a business and an ability to control and conduct it with the greatest economy to the country, and with satisfactory advantage to itself, that it is not now, perhaps, or likely hereafter to be, enjoyed by other railway organizations of the country, and which, if wisely and timely secured and accomplished, will continue hereafter, as in the past, to steadily and rapidly increase its present liberal earnings, until, with a continance of proper care and management, they will be likely, in a short period of years, to be enlarged to nearly or quite double the amount to which the course of policy adopted by the past management, and thus far steadily pursued by them, so far at least as the stock and bondholders could be brought to understand and approve, the wisdom of that policy has already advanced them.

My connection with the enterprises, which are now embraced in the Chicago and Northwestern Railway Company, commenced in 1847, when thoroughly impressed with the importance and necessity of railway communications to the growth of the country, I was induced to accept the Presidency of the Galena and Chicago Union Railroad Company, which first undertook the construction of a railway from Chicago into any of the tributary regions of the Northwest.

When, after about four years' service, I resigned that trust, and left that enterprise in a course of successful progress, with its stock at a high premium, I supposed I had terminated forever my relations to such undertakings. In 1853, however, on account of the bankruptcy of the company which had begun to construct the railroad from Chicago to Janesville and Fond du Lac, afterwards forming the line of the original Chicago and Northwestern Railway Company, I was induced to accept the Presidency of that company for the purpose of rescuing the enterprise and carrying it forward to more complete development. I have followed its fortunes since, and during the period of railway revulsion in 1857, became heavily involved in liabilities for it, which it took years of effort to fully pay and discharge; and I have often been called upon subsequently to make large advances for its benefit.

In all this period, of now twenty-one years' duration, and comprising the best business portion of my life, my single governing motive has been the physical and industrial development and progress of the Northwest; though in aiming at this object, I have always endeavored to protect, preserve, and make adequately remunerative, as far as possible, the capital of those who have invested their money in these great and most beneficial public works. I have contemplated these enterprises only in their public aspects, and not as sources of profit to myself. Bearing freely the burden incident to their creation, without salary, and often without full remuneration of actual expenses, and without ever having speculated in their stocks or in any property connected with them, I have shared in the transcendent blessings which they have showered so prodigally upon all the Northwest, only in common with my fellow-citizens, by the aided prosperity of all our business and the enhanced value of all our property.

On the reorganization of 1859, under statutory enactments for that purpose, it was provided that the bondholders should have the right to vote at all corporate meetings, in the same manner as stockholders. The object of this expedient was, by enabling the bondholders to control the ad-

ministration of the property for the time being, to make it safe for them to restore and preserve the interests of the stockholders, which, by the mortgage foreclosure at that time, were legally extinguished; and enable their stock, then without appreciable value, to become vitalized by the future growth and prosperity of the enterprise. Until 1864, the bondholders exercised a large, perhaps controlling, influence in the management, but always in complete harmony and co-operation with the stockholders, and always recognizing the legal and moral obligation of directors to represent, with judicial impartiality, all classes of interests.

Nothing can better illustrate the liberal and provident care of the interest of the holders of the common stock (about 4,000,000 of which was saved from total extinction on the reorganization; and 6,000,000 of which was issued for equalization in the Galena consolidation) than the results we now experience. The growth of earnings in the year just closing is $2,448,757 19; of the year previous, $1,917,895 17; and in the year still previous, $1,423,090 53; making in all $5,789,742 89. This has been accomplished during a period following the close of the war when the earnings of most railroads have not largely increased, in a small degree by the addition of the 150 miles of the Iowa line from Cedar Rapids to Omaha, and the acquisition of the Chicago and Milwaukee Railway, but chiefly by successive and immense additions of equipment upon the lines in use three years ago. It was foreseen, as stated in the report of last year, that as the equipment forms less than one-fourth of the investment in the whole railway, and as aditional equipment, if fully employed, would yield, at least, fifty per cent. a year net income, the policy adopted and systematically pursued, of boldly continuing new investments in equipments for the purpose of bringing into productive use the unemployed capacity of the permanent way, would enable the company to earn income on all its stocks, as, with continued good manangement, it will henceforth be able to do.

The progress and succession of this enterprise is sufficiently and gratifyingly indicated in the change that has been already affected in the increased public confidence and estimation of its present and future value. During the early years of its poverty and lesser importance and earnings, when it taxed the efforts and purses of its managers and friends severely to sustain and advance it to the position and eminence to which they then felt assured it was entitled and would soon occupy, the public were slow to discover and appreciate its elements of future greatness or to give it the degree of confidence to which it was then actually entitled. Now, it not only commands the attention of capital, which seeks investments in its stocks and securities with avidity and advantage, and at materially advancing prices, but a growing interest in its affairs, and an increasing disposition to be identified with its management is also manifested, until its administration, instead of being a burden to be borne from public motives, as in the past, has become an object of desire and ambition.

Some, among the most valuable and useful members of the board of directors of this company, who have been longest associated with its management, have desired, for some years past, to withdraw from their labors in connection with it, and will avail themselves of the present occasion and of the prosperous condition of the company to do so, gratified at being able to leave the administration of its affairs with those who may be selected by the proper representatives of its securities.

The position I have held so long, and the duties it imposed, it had been my cherished and announced determination to relinquish at an earlier day, but the unsettled state of the country just at the close of the war, and my solicitude for the connection with the Union Pacific Railroad at Omaha induced me for the time to delay doing so.

Proposing now to close all my official relations with the Chicago and Northwestern Railway Company, for whose welfare and progress I have watched and labored so long and with so much interest and hope, which interest I shall continue to cherish in the kindest spirit toward all connected with it, and with undiminished hope and confidence in its still increasing prosperity, growth and usefulness; I desire, in conclusion, to express my great obligations and indebtedness personally, and the indebtedness of the company for its progress and success to the earnest, laborious and self-sacrificing efforts of the able board of directors with whom it has been my good fortune and happiness to have been so long and pleasantly associated. And like expressions of acknowledgement of obligations and indebtedness on the part of the company, the board of directors and myself are equally and eminently due to all the able and faithful officers and employes of the company, who have been associated with and accomplished so much for it, and so many of whom have given the best years of their lives in undivided efforts to promote its welfare.

Nor would I willingly forego this opportunity to express my obligations and the obligations of this company to the people along its various lines of the road for their early, liberal and continued support of its measures and interests, or my regret at severing the intimate and ever agreeable and interesting relations to them, which have grown out of my connections with this enterprise,

WM. B. OGDEN.

NEW YORK, June 1, 1868.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st May, inclusive, during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1867...	3,200	59,500	432,100	19,500
1868...	61,000	3,486,100	2,646,100	326,200
Inc..	57,800	3,426,600	2,214,100	306,700

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 743,120 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of May, in the years indicated:

	1866.	1867.	1868.
Canal opened—	May 1.	May 6.	May 6.
Flour, bbls.	21,700	8,200	61,000
Wheat, bushels..	169,800	59,500	3,486,100
Corn, bushels...	1,384,200	432,000	2,646,100
Barley, bushels.	40,700	19,500	326,200
Oats, bushels...	570,700	193,900	1,532,300
Rye, bushels....	55,600	14,600	140,000
Malt, bushels...	40,100	28,500	112,000
Beef, bbls.....	100	.....	700
Pork, bbls.....	3	4	100
Bacon, lbs.....	.....	.....	.....
Butter, lbs.....	100	200	2,100
Lard, lbs.....	5,600	.....	14,300
Cheese, lbs.....	39,700	4,800	261,300
Wool, lbs.....	86,400	4,500	1,600

The receipts for 1868 include what was delivered from the Erie Canal between April 20, and May 1, and which was frozen on the canal during the Winter.

☞ We learn from Peru that Mr. Henry Meiggs has made a contract for $12,000,000 to build a railroad from Arequipa to the coast, and has already commenced to contract for materials.

☞ A new railroad between Swedesborough and Woodbury, Gloucester County, N. J., is soon to be completed.

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund, we learn that the total funded debt of the State, Nov. 15, 1867, was... $11,031,941 53

The redemptions during the six months ending May 15, 1868, were:

Foreign loan of 1860 ..	$12,650 67	
Foreign Union loan of 1868	35,450 00	
Domestic Union loan of 1868....	24,964 13	
		73,064 80
Outstanding May 15, 1868....		$10,958,876 86

The existing funded debt of the State consists of the following loans:

FOREIGN DEBT—PAYABLE IN NEW YORK.

Loan payable after Dec. 31, 1860, not bearing interest.....	$8,270 00
Loan (Union) payable July 1, 1868, bearing 6 per cent. interest	158,316 00
Loan payable after Dec. 30, 1870, bearing 6 per cent. interest	2,183,531 93
Loan payable after Dec. 31, 1875, bearing 6 per cent. interest	1,600,000 00
Loan payable after June 30, 1881, bearing 6 per cent. interest	4,095,309 47
Loan payable after Dec. 31, 1886, bearing 6 per cent. interest	2,400,000 00
	$10,445,427 40

DOMESTIC DEBT—PAYABLE AT COLUMBUS.

Stock of 1849, not bearing interest	$1,765 00	
National road bonds, not bearing interest.....	60 36	
Union loan of 1868, bearing 6 per cent. interest 111,624 00		
Union loan of 1871, bearing 6 per cent. interest 400,000 00		
		513,449 36
Total funded debt, as above..		$10,958,876 76

The receipts into the State Treasury and the disbursements therefrom, were as follows:

RECEIPTS.

Balance in the Treasury, Nov. 15, 1867....	$378,222 59
Taxes....	733,915 32
School lands....	25,689 88
Surplus revenue....	4,423 92
Agricultural College land scrip	1,556 40
Ohio University lands....	673 34
Canal lands....	180 00
Buttles' estate....	998 75
Returned from New York	22,705 69
Total receipts	$1,168,365 89

DISBURSEMENTS.

Principal of foreign debt.	$33,271 84	
Principal on Union loan.	60,414 13	
Interest on foreign debt.	310,366 26	
Interest on irreducible debt 202,605 49		
Interest on Union loan..	24,311 42	
Expenses of Home office	1,933 00	
Expenses of New York office....	812 08	
Expenses of Fund Commissioners....	750 00	
		634,793 72
Balance in the Treasury, May 15, 1868		$533,527 17

☞ The engineers have just finished the location of the Columbia and Port Deposit Railroad. Messrs. Cameron, McElroy, Duffie and one other gentleman have taken the contract to build the road.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley ---------- 50	1,498,400	----------	----------
Alton and St. Louis ---------- 100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point... 100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ... 100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jul.'67 3½
Baltimore and Ohio. ---------- 100	16,151,962	A. & O.	Apl. '68 4
Do. Washington Br. ---------- 100	2,660,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	----------	Jan. '68 3
Bay de Noquet & Marq...100	----------	A. & O.	Apl.'68 3
Bellefontaine Line ---------- 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware ---------- 100	997,112	----------	----------
Berkshire* ---------- 100	600,000	J.A.J&O	Apl.'68 1½
Blossburg & Corning.* ---- 50	250,000	J. & D.	Dec.'67 2½
Boston and Chelsea ---------- 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,900	----------	----------
Do. do. pref..100	1,340,400	M. & N	May'68 3
Boston and Lowell. ---------- 500	1,830,300	J. & D.	Dec. '67 4
Boston and Maine. ---------- 100	4,076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,680,000	J. & J.	Jan. '68 5
Boston and Worcester ---100	4,500,000	J. & J.	Jan. '68 5
Broadway (Boston) ---------- 50	325,000	J.A.J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City ---------- 10	1,000,000	F. & A.	F'b,'68 3½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buff., New York & Erie*..100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ---100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	797,800	A. & O.	Apl.'68 4½
Camden and Amboy. ---------- 100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch ---------- 50	721,926	J. & J.	Jan. 68 3½
Catawissa. ---------- 50	1,150,000	----------	----------
Catawissa, pref. ---------- 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jan '68 4½
Central of Georgia ---------- 100	4,666,300	J. & J.	Jul. '67 5
Central of New Jersey.... 100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio. ---------- 100	400,000	J. & D.	Jun.'68 3
Do. pref. ----------	----------	J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S. Carolina...100	1,201,000	----------	----------
Chemung*. ---------- 100	380,000	----------	Mar. '68 2
Cheshire, preferred ---------- 100	2,017,825	Annual.	Jan' 68 3
Chicago and Alton. ---------- 100	3,886,643	M. & S.	Mar. '68 5
" " pref. 100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern..100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jan.'68 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western.... 100	15,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific.... 100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton ---100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger...	----------	J'n &J'ly	Jan.'68&2
" Street ----------	----------	J. & J.	Jan.'68&2
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 5
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	J'n.'68 3½
Cleveland and Pittsburg... 50	5,424,091	May.	M.'68 10s
Cleveland and Toledo* ... 50	4,841,600	J. & J.	J'n.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord ---------- 50	1,500,000	M. & N.	May'68 5
Concord & Portsmouth ... 100	350,000	J. & J.	Jan'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River. ---------- 100	1,650,000	J. & J.	Jan. '68 4
Cumberland Valley. ---------- 50	1,316,900	A. & O.	Oct. '67 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*...100	2,384,941	----------	----------
Delaware. ---------- 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley ---------- 100	1,550,050	----------	----------
Detroit & Milwaukee. ---100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref 100	1,937,351	Annual.	Dec.'67 7
Eastern (Mass.) ---------- 100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) ---------- 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania ---------- 50	654,600	----------	----------
East Tenn. and Georgia.---100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ---100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	N'v.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway ---------- 100	16,570,100	F. & A.	Feb.'68 4
Do. pref. ---------- 100	8,535,700	Annual.	Jan. '68 7
Erie & North East*..... 100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834	----------	----------
Fitchburg ---------- 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly ----------	----------	M. & N.	M'v '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---------- 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite. ---------- 100	----------	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2
Hartford and New Haven.100	$3,000,000	J.A.J&O	Apl. '68 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,880	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic. ---------- 100	820,000	----------	----------
" pref ---------- 100	1,180,000	J. & J.	Jan. '68 4
Hudson River ---------- 100	13,937,100	A. & O.	Apl. '68 4
Hazleton ---------- 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central. ---------- 100	23,386,450	F. & A.	Feb.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 .
Joliet and Chicago*. ---------- 100	1,500,000	J.A.J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1,325,000	----------	----------
Lehigh and Mahanoy..... 50	2,168,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley ---------- 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne. ---------- 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami. ---------- 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill* ---------- 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island. ---------- 50	2,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence ---100	200,000	A. & O.	Apl. '68 3
Macon and Western. ---------- 100	1,500,000	----------	Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615	----------	----------
Maine Central. ---------- 100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 5
Memphis and Ohio ---------- 100	570,000	----------	----------
Metropolitan (Boston).... 100	1,250,000	J. & J.	Jan. '68 5
Michigan Central ---------- 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	9,811,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston). ---------- 100	400,000	----------	----------
Millville and Glassboro' ...100	388,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul. ---------- 100	3,627,000	J. & J	----------
" " " pref. ---------- 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '68 4
Mobile and Ohio ---------- 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,419,769	----------	----------
Morris and Essex ---------- 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell. ---------- 100	600,000	M. & N	May'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck ---------- 100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J. & J.	Jan.'68 3
New Jersey. ---------- 100	5,000 000	F. & A.	Feb.'68 5
New London Northern.... 100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	----------	----------
New York Central. ---------- 100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jan. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue. ---------- 100	797,400	----------	----------
North Carolina. ---------- 100	4,000,000	----------	----------
Northern Central ---------- 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800	----------	----------
North Missouri ---------- 100	2,369,307	----------	----------
North Pennsylvania. ---------- 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n. 100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi..... 100	20,222,647	----------	----------
" " pref.100	3,607,197	J. & D.	Jun'68 3½
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark ---------- 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri. ---------- 100	3,581,000	----------	----------
Panama. ---------- 100	7,000,000	J.AJ&O.	Apl. 68 6
Paterson and Ramapo..... 100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'68 4
Pennsylvania ---------- 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,365,500	----------	----------
Philadelphia and Erie*.... 50	5,069,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,400	J. & J.	Jan. '68 5
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*..... 100	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt. ---------- 50	9,019,300	J. & J.	Jan. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby.. 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,628	----------	----------
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams..100	460,000	J. @ J.	Jan '68 3
Portland and Kennebec.... 100	1,000,000	----------	Aug.'67 3
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia ... 50	665,019	----------	----------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport ---------- 100	88,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred. ---------- 100	----------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800,000	----------	----------
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	368,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R.... 100	1 020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* ------- 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke.... 100	868,200	----------	----------
Second Avenue (N. Y.).... 100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Sixth Avenue (N. Y.) ---100	750,000	----------	Nov.'67 5
Somerville ---------- 100	75,000	M. & N.	May'68 3
South Carolina ---------- 100	2,819,275	----------	----------
South Shore ---------- 100	259,685	----------	----------
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi..... 100	1,000,000	----------	----------
Staten Island. ---------- 100	660,000	J. & J.	Jul. '67 4
Stoney Brook ---------- 100	287,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130	----------	----------
Taunton Branch ---------- 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).... 100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan.'68 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref..100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	N. '67 3½
Troy and Boston. ---------- 100	607,111	----------	----------
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*.... 100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	----------	----------
Union Pacific. ---------- 100	----------	----------	----------
Union (Phila.) ---------- 50	291,475	J. @ J.	Jan. '68 2
Utica and Black River ----100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*..... 100	2,250,000	J. & D.	Jun'68 4
Vermont Central. ---------- 100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley. ---------- 100	516,164	----------	----------
Virginia Central ---------- 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,452,815	----------	----------
Western (Mass.). ---------- 100	6,710,800	J. & J.	Jan. '68 5
Western Union ---------- 100	2,687,237	----------	----------
West Jersey ---------- 100	781,050	----------	Feb.'68 4
West Philadelphia. ---------- 50	249,100	J. & J.	Jan.'68 5
Wilm. and Manchester.... 100	1,130,470	----------	----------
Wilm. and Weldon. ---------- 100	1,340,233	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division. ---------- 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson..... 100	10,000,000	F. & A.	Feb.'68 8
Delaware and Raritan..... 100	2,298,400	F. & A.	Feb.'68 5
Erie of Pennsylvania. ---------- 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,187,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred). ---------- 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,088	----------	----------
Union. ---------- 50	2,907,850	----------	----------
" preferred ---------- 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley. ---------- 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation. ---------- 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal. ---------- 25	1,500,000	M. & S.	M. '68 6
Ashburton ----------	2,500,000	J. & D.	Dec.'66 4
Butler Coal. ---------- 25	800,000	J. & D.	Dec '67 2
Central Coal ----------	2,000,000	J. & J.	Jul. '68 3
Mt. Pleasant Coal. ----------	200,000	J.A.J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal. ----------	200,000	J.A.J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal. ---------- 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal. ---------- 100	3,400,000	A. & O.	----------
Wyoming Valley Coal ---100	1,250,000	F. & A.	Aug. '66
Rutland Marble ---------- 25	1,000 000	----------	Dec'67 2½
Adams Express. ---------- 100	10,000,000	FMA&N	Apr.'68 5
American Express. ---------- 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,386	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,528	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	—	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,643	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,528,226	1,250,000	—	182,198	736,709	129,635	10	—	67
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	50
30 Nov.'67	3.25	—	28	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'67	22.00	—	—	53	—	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	10.76	—	—	—	37	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	18.00	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,435	253,214	34	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep.'67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep.'67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,756	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	44	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Morris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,000	1 520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'68	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,206	9,042	—	100	—
30 Sep.'66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep.'67	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	135
30 Sep.'66	3.00	—	—	—	8	South Brooklyn & Berg. St.	—	—	—	—	—	—	—	—	—
30 Sep.'66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408.509	1,170,000	1,230000	70,000	1,098083	260,333	12	100	—
30 Sep.'66	—	5 00	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—
30 Sep.'66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	—	—	(Lease	d.)	—	—	—
30 Sep.'66	—	—	—	—	—	Troy and Lansingburg	—	—	(no re	port.)	—	—	—	—	—
30 Sep.'66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—
30 Sep.'66	1.75	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	—	15,850	390	—	—	—
30 Sep.'65	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—
30 Sep.'65	—	4.00	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,600	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct.'67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,759	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	54
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	14½
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	37½
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	60,692	10	50	66
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount Outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1872	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [read]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage [un antied]	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100.000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	104
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, June 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	3,582,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	142
" " " ..... coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	120
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125
" " " ..... coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	116½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " yearly		6	July.	1881	---
Loan of July 17, 1861 ..... registered	264,246,200	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,494,755,800	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	109½
" " " (5-20s) ..... coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	109
" " " (5-20s) ..... coupon		6	" "	1885	110½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	111½
" " " (5-20s) ..... coupon		6	" "	1886	112½
" " 3d series (5-20s) ... registered		6	" "	1887	109½
" " " (5-20s) ..... coupon		6	" "	1887	113½
Loan of March 3, 1864, (10-40s) ... registered	193,790,400	5	Mar. & Sept.	1904	106
" " " (10-40s) ..... coupon		5	" "	1904	105½
Pacific R. R. Bonds ..... (currency)	25,902,000	6	Jan. & July.	'95-'97	---
Treas'y Notes (7-30s) June 30, '64: 2d series	105,610,650	7.3	June & Dec.	1868	100½
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	100½
Matured Debt not presented	8,678,202	---	presentation.	.....	---
Gold Certificates of Deposit	20,298,180	---	presentation.	.....	---
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	356,144,212	---	.....	.....	---
Three per cent. certificates	50,000 000	---	.....	.....	---
Fractional currency	32,531,589	---	.....	.....	---
Navy Pension Fund	13,000,000	---	.....	.....	---
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	---
" — " " (extended) ... "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) ..... "	648,000	5	Jan. & July.	1876	---
" — " " (") ..... "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) ..... coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank) .. "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	134
" " " 1860 ..... "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1'65 (free) ..	2,000,000	6	" "	1885	---
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	---
" — " " ..... "		7	" "	var.	---
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	96½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " ..... registered	1,229,867	6	" "	1870	---
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	---
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	---
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds ..... "	300,000	7	" "	1881	---
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	---
" —War Loan Bonds ..... "	500,000		" "	'76-'81	---
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	---
" — " " ..... "	415,000	6	May & Nov.	1870	---
" — " " ..... "	253,000	5	April & Oct.	'67-'73	---
" —Military Bonds ..... "	645,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	---
" — " " (Lev ee) ..... "	1,000,000	6	various.	1886	---
" — " " (New) ..... "	882,800	6	"	'86-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	---
" " " 1857-'61	171 000	6	various.	'75-'78	---
" —War Loan of 1861 ..... "	800,000	6	"	1871	99
" " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1890	100½
Maryland—State Bonds (Balt. & Susq. R R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	---
" — " " (R.R. various) "	120,000	5	" "	1889	---
" — " " (") currcy.	159,974	5	" "	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	---
" — " " (Ches. & Ohio Can.).	2 000,000	6		1870	98
" — " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	98
" — " " (Bounty)	501,000	6	"	abt.'74	---
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.).	429,588	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" " —General Statutes Loan	21,000	5	" "	1870	---
" —Funding Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	---
" " "	172,000	6	" "	'70-'72	126
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	125
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	888,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" " " "	4,379,500	5	May & Nov.	1894	112½
" " " " sterling .	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	126
" " "	2,150,000	6	" "	'74-'76	116½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenf'd R.R	966,500	5	" "	'91-'92	---
" " " " (stg.)	554,180	5	" "	'88, '90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	98
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	.....	'41-'71	---
" " " " (Union Bank)	5,000,000	6	.....	Var.	---
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	92½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	93½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	---
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ...	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	---
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,569,000	7	Jan. & July.	1877	107
" — " " " ..registered	27,726,500	7	" "	1877	107
" —General Fund Bonds	1,189,780	6	" "	pleas.	---
" — " " "	500,000	6	" "	1868	---
" — " " "	800,000	6	" "	1878	---
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" " " "	6,000,000	6	" "	1873	101
" " " "	2,250,000	6	" "	1874	102½
" " " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" " "	442,960	5	May & Nov.	1868	---
" " "	900,000	5	Jan. & July.	1875	91
" " "	800,000	5	" "	1878	---
" —Canal and Bonds	1,163,000	5	J. A. J. & O.	1868	---
" — " "	167,000	5	" "	1871	---
" " "	4,500 000	5	" "	1874	---
North Carolina—State Bonds	366,000	6	Various.	'69-'78	93
" — " "	8,334,000	6	Jan. & July.	'81-'90	65
" — " "	650,000	6	April & Oct.	'90-'91	---
" — " " (new)	3,500,000	6	Jan. & July.	1900	---
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	99
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	101
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	---
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	98
" — " " ..... registered	5,083,052	5	"	'68-'70	99½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	---
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,480	5	" "	1882	---
" — " " 3d series	120,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	107½
" — " " 2d series	7,909,520	6	" "	1882	108½
" — " " 3d series	9,270,017	6	" "	1892	108½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	104½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	---
" " " (new)	1,210,808	6	" "	1887	---
Tennessee—State Bonds	1,942,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	---
" — " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	72
" " endorsement	2,207,000	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	---
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	99½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	---
" — " " ..... registered	108,000	5	" "	long.	---
" — " " ..... "	21,669,398	6	" "	long.	---
" — " " ..... coupon	10,900,000	6	" "	long.	50½
" — " (new) ..... registered	1,379,500	6	"	1876	---
" — " (") ..... coupon	489,300	6	"	1886	---
" — " " (")	39,600	6	"	1890	---
Wisconsin—State Bond	405,100	6	Jan & July	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,828,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	468,898	568,589	533,150	599,670	474,056	388,673	5,696,119
1867	377,852	380,190	420,555	407 018	465 102	383,396	400,560	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	421 008	355,447	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	235,985	409,251	401,280	357 956	307,910	236,824	3,840,093
1866	226,153	222.241	290,111	269,749	329,851	371,544	321,597	387,269	322,638	360,223	325,030	271,247	3,696,153
1867	343,787	157 832	235,961	282,165	335,510	342,368	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,996	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,960	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	289,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	568,200	418,400	351,600	4,153,512
1868	283,600	281,900	262,900	288,700	308,891	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281.334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,686	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	80,867	81,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,048	1,336,615	1,438,689	1,522,472	1,429,765	16,434,776
1866	...including Buffalo Division... 1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,091	1,041,116	14,596,418
1867	...including Buffalo Division 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	603,053	506,286	506,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,498	525,242	709,327	738,530	823,901	727,810	613,320	7,160,992
1868	519,855	488,089	409,649	467,754	496,666	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	96,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,068
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,886	113,504	112,952	123,802	1 201,239
1867	94,136	78,976	92,910	92,768	90,626	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315 268	276,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,806	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	396,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,024	4,663,806
1868	362,021	338,335	381,497	455,983	400,486	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,631	490,894	447,670	328,470	4,520.550
1866	282,439	265,796	337,158	343,787	365,196	355,083	324,936	359,646	429,161	493,640	414,004	308,669	4 280,115
1867	304,095	283,661	376,210	362.783	333,952	284,977	313,021	398,998	464,778	506,296	412,934	330,375	4,371,078
1868	343,816	304,315	326,880	416,768	369,236	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261 143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	428,323	5,683,806
1868	368,487	350,884	333,281	425,629	565,718	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1862	749,168	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,553
1864	921,831	936,587	959,023	1,105,664	1,004,435	1,029,736	1,055,793	1,272,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,123
1866	1,086,390	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,076,778	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,008	246,343	275,950	3,211,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,004
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,125	234,638	322,521	365,371	379,367	336,066	272,063	3,459,319
1868	211,973	231,361	265,906	252,149	204,620	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	335,686	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,206	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,987	779,198	861,604	1,109,267	1,140,301	996,841	1,252,396	833,742	887,798	874,974	436,990	10,637,124
1867	500,486	534,561	703,618	836,603	985,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,253	295,778	262,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,783	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,188	646.936	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	692,510	633,667	552,378	648,201	664 926	757,441	679,736	556,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,894	602,763	684,190	774,103	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,608	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,918
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,898	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212 227	177,384	2,250,142
1867	149,658	149,342	174,163	158,162	171,736	156,066	172,933	220,788	219,160	230,840	205,095	180 971	2,218,4 2
1868	127,593	133,392	149,164	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,062	134,563	111,330	1,439,796
1864	79,735	96,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	205,154	2,050,323
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,795	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	338,480	3,809,353
1868	278,712	266,793	263,259	192,285	260,529	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	68,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	35,006	39,301	43,382	86,913	02,918	85,276	60,698	84,462	100,813	75,248	54,468	814,086
1867	39,076	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,496	120 288	79,431	54,719	774 987
1868	46,415	40,703	39,198	49,231	70,163	.....	.....	.....	.....	.....	.....	.....	.....

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,706	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	393,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	"	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon - " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850.	602,000	6	Jan. & July.	"	1880	97
" " " 1855.	894,250	6	Jan. & July.	"	1875	98
" " " 1834.	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1880	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	87
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'92-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	98
" " $675,000	675,000	6	April & Oct.	"	1875	93
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	91½
" " $2,800,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	102½
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	95½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	2,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort a. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	104
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	92½

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,786,000	7	Jan. & July.	New York.	1898	94½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	80
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	97½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96½
General 1st Mortgage	3,600,000	7	" "	" "	1885	95
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	94
Equipment Bonds	166.000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1886	82½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	18·0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,300	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,106,483	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,022,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,500	8	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	96½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon.	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	83
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '04	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139.480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	98
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	87			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var.," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	79½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	92½
Land Security	3,344.60	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1886	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	101
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	115
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,500	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	94
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		72½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	1,000,000	7	Jan. & July.	"	1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	100½
2d General Mortgage	2,693,000	7	" "	" "	1877	96
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	95
2d Mortgage	1,500,500	7	April & Oct.	" "	1894	90
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,000	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,000	6	Jan. & July.	New York.	1886	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,100	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'66	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	6			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		89½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,000	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	94
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " " B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	455,000	7	Feb. & Aug.	" "	1876	127½
Bonds of Oct. 1863, [S. F.]	2,000,000	6	June & Dec.	" "	1887	96
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1870	101
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	166,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	109
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	98½
New York and New Haven:						
Mortgage Bonds Coupon	1,888,500	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	83
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "		1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'62–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	96½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68–'70	98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norristn:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80½
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	103
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,300	6	" "	"	1880	94½
" 1844, "	804,000	6	" "	"	1880	94
" 1848, "	101,000	6	" "	"	1880	94
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72–'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	99½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	69½
Mortgage (Registered)	504,000	7	"	"	1873	69½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	96
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	81
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	84½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	96
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	77½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	35
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	85½
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	96
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	92½
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	80
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,516,704	54.0	.....	101,102	37,886	—	—
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	286,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	----	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	215,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,624	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	----------	23.8	53,885	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	----------	----------	122.4	319,433	644,725	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	646,113	1,685,334	692,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	----------	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	----------	----------	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,234,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	328,136	382,944	93,894	6	85
31 Mar. '67	61.3	1.0	68.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	906.906	6,000,000	1,079,500	258,046	8,272,183	117.4	787,826	2,068,260	704,016	10	161
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	680,438	294,086	8	90
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	186,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,536	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	164.2	—	----	150	...	...	.....	*Florida*	----------	----------	----------	----------	----------	----------	----------	----	.....	----------	----------	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	582,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,807	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	----------	----------	----------	----------	----------	----------	----------	----	.....	----------	----------	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	----------	----------	----------	----------	----------	----------	----------	29.4	.....	----------	----------	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	55,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	----------	----------	----------	----------	----------	----------	----------	30.0	.....	----------	----------	—	—
31 Dec. '60	53.0	—	...	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----------	53.0	.....	168,988	96,612	—	—
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	.....	----------	----------	—	—
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,686,956	229.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	----	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6	—
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,668,976	102.5	296,241	404,618	212,676	19	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	----------	----------	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,383,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	—
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----------	138.0	.....	882,343	464,541	—	—
								ILLINOIS.													
31 Dec. '67	280.0	—	47.0	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,965	3,892,861	1,743,733	10	132
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,248 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	151
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,162	.....	10,161,735	2,226,967	—	69½
31 Mar. '67	181.8	181.8	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,318,822	*	3,192,940	9,100,000	8,166,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	103½
31 May, '68	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----------	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '67	454.8	252.5	----	—	150	94	3,776	*Illinois Central*	31,328,473	*	10,333,407	23,415,780	10,544,500	—	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	156
31 Dec. '67	111.0	—	----	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,136,269	111.0	297,509	754,463	187,005	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----------	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,207,931	----------	—	48
								INDIANA.													
— — —	224.0	—	—	—	41	23	765	Chicago and Great Eastern	----------	----------	----------	4,390,000	5,600,000	----------	----------	224.0	.....	----------	----------	—	37½
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	26½
31 Dec. '64	84.0	—	----	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	106.0	312,859	527,863	208,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	86
30 Nov. '66	78.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	78.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,959	5,429,203	156 5	319,880	805,271	237,861	—	58
31 Dec. '67	162.0	—	----	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,892,000	795,004	5,507,204	162.0	.....	735,587	309,685	—	—
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	----------	----------	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,632	4,375,993	111.6	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,985	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,221	510,319	158,217	7	—
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	334 0	929,486	2,158,874	810,468	6	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	128	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628 793	80.0	165,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	----	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,266	—	—
31 Aug '60	58.7	—	----	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,424	1,710,819	53.7	.....	----------	----------	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----------	----	.....	----------	----------	—	—
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----------	9,008,369	188.6	.....	240,896	----------	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	120½
29 Feb. '68	246.0	277.8	----	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	10,946,850	2,865,817	1,538,230	10,646,200	9,085,640	267,478	20,762,597	523.8	2,387,398	4,747,219	1,880,832	—	89½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----------	1,550,000	----------	----------	----	.....	----------	----------	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----------	----------	----------	----------	575,000	----------	----------	----	.....	----------	----------	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----------	----------	----------	----------	600,000	----------	----------	----	.....	----------	----------	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----------	----------	----------	----------	500,000	----------	----------	----	.....	----------	----------	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	----	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	----------	206.6	579,324	1,047,567	420,026	—	87
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	287,804	—	—
31 Dec. '62	152 0	—	3.6	----	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	----------	----------	52.0	.....	----------	----------	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,574	432,089	3,609,115	9,200,000	1,356,135	16,598,445	309.0	1,199,660	2,675,875	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,302,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	----------	----------	—	—
28 Feb. '64	86.6	3.6	8 2	----	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 568	6,352,109	90.1	236,189	399,201	229	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "ni
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,244	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	2,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,668	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,486	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	107
								MARYLAND.													
30 Sep. '66	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,460,851	3,621,755	18,019,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	123
30 Sep. '66	30.0	—	.....	—	.....	.....	.....	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	584,548	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,643,900	5,764,500	1,512,648	18,063,151	326.0	.....	3,699,868	1,212 159	8	46½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	209.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	3,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	16
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	826,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	140
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	129½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	6,000,000	—	36,362	6,144,615	68.6	783,666	1,942,500	781,121	10	150
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	80,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6	66
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	124½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,000	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	120
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,861	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	132
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O.b y B. & L.)		21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,725	74.0	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	162,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	908,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,381,065	336,310	6	93
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	632	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b y B a L.)		17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,750	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,345	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	14	68½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,585,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,219,295	10	—
30 Nov. '67	45.7	—	19.6	—	11	15	228	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,828	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	20,974	3,281 345	93.5	.....	467,714	147,127	—	80
30 Nov. '67	58.6	—	8.0	—	22	15	271	Cheshire	2,689,807	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433.650	688,700	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	74
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	826,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	130
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare.	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	99.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,540	681,301	242,998	8	117
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.0	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124 2	.....	3,408,511	781,801	10	127
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,497	147,928	—	69½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,00	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,393	1,472,376	10	123
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,018,617	3,616,350	6,347,427	1,518,438	11,477,225	87.7	827,528	1,382,840	184,54	3½	65
31 Dec. '67	33.8	—	33.8	—	37	70	211	New Jersey	4,077,493	868,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,393	846,150	10	133
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	159,100	300 000	62,145	495,044	35.0	128,394	252,366	48,459	—	—
31 Dec '67	66.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,564,500	1,066,867	5,262,067	81.0	.....	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	.....	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,946	50,018	1,774,824	2,486,000	239.767	5,465,947	103.0	287,170	484,228	220,215	—	—
30 Sep. '67	36.7	—	.....	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43 2	20,738	49,159	28,850	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,360,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	140
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,102,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,352,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	271	190	6,837	Erie	19,247,770	*	5,071,492	25,111,210	22,429,927	3,524,813	54,319,262	784.0	6,458,279	14,317,213	2,662,141	—	69½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018.602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	8	183½
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.6	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	13,069,820	688,879	46,023,535	692.0	6,401,420	13,979,514	3,109,801	6	134½
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491 686	1,563,697	1,109,366	6,785,050	5,993,625	37,000	12,816,675	16.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,954,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,645	86,515	—	68
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	op	r. by R.,	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	90½
30 Sept. '67	26.2	—	1.2	—	—	—	—	Rochester & Genesee Valley	656,026	*	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Watert'n & Ogdensb'g.	4.000,724	*	587,519	2,400,000	1,834,600	358,613	4,588,243	219.6	—	1,216,471	449,003	10	117
30 Sept. '67	24.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,930	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	668,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	2,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	639,285	246,594	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,096	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	609,582	195,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	962,732	*	—	831,300	—	121,432	952,732	34.9	83,168	160,375	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	155,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,673	98,650	85,000	600	184,250	10.3	19 880	51,620	20,596	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	59	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,178	*	493,366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	280,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	608	Central Ohio	5,679,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	37½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,280,800	1,750,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	—	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,980,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	91½
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,000	2,500,000	—	11,250,000	95.5	804,876	2,659 346	973,518	10	103
30 Nov. '67	101 0	102.5	.....	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	87
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,215	1 107,377	14	108½
30 Nov '67	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464.078	—	736,66	1,786,200	248,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	35,935	5,479,886	153.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,386	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
31 Dec. '67	340.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	25,940,335	1,707,000	461,533	23,500,000	3,888,000	598,688	28,108,918	340.0	.....	3,459,319	286,455	—	29½
30 Jun. '66	158.9	16.0	.....	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,163	1,218,972	109,313	4,972,746	205.9	346,071	694,520	134,081	—	—	—
31 Dec. '66	116.0	9.0	.....	10	9	220	Sandusky, Mansfield & New'k	2,868,435	*	106,623	900,286	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—	—
31 Dec. '67	454.8	45.2	.....	105	49	2,189	Toledo Wabash & Western	20,999,000	*	1,755,189	6,700,000	15,494,000	68,670	22,754,183	521.0	1,259,485	3,809,353	1,002,471	—	49	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,879,342	44.0	134.201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,9[illegible]0,900	1,049,166	58,838,989	565.7	—	5,195,265	1,620,329	—	—
31 Oct. '67	65.0	2.6	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	5½
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	83½
31 Oct. '67	113.0*	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,009	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	124½
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,992	—	—
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	256,378	395,149	4,388	5	31½
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	133,284	7	—
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	—	2,341,375	58 8	149,189	186,451	52,343	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,295	68,820	3,753,1[illegible]0	80.0	508,071	790,808	283,565	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,626	1,747,141	5,523,319	9,739,800	7,990,2[illegible]5	—	16,730,085	—	91,140	534,154	148,776	6	—
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,376	3,580,764	1,272,069	10	55½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	86[illegible],000	—	3,514,100	oper	by Read	ing R.R.	—	—	43
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	"	302,048	8	58
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,012	898,574	361,604	5	33½
31 Oct. '67	354.9	36.4	430.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,824,056	21,045,750	13,311 840	691,555	34,949,145	561.8	7,740,290	16 340,156	4,151,521	11	[illegible]
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315 164	634,717	298,518	10	67½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,000,000	22,473	19,019,173	287.5	1,604,825	2,334,731	loss.	—	26½
31 Oct '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907 514	3,099,019	23,856,101	6,560,825	—	30,416,926	474 8	3,677,467	9,105,496	2,493,542	10	46½
31 Oct. '67	26.5	—	32-2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,686,118	33.3	—	863,706	299,324	10	129½
31 Oct. '67	96.0	3 8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	878,241	2,432 531	890 780	9	57½
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	236,158	902,926	1.776,129	1,500,000	74,863	3,420,992	70.9	339,804	60[illegible],596	270 419	—	—
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,492	12,564,560	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382 628	10	111½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,008	280,452	107,811	5½	43
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,883	180,695	10,000	684,036	982,600	123,986	880,[illegible]02	35.4	167,552	375,680	189,705	—	18
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	256,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,560	133,671	8	46
								RHODE ISLAND.													
31 Aug, '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,431	486,140	111,838	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	161,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,14[illegible],131	*	51,078	898,950	1,020,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,821,[illegible]75	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	—	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,382	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,987	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1859.	271.6	16.0	20.0	3.0	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.0	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,015,107	99.2	—	367,252	173,729	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,906	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	583,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	169.0	.....	734.118	337,384	6	—
1859.	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz & Col'rdo	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275 000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,845	*	—	455,000	975,000	360,000	.....	70.0	102,200	282,846	196,565	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	ope	r. by Vt.	Central	180,000	6	160
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90.273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	352,000	700,000	.....	.....	ope	r. to Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	[illegible] months	79.2	47,702	54.121	16.332	—	—
30 Sep. '65	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	691,000	.....	.....	103.5	436,729	758,883	42.878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102 651	—	18½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49.681	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,862	7½	—
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000.000	1,994,300	1,025,781	7,581,446	130.5	310,204	639,662	260.211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,365	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	* 0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,512	85,000	—	.....	23.7	12,542	—	—	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391.577	230,526	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	196	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	87[illegible],297	6,379,046	221.8	300,405	554,611	135.648	—	—
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,922	7,362,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,980	5,229,000	—	18,508,374	275 0	996,727	2,638,800	934,103	—	63½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	—	—	—	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
								CANADA.													
31 Jan. '68	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462.589	*	15,311	1,631,120	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	68
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	—,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	[illegible],368,510	1,154,858	—	—
31 July '63	1,096	115.5	63.0	—	92	126	1,689	Great Western	23,963,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	[illegible],011,860	1,649,510	1½	—
31Dec. '64	229.0	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,132	—	—
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	.....	148,239	55,777	—	—
July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,3[illegible]	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	182 [illegible]	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	180	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
	8			—	11	22	120	NEW GRANADA. Pan ma	3,000,000	*	—	3,000,000	0	—	10,763,72[illegible]	48.7	—	* 317,438	1,138,924	—	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	....
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	....
Baltimore and Ohio, (pref.)	3,000,000	....	....	....
Berkshire (guarantied)	600,000	7	7	....
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	....	....
Camden & Atlantic (preferred)	620,800	7	....	18
Catawissa (preferred)	1,150,000	7	....	27½
Chemung (guarantied)	380,000	....	....	....
Cayuga & Susquehanna (guarant.)	343,500	....	....	....
Cheshire (preferred)	2,017,825	7	....	67½
Chicago & Alton (preferred)	2,425,400	7	7	130
Chicago & Northwestern (pref.)	14,789,125	7	7	81½
Cochecho (preferred)	177,750	8	....	....
Ct. & Passumpsic Rivers, (pref.)	1,"73,300	10	10	85½
Cumberland Valley (1st preferred)	241,900	8	8	....
" (2d preferred)	243,000	8	8	....
Detroit & Milwaukee (preferred)	1,500,000	....	....	....
Dubuque & Sioux City (preferred)	1,988 171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	....	....	....
Elmira & William-port (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	75½
Hannibal & St. Joseph (preferred)	5,253,856	7	....	91
Harrisburg & Lancaster (guar.)	1,182,100	7	7	....
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	....
Kennebec & Portland (preferred)	372,000	6	....	....
Lackawanna & Bloomsburg (pref.)	500,000	7	....	....
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	28½
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	103
" " " (2d pref.)	841,400	7	7	97
Milwaukee & St. Paul (preferred)	7,370,900	7	....	76½
New Haven & Northampton (guar.)	1,010,000	....	4	....
New York & Harlem (preferred)	1,500,000	8	....	128
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	....
Paterson & Hudson (guarantied)	630,000	....	8	....
Paterson & Ramapo (guarantied)	248,000	....	5½	....
Peoria & Bureau Valley (guar.)	1,200,000	....	6	....
Philadelphia & Reading (pref.)	1,551,800	7	7	....
Philadelphia & Trenton (guar)	1,000,000	....	10	....
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	....
Rutland & Burlington (preferred)	382,700	8	....	....
" " (preferred)	608,176	6	....	....
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	68½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	....	....
" " " (2d pref.)	908,400	7	....	....
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	....
White Mountains (guarantied)	200,000	5	5	....
Wrightsv., Y. & Gettysburg	317,050	2	2	....

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	95
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	....
" " sterling	4,375,000	5	"	1890	....
Preferred bonds	1,700,000	6		18..	30
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	....	....	....	....	....
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	....
Interest Certificates	161,960	6	"	1868	....
Lehigh Navigation: 1st Mortgage	414,158	6	Qrtrly.	1870	....
Six per cent. Loan	5,434,351	6	"	1884	84
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	....
2d Mortgage	57,000	6	" "	1865	....
Morris: 1st Mortgage	455,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	....	....	83
Bont Loan	267,010	6	....	....	85
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	86
2d Mortgage	3,980,670	6	J. & J.	1882	74
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	....
Md. stg. loan converted	200,376	5	" "	1865	....
Mortgage bonds	993,000	6	" "	1878	63½
Preferred Interest b'ds.	227,569	6	" "	1878	....
Union, (Pa.) 1st Mortgage	3,000,000	6	M & N.	1883	14½
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.	600,000	6	J. & J.	1872	78

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	....	42
Chesapeake and Ohio	100	8,226,595	....	....
Delaware Division	100	1,633,350	....	46
Delaware and Hudson	100	10,000,000	10	163½
Delaware and Raritan	100	2,298,400	10	....
Erie of Pennsylvania	50	64,000	....	....
Illinois and Michigan	....	....	....	....
Lehigh Navigation	50	6,968,146	10	22½
Monongahela Navigation	50	726,800	3	....
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	74½
North Branch	100	....	....	....
Sault Ste Marie	100	....	....	....
Schuylkill Navigation (consolid.)	50	1,908,207	....	10
" " (preferred)	50	2,888,988	....	20½
Susquehanna and Tide Water	50	2,048,260	....	16½
Union	....	....	....	....
Union (preferred)	50	2,787,000	....	1½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 —	@ 42 —
Pig, American, No. 1		37 —	@ 38 —
Pig, American, No. 2		35 —	@ 36 —
Bar, Refined, English and American		85 —	@ 90 —
Bar, Swedes, assorted sizes	(gold).	87 50	@ 90 —
		Store Prices.	
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		95 —	@100 —
Bar, English and American, Common		85 —	@ 90 —
Scroll		125 —	@170 —
Ovals and Half-round		120 —	@150 —
Band		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ¾ @ 3-16 inch		100 —	@160 —
Hoop		133 —	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No.'s		— 17	@ — 18
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	52 —	@ 52 50
Rails, American (at works)		78 —	@ 80 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring (2d and 1st qlty.)		— 10	@ — 12½
English Blister (2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 11½	@ — 17
American, Cast, Tool,	do.	— 21	@ — 22
American, Spring,	do.	— 10	@ — 13
American Machinery,	do.	— —	@ — 14
American German	do.	— 10	@ — 15

COPPER—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val. Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

		All Cash.	
Sheathing, New	per lb.	— —	@ — 33
Bolts		— 33	@ — —
Braziers'		— 33	@ — —
Sheathing, &c., Old		— 18	@ — 20
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 26
American Ingot		— 23	@ — 23½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 37½	@ 6 50
German Refined	(gold)	6 37½	@ 6 62½
English	(gold)	6 37½	@ 6 87½
Bar	(net)	10 —	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

		Gold.		Currency.	
Banca	(gold). per lb.	—	27½ @	—	27½
Straits	(gold).	—	24½ @	—	24½
English	(gold).	—	24½ @	—	24½
Plates, I.C. Charcoal p. box.		8 12½ @	8 37½	11 50 @	12 50
Plates, I. C. Coke		6 75 @	7 37½	9 50 @	10 50
Plates, Coke Terne		6 25 @	6 37½	9 — @	9 25
Plates, Charcoal Terne		7 75 @	8 12½	11 — @	11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— —	@ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 19½
Refined, free, S. W.		— —	@ — 36
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 28
Refined, in bond, Standard White		— —	@ — 31
Refined, in bond, prime White		— 31	@ — —
Naptha, Refined, (60 @ 63 gravity)		— —	@ — 14
Residuum	per bbl.	— —	@ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending June 10.

	Th. 4	F. 5.	Sat. 6.	M 8.	Tu. 9.	W. 10
Atlantic M. S. S. Co	....	....	....	....	30	....
Boston, Hartford & Erie	15½	....	....	....	....	....
California 7s	....	....	....	....	....	....
Canton Co.	51	....	51	50½	50½	....
Central of N. Jersey	121	....	123	123	123	....
Chicago & Alton	....	....	....	....	132	....
" " pref.	....	....	....	....	....	....
" " 1M.	....	....	....	104	....	....
" " S. F.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" " " 8 p.c.	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m	80	....	....	....	....	....
Chic. & Northwest'n	70½	....	68½	69	69½	69½
" " pref.	81½	82	81½	81½	81½	81½
" " 1st M.	....	....	....	....	....	96
" " 2d M.	....	....	....	....	....	....
" " S. F.	....	....	....	....	....	....
" " Consol.	....	....	....	....	93½	94
Chicago & Rock Isl.	97	101½	103½	103	103	103½
" "1st M.'70	....	....	....	....	....	....
Chi., R. I. & Pa. 7s 1896	....	95½	....	97½	....	....
Clev., Col. and Cin.	....	....	....	....	....	....
Clev. and Pittsburg	87½	86½	87½	87½	88	....
" " 2 M.	....	....	....	....	....	....
" " 3 M.	....	....	....	....	....	....
" " 4 M.	....	....	....	....	92	....
" " con.	92	....	....	....	....	....
Clev. and Toledo	108½	108	109½	109½	108½	108½
" " S. F. 7 p.c.	....	....	....	....	....	....
Clev., Painesv. & Ash.	....	106	107	....	....	103
Cumberland Coal, pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	....
Del., Lack. & West.	....	....	....	....	124½	....
" " 1M. 8 p.c. '71-5.	....	....	....	....	....	....
" 2M. 8 p.c. '81	....	....	....	96½	....	....
Erie	69½	69½	69½	70	....	69½
" pref.	....	....	....	....	75	75½
" 1 M. 7 p.c. '67	....	....	....	....	....	....
" 2 M. 7 p.c. '79	....	....	....	....	....	....
" 3 M. 7 p.c. '83	....	96½	96½	....	97	....
" 4 M. 7 p.c. '80	....	....	91½	....	....	....
" 5 M. 7 p.c. '85	....	....	....	....	....	....
Great Western 2d mort.	....	19	78½	78½	....	78
Hudson River	....	143	....	....	....	142
" 1M. 7 p.c. '69	....	....	....	....	....	....
" 2M. S. F.	....	....	....	....	....	....
" 3M. 7 p.c. '75	....	....	....	....	....	....
Illinois Central	....	151½	154	155	156	....
" bonds	115	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" " 2d "	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	5	....
" " pref	....	....	9	8½	....	8
Michigan Central	....	120	120	120	....	120
" S F. 8 p.c. '82	....	....	....	....	....	....
" conv. S. p.c. '89	110	....	....	....	....	....
M. S. and N. I.	89½	89½	90½	90½	89½	89½
" " 1M. S. F.	....	....	....	99½	100	....
" " 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" " 1st pref.	....	....	....	....	....	103
" " 2d pref.	....	....	....	....	....	....
" " 1st M.	....	....	....	....	....	....
Milw. and St Paul	66½	....	....	....	65½	64
" " pref.	78	78½	....	78½	78	76½
" " 1st mort.	95	95	....	95	95	....
" " 2d mort.	....	....	89	....	....	....
Missouri 6s	....	93½	93½	93½	93½	93½
" 1ss. to H. & St. J. R.	....	....	....	....	....	92½
" " Pacific	....	....	....	....	....	....
Morris and Essex	....	....	....	....	....	....
" " 1st mort.	....	....	....	....	....	....
" " 2d mort.	....	89½	89½	....	....	....
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central	134½	132½	134	134	134½	133½
" " 7s. S. F. '76	....	....	....	....	....	....
" " 7s. conv. '76	....	....	....	....	....	....
" " 6s, S. F. '83	....	....	....	....	....	94
" " 6s, S. F. '87	....	....	....	....	96	....
N. York & Harlem	....	....	....	....	....	....
" "pref."	....	....	....	....	....	....
" " 1M. 7 p.c. '75	....	....	....	....	....	....
N. Y. and N. Haven	....	....	....	....	....	....
N. Carolina 6s ex-coup.	69½	69½	69½	69	68	....
" new	68½	68½	68	....	67½	67
Ohio & Miss.	30	30½	....	30½	30½	30
" " pref.	....	....	....	....	....	....
" " 1st m.	....	....	....	96½	....	....
Pacific Mail S.S. Co.	97½	97	97½	97½	95½	95½
Panama	....	336	....	....	339	338
Phila. and Reading	95½	95	94½	94½	94½	93½
Pitts. Ft. W. & Chicago	111½	109½	112½	111½	110½	111½
" " 1M.	....	....	....	106½	....	....
" " 2M.	....	....	....	....	....	....
" " 3M.	....	....	....	....	....	....
Quicksilver Mining Co.	28½	26½	26½	27	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" " pref	68½	....	....	....	....	....
" " 1M.	....	....	....	....	....	....
" " 2M. pref.	....	....	....	....	....	....
" " Inc. b'ds	....	....	....	....	81	....
Tennessee 6s, ex-coup.	74	73	73½	74	73½	....
" new	72½	72½	72½	72½	72½	72
Tol. Wab. & Western	51	50	....	50½	50½	48½
" Pref.	....	....	....	....	....	....
" " 1M. ex.	....	....	....	96	....	....
" " 2M.	82½	83	....	....	....	82½
" " Int. b'ds	....	....	....	....	....	....
Virginia 6s, ex-coupon.	59	58	58½	54½	55	55½
" new	58½	58	57½	54	53½	54½

New York Stock Exchange.

Actual Sale Prices for the week ending June 10.

	Th.4	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	118	----	----	----
U. S. 6s, 1874, coup.	----	----	120	----	----	----
U. S. 5s, 10-40s, coup.	106¼	106¼	103	106¼	106	
U. S 5s, 10-40s, reg.	----	105¼	106	----	----	
U. S. 6s, 1881, reg.	112¼	----	111¼	111¼	111¼	
U. S. 6s, 1881, coup.	116¼	----	----	116¼	116¼	116¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	----	105¾	----	105¾	105¾	
U. S. 6s, 5-20s, c. '62	112¼	112¼	112¾	112¾	112¼	
U. S. 6s, 5-20s, reg. '64.	109¼	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	110¼	110¼	110¼	----	110¼	
U. S. 6s, 5-20s, reg. '65.	----	----	----	107¼	----	----
U. S. 6s, 5-20s, c. '65	110¼	110¾	110¾	110¼	110¾	110¼
U. S. 6s, 5-20s, r. n. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	113¼	113¼	----	113¼	113	113¾
U. S. 6s, 5-20s, r. n. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67.	113¼	113¼	113¼	113¼	113¼	
7.30 Notes, 2d series	109¾	109	109¾	109¾	109¾	109¾
" " 3d series	109¾	109¾	109¾	109¾	----	109¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 9.

	W.3	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Catawissa	----	----	----	----	----	----
" preferred	27¼	----	27¼	----	27¼	----
Camden & Amboy	129	----	128¾	----	128	
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	93	----	----	----	----	----
" " 6s, '83	----	----	----	91¾	----	91¾
" " 6s, '89	----	----	----	----	----	88
" mort. 6s, '86	97	97	97	----	----	----
Elmira & W'msport	----	----	----	31¾	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21¾	----	21¾	22	22¾	21¾
" " 6s, '84	83¾	83¾	----	----	84	84¼
" " Gold L.	92	92¾	92¼	93	94	94
Lehigh Valley R. R.	55¾	55¾	55¾	----	55¾	55¾
" " 6s	95¼	----	----	95	95	----
Little Schuylkill R. R.	----	----	----	40	42	43
" " 7s	----	----	----	----	----	----
Minehill	57¼	----	----	57¾	----	58
Morris Canal	----	----	----	----	----	----
" " pref.	----	74¼	73¼	----	73¾	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" 6s	----	92¾	----	----	----	----
" 10s	----	----	----	----	----	----
Northern Central	46¼	46¼	----	----	46¼	46¼
Pennsylvania R. R.	52¾	53¼	53¼	53	52¾	52¾
" 1st m.	103	----	----	----	----	----
" 2d m.	98¼	98¾	98¾	98¼	----	98¼
Penn. State, 6s 1st series	----	----	107¾	107¾	----	----
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	109¾	----	110	----	----	----
" " 6s, W. L.	----	104¼	----	----	----	98¾
Philadelphia City, 6s	----	98¾	98¼	----	----	98¾
" " new	101¼	101¼	----	----	101¼	101¼
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	47¼	47¼	47¼	47¼	47¼	47
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	102	102	102¼	----	102¼	----
Philadelphia & Erie	26¼	----	----	----	26¼	----
" " 6s	----	----	----	91¼	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" pref.	20¾	20¾	----	----	----	----
" 6s '82	72¾	----	----	----	----	----
" 6s '76	----	----	----	----	----	----
" 6s '72	----	----	86	----	----	86
Susq. Canal	----	----	----	----	15¾	----
" " 6s '78	63	----	----	----	63¾	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	14¾	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	10¼	10¾	10¾	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	54¾	55	54¾	54¾	54
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875	----	98	----	----	98¾	----
" " 1886	----	----	----	----	----	----
" " 1890	98¾	98¼	98¾	98¾	98¼	98¼
" " 1893	96	----	----	----	----	
Balt. and Ohio	122	122	----	----	----	123
" " b'ds, '75	----	98	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	97¾	----	----	----	----
Marietta & Cin. 1st m.	93¼	92¼	93¼	----	93¾	----
" " 2d m.	----	72¼	----	----	72¾	72¼
Northern Central	----	46¼	46¼	45¾	46¼	46¼
" " b'ds, 1885	----	----	----	----	84¾	85
" " " 1900	----	----	----	----	----	83
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	19¾	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 10.

	Th.4	F.5.	Sat.6.	M.8.	Tu.9.	W 10
Boston and Albany	150¼	150¼	150¼	----	----	151
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	139¼	----	----	140	----	----
Boston and Providence	139¼	139¼	139¾	----	----	----
Boston, Hartford & Erie	15¼	15¼	15¼	15¾	15¾	16
Cheshire, pref.	67¼	67¼	----	----	----	----
Concord	----	----	----	----	----	74
Connecticut River	----	124¼	----	----	----	124
Eastern	----	----	----	----	120	120
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	120¼	----	----	----	----	120¼
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ.	----	68	----	----	----	----
Old Colony & Newport	92¼	92¼	----	92¾	----	93
Ph., Wil. & Baltimore	58¼	58¼	----	----	----	57¾
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	99¾	100	----	99¾	100
Vermont & Mass.	57¼	58¼	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	98	----	----	----	----	99¼
Metropolitan "	----	----	66¼	67	----	----
Middlesex "	----	----	----	----	----	50
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	----	----	----
Franklin "	----	14¼	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	8¼	----	----	----	----	8¼
Pittsburg "	----	----	----	----	22	22
Quincy "	25	25	----	25	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities May 22d, and 29th:

	Closing Prices. May 22.	May 29.
United States, 5-20s, 6 per cent 1882	71¼@ 71¼	72¼@ 72¼
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	70¼@ 70¼	71¼@ 71¼
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 6 per cent	52 @ 56	52 @ 56
Do. 6 per cent	34 @ 55	36 @ 38½
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	55 @ 60	55 @ 60
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	55 @ 60	55 @ 60
Do., consolid. mort. bonds, 1890	31½@ 32¼	32¼@ 33¼
Detroit and Mil. 1st mort. 7 p. c. 1864	57 @ 59	58 @ 60
Erie shares, $100 (all paid)	45¼@ 46	47 @ 48
Do., sterlg. 6 p. c. conv. bonds	70 @ 72	70 @ 72
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	95¼@ 96¼	96¼@ 97¼
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	93 @ 95	93 @ 95

American Railroad Journal.

Saturday, June 13, 1868.

Stock Exchange and Money Market.

There has been increased ease in money, since our last. The speculative and mercantile demand for accommodation has been much less animated. The Government and Stock Exchange firms have been in less need of aid, because of the diminished activity in their several lines. Produce and merchandise movements have been on a restricted scale, and the discount business has been comparatively dull. The street quotations on call loans have ranged from 2½@5 per cent. To the large operators in the public funds, money has been advanced, in some instances, as low as 2 per cent. in round sums. Few of the prominent Stock houses have had to pay over 4 per cent. for the requisite help. The range on strictly prime to good mercantile paper has been from 5@7 per cent. per annum, as extremes. At these figures, the offerings of desirable grades of paper have been quite light. The city banks have reported a further addition of over three millions to their legal tender reserve, nearly 4½ millions to their deposit line, with a loss of some 8½ millions of specie. The loans have been augmented by over 5½ millions, chiefly by advances on, and investments in the National interest bearing securities. The U. S. Sub-Treasury has slightly reduced its cash reserve, but the business of the week has been on a much less extensive scale, in the line of both receipts and sales. The last debt statement of the Treasury Department shows a reduction during the month of May, of $16,681,-099 in the coin reserve, chiefly by coin interest disbursements; with an increase of $11,104,984 in the currency hoard. The coin in the Treasury vaults on the 1st inst., amounted to $90,228,559, including $20,298,180 to the credit of private depositors; and the aggregate of currency was $43,279,120, making a grand total of $133,507,679 of cash on hand, on the 1st of June, of which there were in the U. S. Sub-Treasury in this city, $94,677,580. It should be stated that the cash balance is larger, by fourteen or fifteen millions, than it would be had all the requisitions drawn by the War Department been presented before the close of the month. This fact, and the heavy interest payments in July, will prevent any decrease in the National debt for the next two months.

The specie reserve of the city banks is now $14,-328,531, against $15,699,038 same time last year. The city bank deposits are now $209,089,655, against $184,730,335 week ending June 8, 1867. The legal tender reserve amounts to $68,822,028, against $55,923,107 same time last year. The circulation now stands at $34,188,159, against $23,-719,088 same time last year. The loans are now $273,792,367, against $250,477,298 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $106,610,500 a day, against a daily average of $102,336,375 the preceding week, and $81,031,000 the week ending with May 23, 1868. The current week's exchanges average about $105,560,267 a day. The city banks, last week, gained $3,188,275 of legal tender, and $4,342,691 in the deposit line, while they lost $3,532,557 of their specie reserve. They increased their loans, $5,614,277; and their circulation, $42,553.

The New York Gold Exchange Bank reports for the week ending Saturday, the 6th day of June, 1868, the average amount of loans and discounts as $1,140,070; average amount of specie, $509,090; average amount of deposits, $782,-363.

The Philadelphia Bank movement the past week shows a decrease in loans of $71,085; a decrease of $12,790 in specie; a decrease in legal tenders of $106,557; a decrease of $155,-497 in deposits; and an increase of $3,708 in circulation. The Bank Clearings show an increase of $3,662,948, and the balances, a decrease of $251,-864.

The U. S. Sub-Treasury receipts, week ending with June 6, were $29,601,023, including $1,900,-178 from customs duties; payments, $30,090,497, including $667,000 of coin interest; balance at the close of the week, $94,188,512, against $94,677,986, at the close of the preceding week, showing a decrease of $489,474. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,366,690 including $367,799 from customs; and payments, $2,139,520; on Tuesday, receipts, $1,-006,975 including $363,000 from customs, and payments, $861,798 The balance at the close

of business on Tuesday stood at $94,560,853, against $95,190,938, a week previous; and $101,290,539 on May 26, 1868.

The coin certificates issued by the Sub-Treasury office, during May, reached $8,173,750; and the new three per cent. certificates, $21,670.000.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,900 on the 1st of May, 1868.

National Bank notes to the amount of $197,775 were issued last week, making the total issue to 1,673 banks thus far. $308,270,821, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,340,646, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,930,175. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,456,400; and for the public deposits, $38,292,950—making a total of $379,749,350. The Treasury Department last week redeemed and destroyed $430,200 of worn and mutilated fractional currency, and issued $370,094 of new. The outstanding amount of fractional currency on the 1st inst. was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been less prolific, since our last, in both forms of customs and excises. The excises, last week, yielded some three millions, against about four millions the preceding week; customs at the port of New York, $1,900,118, and at the outports about $635,000 (in coin) more, making the grand total income for the week equal to about $6,550,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $179,000,000.

The warrants issued by the Treasury Department, during the month of May, 1868, to meet the requirements of the Government, amounted to in round numbers, $46,498,000, as follows: Civil, miscellaneous and foreign intercourse, $5,134,000; interest on public debt, $29,000,000; war, $9,943,000; navy, $1,856,000; Interior, pensions and Indians, $565,000. The warrants issued for the redemption of the public debt are not included in this aggregate.

Gold has been in moderately active request, mainly on speculative account, at from 139⅜@140⅛, leaving off on Wednesday at 139¾@139⅞. Within the range, the offerings have been heavier than usual of late, largely by foreign houses, who look for an early decline in the premium, under the influence of the impending unprecedentedly heavy coin disbursements of the Treasury Department in July, the aggregate of which will be nearly 39 millions, as follows: Principal of sixes of 1867 and 1868, $8,582,611; interest on do., $217,509; interest on Fives of 1874, $500,000; interest on Fives of 1871, $175,550; interest on Sixes of 1881, $8,510,316; interest on 5-20s of 1865 and 1867, about $21,000,000. There has been a less active customs inquiry for coin, averaging $365,500 a day. The export call has been less extensive. The shipments on Tuesday and Wednesday of the current week amounted to $1,145,349.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $3,390,563, against $1,056,578 same time last year. The customs demand for Gold last week, averaged $316,686 a day; thus far, this week, it has been equal to $365,500 a day, or equal to a weekly aggregate of $2,193,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $128,190, and from California, $1,001,920. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $107,445,794, against $116,732,903 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $33,843,804, against $36,641,590 same time in the preceding fiscal year, showing a decrease of $2,797,786 in 1867–'68. The exports of specie from this port, last week, were $3,575,594, against $2,261,821 same week last year. The exports of specie, hence, since July 1, 1867, have been $69,051,560, against $36,884,510 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $667,000, and since July 1, 1867, $72,372,637, against $53,570,310 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to May 21, 1868, were $15,870,900, against $13,680,512 same time last year.

Government disbursed $17,053,377 of coin interest through the local office, in May.

Government received $3,151,460 from customs at the port of San Francisco, from Jan. 1, to May 21, against $2,834,003 same time last year.

Foreign exchange has been in somewhat better request, and rates having been very well supported on rather light offerings. Bankers' prime sixty day bills on London closed on Wednesday at 109⅞@110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,546,370, against $3,829,587 same week last year; total, since July 1, 1867, $169,187,845, against $181,912,965 same time in 1866–'67.

Government securities have been in less demand, since our last. There has been much less speculative activity, and though the home and foreign investment inquiry has been fair, it has fallen far short of the urgent call of the preceding week or two. Within a few days, the exportable bonds have been in most request, but the price has been slightly depressed, partly by the adverse influence of the reported increase of $9,717,059 in the net aggregate of the public indebtedness, during the month of May. While, however, the Seven-thirty loan has been formally reported as having been reduced nearly 58 millions, or to $105,610,650, against $163,490,250 on the 1st of May, it is known that this special form of indebtedness was cut down by direct purchase, or by conversion, some 15 to 20 millions more. The discrepancy between these figures is doubtless due to the fact of the Department having been unable to complete the examination of the notes in time to include the entire exchanges in the statement, so that a certain balance of unexamined notes is carried over to the June account, and reckoned in the currency balance; which, again, must account for the unexpectedly large increase of $11,104,984 in the currency on hand. The outstanding issues of Five-twenty coin bearing bonds have been increased some $52,695,150, during the month; and to the Ten-forty loan, $4,865,000 have been added. Some 23 millions of matured Compound Interest Notes have been redeemed, chiefly by the issue of $21,670,000 of new three per cent. certificates. The Treasury office held on the 1st inst., $69,930,379 in gold coin, as the absolute property of the Government. The outstanding aggregate of Compound Interest Notes is $29,617,250, including $21,604,890 yet to mature, and $8,012,360 past due, but not presented for redemption. Nearly two millions were added to the Pacific Railroad bonds.

U. S. sixes of 1881 closed here on Wednesday at 116½@116¾; U. S. Five-twenties of 1862, 112⅛@112¼; U. S. Five-twenties of 1864 at 110@110¼; U. S. Five-twenties of 1865 at 110¼@110⅜; U. S. Five-twenties of 1865, consolidated, 112¾@113; U. S. Five-twenties of 1867, 112⅞@113; U. S. Ten-forties at 105¾@106, and U. S. Seven-thirties at 109½@109⅝. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....118½	October, 1865....117½
September, 1865..118	
U. S. three per cent. certificates	100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 27.	June 3.	June 10.
Consols.....	95⅝	96¼	95
U. S. 5-20's of 1862....	72	72⅝	73
Erie.....	46	46	46¼
Ill. Central.....	96	97½	101¼

Railway and miscellaneous stocks have been much less freely dealt in, since our last, and there has been decidedly less buoyancy in price. State and railway bonds and mortgages have been in good investment demand, at generally very satisfactory rates.

The produce markets have been much less active, in all the leading lines. Breadstuffs, cotton and provisions close quite heavily, as regards price, as a rule. Middling upland cotton closed spiritlessly on Wednesday at 29½@30 cents, per lb. The stock of cotton now here is estimated at about 65,000 bales. The receipts at the port this week, have averaged only about 850 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,141,000 bales, against 1,751,000 bales same time last year; exports, same time 1,630,000 bales, against 1,358,000 bales same time last year; stock on hand at latest dates, 143,000 bales, against 278,000 bales same date last year. At the Live Stock markets, this week, Beeves have been in less demand and depressed in price, ranging from 15@18c. per lb.; week's receipts, $6,357. Veal calves have been more active and firmer, at from 8@13c. per lb.; receipts, $1,969. Sheep and lambs have been in fair request, at from 5@8½c. per lb.; receipts, $13,008. Swine have been moderately dealt in at a trifle lower prices, ranging from 7½@8¾c. per lb.; receipts, $14,787. There has been less movement in foreign merchandise, though the tendency of prices

has been in favor of buyers. A leading house in the Custom trade has been forced to suspend payments. The total imports of foreign dry goods, last week, were $1,047,219, and the total amount marketed $1,041,697. The value of foreign merchandise imported last week, was $3,212,121—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,259,340, against $4,225,685, same week last year; total since July 1, 1867, $226,552,804, against $255,633,707 same time in 1866–'67. The freight market has been unusually dull and heavy, since our last. For Liverpool we quote flour at 1s. by sail, and 1s. 5d. by steamer, per bbl.; grain at 2¾d.@3½d. by sail, and 2@2½d. by steamer, per bushel; cotton at 3/32@⅛d. by sail, and ⅛d. by steamer, per lb.; and heavy goods at 7s. 6d.@25s. by sail, and 10s. @30s. by steamer, per ton. Total number of vessels in port on Wednesday 509.

The New York exports, exclusive of specie, for the week ending June 9, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,829,587	$2,546,370
Prev. reported.....	83,391,741	75,498,590
Since January 1.....	$87,221,328	$78,044,960

The imports for the week ending June 6th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,010,414	$1,047,219
Gen. merchandise.....	3,215,271	3,212,121
Total for the week.....	$4,225,685	$4,259,340
Previously reported....	109,605,902	101,743,795
Since January 1.....	$113,831,587	$105,003,135

The balance in the Sub-Treasury on Wednesday was $97,493,746 32.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie 1st mort., 94; Chicago and Milwaukee 1st mort., 94¼; Peninsular 1st mort., 90; Rensselaer and Saratoga R.R., 90½; do., 1st mort., 100; Great Western 1st mort., 1868, 102; Troy, Salem and Rutland 1st mort., 100; Toledo, Peoria and Warsaw 1st mort. E. D., 84⅛; do., W. D., 79; Ohio and Miss. consol. bonds, 89; Indianapolis and Cincinnati R. R., 53; Hannibal and St. Joseph R. R., 87½; do., pref., 91; Chicago and Great Eastern, 37½; Norwich and Worcester, 90; Brooklyn 6s, W. L., 97¼; New York State 7s Bounty Loan, reg., 111; Georgia 7s, 96⅛; Boston Water Power Co., 22; Central Coal, 50; Adams' Express Co., 57⅜; Merchants' Union Exp., 28¼; Wells-Fargo Exp., 27; American Exp., 54¼; Union Navigation, 24; Western Union Telegraph, 38⅛; do., bonds, 82; Bankers' and Brokers' Ass., 114½; Bank of North America, 111; Bank of Commerce, 130; Bank of New York, 140; Am. Ex. Bank, 120; Bank of Commonwealth, 115; Park Bank, 155; Benton Gold, 0.25; Black Hawk Gold, 6.05; Burroughs, 0.10; Consolidated Gregory Gold, 4.60; Davidson Copper, 0.65; Edgehill Mining, 4.45; La Crosse Gold, 0.40; Montana Gold, 0.40; New York Gold, 0.65; Ogima Copper, 4.50; Quartz Hill Gold, 1.20; Rynd Farm, petroleum, 0.15; Rutland Marble, 16.00; Smith and Parmalee, 3.30; United States, petroleum, 1,75; Wallkill Lead, 0,21.

Philadelphia.—Belvidere Delaware 2d mort., 86¼; Lehigh Nav. 6s, R.R. Loan, 87; Schuylkill Nav. 7s, Boat Loan, 75; West Jersey R. R. 6s, 92½; Western Penna. R. R. bonds, 82; Westchester 7s, 97¼; North Penna. scrip, 83; Chestnut and Walnut streets R.R. 6s, 85; Germantown Passenger R. R., 26; Allegheny Co. 5s, 20-year, 80; Keystone Zinc, 1⅛; Butler Coal, 5; Big Mt. Coal, 5¼; Fulton Coal, 5⅝; Locust Mt., 46; Ocean Oil, 1¼; McElroy Oil, ¼; Bank of North America, 252; Consolidation Bank, 43¾; Union Bank, 61; Farmers' and Mechanics' Bank, 128¼; Mechanics' Bank, 31¾; Commercial Bank, 58; Philadelphia Bank, 161. The latest quotations are: City 6s, 98⅝@98¾; do., free of tax, 101⅝@101¾; State 5s, reg., 99½@100; do., coupon, 98@99½; do., 6s, W. L., 104@104½; Reading, 46⅞@47; do., 6s, 1870, 102¾@103¼; do., bonds, 94@94½; Camden and Amboy, 127@127¼; do., mort. 6s, 1889, 96@96½; do., 1883, 91@91½; Penn. R. R., 52⅜@52½; do., 1st mort., 102⅞@103½; do., 2d mort., 98@98½; Little Schuylkill R. R., 43@44; Morris Canal, 35@50; do., pref., 73¼@74½; do., bonds, 86@90; Wyoming Valley Canal, 40@40; do., 6s, 79½@83; Susquehanna Canal, 15½@16; do., 6s, 63½@64; Sch. Nav., 10@12; do., pref., 20@20½; do., 6s, 1882, 73¼@75; Union Canal bonds, 14@14; Delaware Div. Canal, 47½@50; do., bonds, 82@82; Elmira and Williamsport, 31½@32; do., pref., 42@45; do., 7s, 1873, 98@100; do., 5s, 60@62; Lehigh Coal and Navigation, 22@22¼; do., bonds, 1884, 84@84; North Pennsylvania, 33@34; do., 6s, 92@93; Philadelphia and Erie, 26⅛@26¼; do., 6s, 91@92; Minehill, 57¾@58; Catawissa, 7@10; do., pref., 27@27⅛; Lehigh Valley, 55½@55¾; do., bonds, 95@95½; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 54¾@54¼; West Philadelphia, 65@66; Spruce and Pine, 20@23½; Green and Coates, 31@31¼; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 14@16; Girard College, 26@26⅛; Tenth and Eleventh, 68@70; Union, 41@44; Hestonville, 10½@11.

Boston.—Stanstead, Shefford and Chambly 7s, 76; Central Pacific R. R. 6s, gold, 101⅜@102⅜; Union Pacific R. R. 6s, gold, 101¾; Vermont Central and Vermont and Canada 8s, 103; Vermont and Massachusetts 6s, 1883, 95¼; Boston, Hartford and Erie 7s, 70; do., new, 54; Kansas City and Cameron R. R. 10s, 107¾; Vermont Central 1st mort., consolidated, 77½; Ogdensburg and Lake Champlain pref., 103; do., Equipment 8s, 102; Connecticut and Passumpsic Rivers R.R., 85¼; Summit Branch R.R., 18⅞; Rutland R. R., 32; Boston Water Power Co., 21¾; Cary Imp., Co., 10¾; Waverly Land Co., 1¾; Ophir (N. S.) Gold, 1.20; Massachusetts 6s, 5-20s, currency, 103½; do., 1876, gold, end., 116¼; do., 1872, 126; do., 1871, 130; do., 5s, 1894, gold, 112½; New Hampshire 6s, 1870, 100⅛; Maine 6s, 1889, 100⅜; Chicago 7s, 1892, River Imp., 98¼; do., sewerage, 98½; do., 1890, W. L., 98¼; Boston 6s, 1876, currency, 103; do., 5s, 1871, 126¼; do., 1874, 115¼; do., 1878, 112¼; do., 1883, 109; Portland 6s, 1870, R. R., 97; Hartford 6s, 1879, W.L., 99¾; St. Louis 6s, 1888, sewerage, 87; do., Municipal, 87¼; Cambridge 5s, 1882, 89¾; Salem 6s, 1883@1889, 100; Albany 6s, 1896, 96⅛; Cook Co., Ills., 7s, 96; Charlestown 6s, 100; Everett National Bank, 107½; Hide and Leather National Bank, 107; Howard National Bank, 110; Merchants' National Bank, 121; Maverick National Bank, 112⅝; National Bank of Redemption, 116¼; National Bank of Commerce, 122¾; North National Bank, 118; Old Boston National Bank, 67¼; State National Bank, 107½; Third National Bank, 119¼; Traders' National Bank, 101¼; Webster National Bank, 110; Allouez Mining Co., 3⅜; Bullion Consolidated, 70c.; Concord, 3⅛; Calumet, 27; Hancock, 4¼; Humbolt, 60c.; Superior, 1; South Side, 54c.; Winthrop, 70c.

Baltimore.—York and Cumberland 1st mort., 1870, 99; do., 3d mort., 1877, guar., 93; Richmond and Danville R. R. bonds, 69½; Western Maryland 1st mort., 96; Virginia Central 4th mort. 8s, 85½; Virginia 6s, old, reg.. 44; do., 1866, 44¾; do., 1867, 44; Atlantic Coal, 1.60; Virginia Coal and Iron, 0.80; George's Creek, 55; Mechanics' Bank, 11; Union Bank, 61½; Bank of Commerce, 28; People's Bank, 17; Third National Bank, 111½: Marine Bank, 32½; Farmers' and Planters' Bank, 33½. The latest quotations are: Balt. and Ohio, 122@123; do., 6s, 1875, 98@99; do., 1880, 98@—; do., 1885, 97¾@98; Northern Central, 46¼@46½; do., bonds, 1885, 84¾@85; do., 1900, 82½@83; Parkersburg Branch, 27@28; N. W. Va., 1st mort., 96@96¼; do., 2d mort., 94@95; do., 3d mort., 1873, 92@95; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 93¾@94; do., 2d mort., 72⅜@72½; Central Ohio, 37@37½; do., 1st mort., 86¼@86½; Western Md. 6s, 1890, 80@—; do., guar., 95@95; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 98¼@98¾; do., 1886, 99@99; do., 1890, 97@98½; do., 1893, 95½@96½; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19½@20; George's Creek, 53@58; Santa Clara, 1.50@3.00; Atlantic Coal, 1.55@1.65.

A. S. Thorp & Co.

We have seen an inventory of the different articles which compose the varied and most complete stock of this firm, and found it to embrace nearly 2,500 items. Of these we may mention, as a specialty manufactured by them, their famous Car-Seat Springs, the most durable and excellent known to the trade.

Messrs. A. S. Thorp & Co. import extensively from England, France and Germany; their importations of Reps and Damask Furniture Coverings being in about equal proportions from each of those countries, and composing the largest assortment of those goods in New York. Their customers are to be found in every State of the Union, without a single exception, and the long established name of the house is in the keeping of those who know best how to prize and to preserve it.

Hudson River Railroad.

At the annual meeting of this company on the 8th inst., the following named gentlemen were elected directors for the ensuing year: Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell, John M. Tobin, D. Thomas Vail, James H. Banker, Oliver Charlick, William A. Kissam, Joseph Harker, M. H. Sanford, Samuel Barton, James M. Marvin. Upon organization Cornelius Vanderbilt was re-elected President, William H. Vanderbilt, Vice President, and Augustus Schell, Secretary.

Railroad Earnings.—Weekly.

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week in June, 1868, were $86,147 00
Corresponding week of 1867 ..... 71,065 00

Increase $15,072 00

The earnings of the Chicago and Northwestern Railroad for the 1st week in June, 1868. $283,414 54
Corresponding week previous year .. 211,984 13

Increase $71,430 41

The earnings of the Chicago and Alton Railroad for the 1st week in June, 1868 .. $71,764 00
Corresponding period previous year .. 79,000 00

Decrease $7,236 00

The earnings of the Detroit and Milwaukee Railroad for the first week in June, 1868, were $35,853 53
Corresponding week of 1867 ..... 34,832 10

Increase $1,021 43

The earnings of the Milwaukee and St. Paul Railroad for the first week in June, 1868, were $131,000 00
Corresponding week of previous year 91,517 00

Increase $39,483 00

New Jersey Railroad and Transp. Co.

At the recent annual meeting of the stockholders of this company, the following gentlemen were elected directors for the ensuing year: D. S. Gregory, Henry R. Remsen, Hamilton Fish, George R. Chetwood, A. L. Dennis, M. A. Howell, Ferdinand Suydam, Isaac W. Scudder, N. Perry.

At a subsequent meeting of the directors, the following officers were re-elected: Alfred L. Dennis, President; Hamilton Fish, Vice President; H. J. Southmayd, Treasurer; F. W. Rankin, Secretary.

The gross receipts of the road for 1867, were $1,865,303 36, the expenses, $1,019,153 71, and the net receipts, $846,149 65; an increase, as compared with the previous year, in gross earnings of $94,440 46, in expenses of $37,306 25, and in net receipts of $57,134 71.

The receipts for the first four months of the present year, (January to April, 1868, inclusive,) compared with the corresponding period of 1867, have been as follows:

	1867.	1868.
Way and through pass.	$344,879 16	$343,926 47
Way and through fr'ght	99,965 95	162,558 80
Commutation	35,599 91	38,709 31
Miscellaneous	11,685 43	11,288 72
Erie & Northern roads	7,421 21	7,507 27
	$499,551 67	$533,990 07

Bangor and Piscataquis Railroad.

At the annual meeting of this company at Bangor, Me., on the 3d inst., the following board of directors was chosen: Hannibal Hamlin, Isaiah Stetson, Franklin Muzzy, Chas. Hayward, Geo. W. Ladd, Joab W. Palmer, John B. Foster, Bangor; Phineas Tolman, Milo; A. G. Lebroke, Foxcroft; A. M. Robinson, Charles Kimball, Dover; and, on the part of the City of Bangor, Moses Giddings and A. G. Wakefield.

At a subsequent meeting of the directors, Hannibal Hamlin was chosen President, and Isaiah Stetson, Treasurer.

The bids for the construction of about 40 miles of the road, from Bangor to Dover and Foxcroft, were opened, and on the 4th, the contract for building it the whole way was awarded to Mr. Jones of Lewiston, and Mr. Andrews of Biddeford, for $19,850 per mile, including depots and everything but rolling stock, to put the road in first class running order. The price is regarded as exceedingly favorable, much more so than was anticipated. The work is to commence at once.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States May 1, and June 1, 1868:

	May 1, 1868.	June 1, 1868.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds.	$215,947,400.00	$220,812,400.00
Six per cent. bonds of 1867 and 1868.	8,688,241.80	8,582,641.80
Six per cent. bonds of 1881	283,677,200.00	283,677,200.00
Six per cent. Five-twenty bonds	1,442,065,450.00	1,494,755,600.00
Navy pension fund	13,000,000.00	13,000,000.00
Total	$1,963,378,291.80	$2,020,827,841.80
DEBT BEARING CURRENCY INTEREST.		
Six per cent. bonds	$23,982,000.00	$25,902,000.00
Three-year compound interest notes.	44,573,680.00	21,604,890.00
Three-year seven-thirty notes	163,490,250.00	105,610,650.00
Three per cent. certificates	28,330,000.00	50,000,000.00
Total	$260,375,930.00	$203,117,540.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 15, 1867	$1,075,950.00	$947,500.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, 1868	4,745,280.00	6,012,360.00
Bonds of Texas indemnity	256,000.00	256,000.00
Treasury notes, acts July 17, 1861, and prior thereto	155,461.64	155,211.64
Bonds, April 15, 1842	6,000.00	6,000.00
Treasury notes, March 3, 1863	616,192.00	555,492.00
Temporary loan	1,032,400.00	883,639.00
Certificates of indebtedness	18,000.00	18,000.00
Total	$7,905,283.64	$8,834,202.64
DEBT BEARING NO INTEREST.		
United States notes	$356,144,727.00	$356,144,212.00
Fractional currency.	32,450,489.94	32,531,589.94
Gold certificates of deposit	19,357,900.00	20,298,180.00
Total	$407,953,116.94	$408,973,981.94
Total debt.	$2,639,612,622.38	$2,643,753,566.38
AMOUNT IN THE TREASURY.		
Coin	$106,909,658.00	$90,228,559.31
Currency	32,174,136.82	43,279,120.33
Total	$139,083,794.82	$133,507,679.64
Amount of debt less cash in the Treasury.	$2,500,528,827.56	$2,510,245,886.74

By comparing this with the statement of May 1, it is shown that the debt bearing coin interest has increased $57,449,550; the debt bearing currency interest has decreased $57,258,390; the matured debt not presented for payment has increased $928,919; and the debt bearing no interest has increased $1,020,865—making the increase in the total debt since May 1, 1868, $4,140,944. The amount of coin in the Treasury during the same period has decreased $16,681,098 69, and the amount of currency has increased $11,104,983 51—leaving the amount of debt less cash in the Treasury June 1, $9,717,059 18 more than on May 1st.

Rensselaer and Saratoga Railroad.

At the annual meeting of this company on the 1st inst., the following gentlemen were unanimously elected directors for the ensuing year: George H. Cramer, Joseph M. Warren, George B. Warren, Daniel Southwick, George M. Tibbitts, E. Thompson Gale, George Dauchy, John A. Griswold, Thomas White, J. L. Van Schoonhoven, and William Howard Hart, of Troy, Benjamin E. Bates, of Boston, and Daniel S. Miller, of New York.

At a subsequent meeting of the directors, George H. Cramer was unanimously re-elected President, and Joseph M. Warren, Vice President.

The following gentlemen were on the same day elected as directors of the Saratoga and Schenectady Railroad Company: Le G. B. Cannon, John Cramer, George B. Warren, N. Lockwood, James M. Marvin, Stephen E. Warren, Geo. Tibbetts, Henry C. Lockwood, Wm. A. Shepard.

Chicago and Northwestern Railway.

The following is a comparative statement of the earnings of this road for the fiscal years ending May 31, 1867 and 1868:

	1867.	1868.
From passengers	$2,945,016 19	$3,576,865 55
" freight	6,649,589 81	8,260,084 50
" express	346,016 37	464,342 09
" mail	124,485 27	175,656 80
" miscellaneous	96,627 81	133,543 70
Total	$10,161,735 45	$12,610,492 64

This shows an increase in 1867–'68, of $2,448,757 19, viz: in earnings from passengers, $631,849 36; freight, $1,610,494 69; express, $118,325 72; mail, $51,171 53; miscellaneous, $36,915 89.

☞ The earnings of the Atlantic and Great Western Railway, from 1st April, 1867, (the commencement of the receiver's fiscal year,) to 31st March, 1868, were $5,126,377 90; for the same period last year, $5,648,804 94—decrease, $522,427 04.

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600 MILES

OF THE

UNION PACIFIC

RAILROAD

Are now finished and in operation. Sixty miles of track have been laid this spring, and the work along the whole line between the Atlantic and Pacific States is being pushed forward more rapidly than ever before. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1869 instead of 1870. The means provided are ample and all that energy, men and money can do to secure the completion of this

GREAT NATIONAL WORK,

at the earliest possible day, will be done.

The UNION PACIFIC RAILROAD COMPANY receive:

I.—**A Government Grant** of the right of way, and all necessary timber and other materials found along the line of its operations.

II.—**A Government Grant** of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.

III.—**A Government Grant** of United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c. The interest is now much more than paid in this way, besides securing a great saving in time and money to the Government.

IV.—**A Government Grant** of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and *no more*. THE GOVERNMENT PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad, laid with a heavy T rail, and completely supplied with depots, stations, turnouts, car shops, locomotives, cars, &c.

V.—**A Capital Stock Subscription** from the stockholders, of which *over Eight Million Dollars* have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—**Net Cash Earnings** on its Way Business, that already amount to MORE THAN THE INTEREST on the First Mortgage Bonds. These earnings are no indication of the vast through business that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Secure beyond any Contingency.

The Company have abundant means in their Treasury, and make no appeal to the public to purchase their bonds, as the daily subscriptions are entirely satisfactory; but they submit that, for entire security and liberal returns, there is certainly no better investment in the market.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
MAY 25, 1868.



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OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILROAD COMPANY, No. 26 EXCHANGE PLACE, NEW YORK, May 14, 1868.

NOTICE TO THE BONDHOLDERS AND shareholders of the Toledo, Peoria and Warsaw Railroad Company of Illinois. You are hereby notified that a meeting of the bondholders and shareholders of this Company will be held in this City on the 15th day of June next at the office of the Company, between the hours of 10 and 2 o'clock, to vote upon the question of the extension of the road from La Harpe to Burlington, Iowa, and from Warsaw to Quincy, Illinois, to connect with the Government bridges at those places, and to authorize the Board to contract for the building of the same, and to issue sinking fund bonds of the Company bearing interest at eight per cent., at the rate of fifteen thousand dollars ($15,000) per mile upon such extensions or branches for said purpose, or upon any other plan that may be presented you at said meeting for the purpose of raising the necessary funds for building the extensions, and upon any other subject that may be offered for consideration at said meeting.

Per order of the Board,
CHARLES L. FROST, President.

PENNSYLVANIA RAILROAD COMPANY,
Treasurer's Department.
PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.
THOMAS T. FIRTH,
8t21 Treasurer.

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.
THOMAS T. FIRTH,
8t21 Treasurer.

INSTRUMENTS.

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TESTIMONIAL.
Baltimore, Md., April 16, 1868.
We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.
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Purchasing Agent Baltimore and Ohio Railroad.

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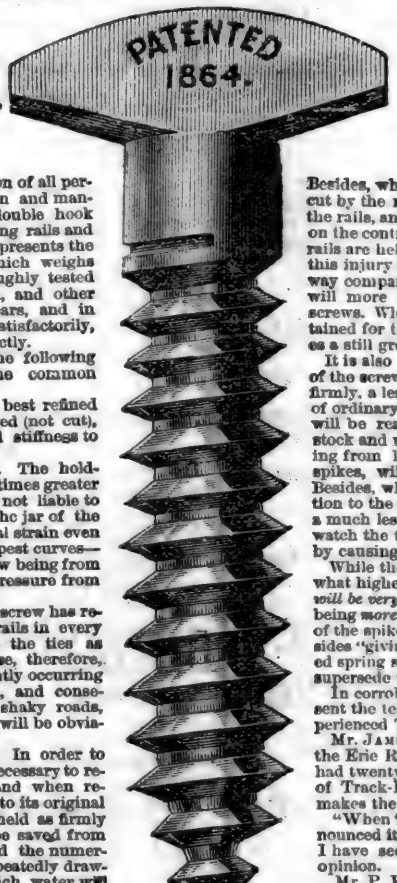
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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented, Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. PUTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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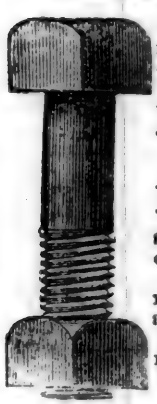
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SECOND QUARTO SERIES, VOL. XXIV., No. 25.] SATURDAY, JUNE 20, 1868. [WHOLE No. 1,679, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, June 20, 1868.

San Francisco and Humboldt Bay R. R.

This company was organized by charter February, 1868. The initial point of the road is at Sancelito, 3½ miles from San Francisco, at "Richardson's Bay," will run through San Raphael, the county seat of Marin, thence to Petaluma, thence to Santa Rosa, the county seat of Sonoma Co., thence to Healdsburgh on Russian River, thence through Cloverdale, thence to the head of Russian River Valley, thence to Uriah, the county seat of Mendocino Co., thence down the Main Eel River Valley to Eureka on Humboldt Bay, the county seat of Humboldt Co. The distance is 223 miles, and capital stock $8,000,000.

By reference to the map of California it will be seen that this must become an important line of communication with the coast counties of California, passing through the thickly settled districts of Sonoma, Russian River and Eel River Valleys, and opening up some of the richest agricultural and timbered lands in that State. It will form the only outlet of the Counties of Del Norte, Shasta Syskiyou, Trinity, Humboldt Lake, Mendocino, Sonoma and M as well as the most practicable outlet for the Oregon Central Railroad from Jacksonville to San Francisco.

The sectional area of territory tributary thereto, is 24,000 square miles, population, 66,000, and assessed valuation, $19,558 000.

It is intended to have 40 miles of the road constructed during the year, commencing at Petaluma, and terminating at Cloverdale, near the head of Russian River. The President, Gen. P. E. Connor, and Chief Engineer, W. S. Watson, are now in the city negotiating for the iron and rolling stock for this division.

The people of the four counties have taken an active interest in the construction of this road, as shown by the vote of Sonoma County, held on the 9th May last, donating $5,000 per mile to the company for 63 miles, or $315,000. The other counties will also donate the same amount as soon as the road reaches their boundaries.

The cost of the road, equipped and running, is estimated by its Chief Engineer, at $22,000 per mile.

Bills for grant of public lands to the road are now before Congress, and from the active interest exhibited by that body, in the development of the Pacific Coast, there is little doubt that the request of the company will be granted before adjournment.

The directors of the company are: Fred. McCrellish, F. A. Bee, Alexander Ely, G. J. Boyd, Gen. Connor, San Francisco. The President of the Board, Gen. P. E. Connor; Chief Engineer, W. S. Watson; Secretary, Fred. McCrellish.

Southern Minnesota Railroad.

At a recent meeting of the stockholders of this company the following board of directors was elected: T. B. Stoddard, C. W. Thompson, Luke Miller, Edward Thompson, C. G. Wycoff, B. D. Sprague, H. W. Holley, Hiram Walker, P. W. Myers.

At a subsequent meeting of the directors, T. B. Stoddard was elected President; Luke Miller, Vice-President; C. G. Wycoff, Secretary; Luke Miller, Treasurer; B. D. Sprague, Land Agent.

The St. Paul *Press* says that two mortgages have been executed, each for $3,600,000, upon 180 miles of the road, including lands and franchises, under which the trustees, Messrs. Samuel B. Ruggles and Albon P. Mann, of New York, will pay $20,000 per mile for each mile of road constructed. The contract for the grading of the first ten miles west of Rushford have been executed, and the right of way for a much greater distance obtained. This negotiation and its results will secure to the counties of Houston, Fillmore, Freeborn, Faribault, Martin and Jackson, a central railway communication, connecting eastward with the Mississippi River, and on the west with the Sioux City and Lake Superior branch of the Union Pacific Railway.

Jalapa Railroad.

The Mexican *Two Republics*, of May 16th, says that 150 tons of English rails for this road had arrived on the last American steamer, and that 150 tons more were expected by the next steamer, and that shipments were to "be continued from New York in sailing vessels, until 1,200 tons were delivered. These rails pass through New York under bond.

"Sr. Zangroniz states his determination to complete ten leagues of the Jalapa Road at once, although no definite action has yet been taken by Congress. This is an exhibition of enterprise that has never before been exhibited in this country and too much praise cannot be awarded to Senor Zangroniz for his prompt and determined action. It is truly refreshing in these days of procrastination and interminable delays to find a man who has *the nerve to act*.

"We hope Congress will at once decide the few points in the concession yet to be discussed and grant it without further delay. And we wish Sr. Zangroniz all the success his energy and business capacity entitles him to."

The same paper states that on the 12th of May, Congress took up the Zangroniz concession—the Jalapa railroad project—and after some discussion approved of the 1st, 2d, 3d and 4th articles. The other portions of the bill yet remained to be disposed of.

☞ The following gentlemen have been elected directors of the Chicago and Milwaukee Railroad Company for the ensuing year: Henry Keep, of New York; H. H. Baxter, of New York; J. H. Benedict, of New York; H. W. Blodgett, of Chicago; J. H. Howe, of Chicago; G. L. Dunlap, of Chicago; Perry H. Smith, of Chicago; M. L. Sykes, of New York; and James B. Redfield, of Chicago.

Lehigh Coal and Navigation Co.

The shipments of coal for the years ending December 31, 1866 and 1867, compare as follows:

Shipped from—	1866.	1867.
Company's Mines	485,398	363,022
Beaver Meadow	103,766	96,892
Hazleton and Black Creek	239,067	288,098
Buck Mountain	24,486	44,298
Nescopec Mines	.....	16,252
Wyoming Region	126,576	167,474
Mahanoy Region	73,604	18.269
Sundry operations	13,406	12,295
Total (tons of 2,240 lbs.)	1,066,303	1,006,604

—showing a less business in 1867 than in 1866, by 59,698 tons.

Navigation on the Lehigh opened on the 20th March, 1867, and closed on the 7th December. The first shipment of coal was made on the 6th April. In 1866, the first shipment was made on the 2d March, and navigation closed on the 1st December,—the season of 1866 having been about three weeks longer than that of 1867. The time lost in consequence of interruptions by damaged canal and labor strikes were nearly alike in either year. The weekly average business was therefore more favorable in 1867 than in the next preceding year.

The coal going down the canal distributed itself as follows:

	1866.	1867.
Consumed on the line	68,555	67,339
Passed into the Morris Canal	205,351	171,267
" " Del. Div. Canal	792,397	767,998
Total (tons of 2,240 lbs.)	1,066,303	1,066,604

The coal that went into the Delaware Division Canal was disposed of as follows:

	1866.	1867.
Consumed on the line of the canal	44,329	43,764
Passed into the Del. and Raritan Feeder	526,245	472,751
Passed through canal to Bristol	221,823	251,483
Total (tons of 2,240 lbs.)	792,397	767,998

The production of coal from the company's mines for the two years 1865 and 1866, compares as follows:

Mined on Company's account:	1866.	1867.
Panther Creek, Summit and Old Tunnel Mines	408,243	370,204
Mined under leases from Co.:		
Room Run Mines	86,132	1,313
Greenwood Mines	32,969	17,538
Old Heaps at Slope No. 2	1,475	353
Total (tons of 2,240 lbs.)	528,819	389,408

which is 139,411 tons less in 1867 than in 1866.

The lease of the Room Run Mines having expired with 1866, the mines were not worked during the year. This in a great measure accounts for the diminution in the amount of coal produced. Besides this, the low average price of coal in the great markets afforded little inducement to aim at a larger production from any of the collieries.

The number of passengers carried over the road in 1865, 1866 and 1867, compares as follows:

	Through.	Way.	Total.
1867	....	.....	81,650
1866	29,721	9,803	39,524
1865	23,882	2,451	26,333

There are now on the road 33 engines, 6 passenger cars, 3 baggage cars, 10 freight cars, 125 flat cars, 363 ten-ton, and 2,791 six-ton coal cars, 8 lime and 151 dump cars, &c.

The total business on the Lehigh Canal in 1867, is shown in the following statement:

	Up.	Down.	Total.
Coal	44	1,006,821	1,006,865
Grain	646	29	675
Salt	374	.....	374
Salt fish and pork.	24	.....	24
Other provisions	261	.....	261
Beer, porter & cider	247	11	258
Hay and straw	356	.....	355
Staves, hoop-poles, &c.	42	1,009	1,051
Lumber	2,453	261	2,714
Brick	3,604	250	3,854
Lime, cement and plaster	1,077	740	1,817
Limestone, earth & sand	42,120	27,836	69,956
Iron	5,981	21,997	27,978
Iron ore	139,593	1,179	140,772
Merchandize	755	234	989
Grindstones, &c.	2	.....	2
Total (long tons)	197,580	1,060,366	1,257,946
Total 1866	192,567	1,098,944	1,291,507
Total 1865	133,552	914,087	1,047,639

The business of the Delaware Division Canal operated by the Lehigh Company under lease, is shown in the following abstract:

	Up.	Down.	Total.
Coal	216	768,792	769,008
Grain	748	126	874
Salt	1,156	.....	1,156
Salt fish and pork	36	12	48
Other provisions	346	51	397
Hay and straw	485	284	769
Staves, posts, rails, &c.	3,168	2,119	5,287
Lumber	5,652	1,926	7,578
Brick	2,640	613	3,253
Lime, cement and plaster	7,489	6,448	13,937
Limestone, earth & sand	13,616	47,632	61,248
Iron	12,664	22,737	34,401
Iron ore	256	941	1,197
Merchandize	1,237	359	1,496
Grindstones, &c.	2	136	138
Bituminous coal	797	.....	797
Total (long tons)	50,508	851,076	901,584

The business of the Lehigh and Susquehanna Railroad for the year 1867, is shown in the following abstract:

	Going North.	Going South.	Total Tons.
Coal	12,496	792,460	804,956
Lumber	7,093	11,788	18,881
Pig iron	1,331	40	1,371
Railroad iron, &c.	4,121	252	4,373
Lime and cement	200	68	268
Hay and straw	78	80	158
Bark	45	1,068	1,113
Stone, sand and earth	375	3,914	4,289
Bituminous coal	799	34	833
Slate and brick	207	41	248
Grain	168	328	496
Furniture, &c.	113	61	174
Whiskey, ale & beer.	97	46	143
Brimstone and soda	....	86	86
Groceries & provisions	348	650	998
Merchandize	236	346	582
Total (tons) 1867	27,707	811,263	838,970
" 1866	34,040	608,267	642,307
" 1865	90,234	267,547	357,781

The coal, included in the above exhibit was received—

From the Wyoming Region	387,410
From the Hazleton Railroad	337,394
From the Upper Lehigh	80,152
Total	804,956

And was delivered to—

Lehigh Canal, Coal Port	516,010
Lehigh Valley R. R., White Haven	170,373
Lehigh Valley R. R., Sugar Notch	60,018
Lehigh Valley R. R., Packerton	45,749
North Pennsylvania R. R., Bethlehem	6,779
Wyoming Canal, South Wilkesbarre	12,497
Line of Lehigh and Susquehanna R. R.	8,531
Total, as above	804,956

The gross profits and expenses for the two years 1866 and 1867, are exhibited in the following statement:

	1866.	1867.
Water and ground rents	$7,759 76	$34,034 51
Profits on town lots.	15,199 33	6,628 00
Profits on coal, incl. mine rents	237,685 76	80,649 24
Tolls on navigation, less collection exp.	548,303 76	513,094 44
Tolls and transportation on railroad, incl. car service	141,838 24	119,956 10
Profits from Delaware Canal	80,027 60	.....
Total gross receipts.	$1,030,814 45	$754,357 29
Add balance from previous year	3,502,854 08	3,391,701 69
Total resources	$4,533,668 53	$4,146,058 98
Total disbursements.	1,141,966 84	2,682,116 20
Balance to next year.	$3,391,701 69	$1,463,942 78

The following shows the disbursements in greater detail:

Cost of repairs and improvements of the navigation	$83,102 90	$96,095 88
U. S. tax on surplus profits, 5 p.c. of previous year	25,980 90	.....
U. S. tax on $1,803,000 scrip, converted into stock by decree of Supreme Court, March, 1864	90,150 00	.....
Dividend and tax, May	320,615 79	197,572 11
Dividend and tax, Nov.	322,631 58	.....
State tax on capital	15,229 25	24,709 67
State tax on gross receipts	7,367 17	.....
Balance of interest account	276,889 25	307,089 40
Cost of operating and rent of Delaware Division Canal	.....	265,491 12
General expenses	.....	54,401 07
Discount on loans, &c.	.....	1,421,259 57
Donation 300 shares	.....	15,000 00
Depreciation L. and S. R. R. equipment	.....	300,497 88
Total disbursements.	$1,141,966 84	$2,682,476 20

The financial condition of the company, as stated in the General Balance Sheet of Jan. 1, 1867 and 1868, is shown in the following statement:

	1867.	1868.
Capital stock	$6,968,146 85	$8,739,800 00
Loan of 1870	414,157 77	384,162 06
Loan of 1884	5,434,351 17	5,606,122 75
Loan of 1897	.....	2,000,000 00
Gold loan of 1897	.....	3,367,906 21
Conv. loan of 1877.	.....	1,201,850 00
Nanticoke loan of 1881	.....	81,000 00
Bills payable / Other liabilities	1,222,917 10	907,587 77 / 727,174 46
Interest due Jan. 1.	95,902 53	97,451 65
Dividends due and unpaid	11,293 20	1,796 70
Profit and loss	3,891,701 69	1,463,942 78
Total	$17,588,469 31	$24,442,000 63

Against which are charged the following:		
Canal and river improvements	$4,455,000 00	$4,455,000 00
Lehigh and Susquehanna Railroad	5,691,294 05	10,342,823 20
Fixed property:		
Coal and other lands, wharves at Phila., &c	334,375 15	650,067 92
Mine improvements, railroads from mines to canal, &c	1,416,352 64	1,581,559 10
Shipping improvements		298,310 87
Land improvements, (buildings, &c.)	548,526 01	429,781 57
Moveable effects;		
Canal boats	327,081 76	381,720 45
Rolling stock, Lehigh & Susq. R.R.	1,177,010 46	1,611,915 28
Rolling and other stock connected with mine improvements	275,551 06	354,912 50
Supplies on hand at Mauch Chunk	218,923 87	247,258 29
Coal on hand	88,898 02	78,232 40
Bonds & mortgages	44,119 24	43,677 88
Principal of ground and water rents	179,102 55	175,835 88
Bills receivable	218,249 09	173,156 34
Due from individuals	1,331,524 21	565,039 71
Contingent fund and other securities	1,056,676 08	2,352,665 05
Cash on hand	175,255 62	700,044 19
Total	$17,538,469 31	$24,442,000 63

In the RAILROAD JOURNAL for 1865, p. 587, and for 1866, p. 565, will be found tables exhibiting the progress of the company since 1844. See also JOURNAL for 1867, p. 749. In the following table we give a financial review of their affairs yearly (as of January 1,) for the past eight years, 1861-'68:

Jan. 1st.	Capital Stock.	Funded Debt.	Floating Debt.	Profit and loss.	Total Liabilities.	Cash on hand.
Against which the following disbursements are charged:	Jan. Canal, &c., 1st. Improvem'ts.	Lehigh & Susq. R.R.	Fixed. Property.	Moveable. Effects.*	Cost of Investments.	
1861	$4,455,000	$1,380,000	$1,452,364	$1,332,462	$1,385,088	$49,067
1862	4,445,000	1,380,000	1,522,478	1,089,001	918,069	47,155
1863	4,446,000	1,380,000	1,619,866	900,841	795,647	82,896
1864	4,456,000	1,389,988	1,729,852	1,285,526	680,872	112,772
1865	4,456,000	1,917,895	2,072,984	2,128,112	640,952	165,976
1866	4,455,000	3,127,708	2,037,090	2,907,157	680,247	790,116
1867	4,455,000	5,691,294	2,299,778	3,860,460	1,054,676	175,268
1868	4,455,000	10,342,823	2,959,719	3,631,749	2,352,665	700,044
1865	4,455,000	2,788,182	418,729	3,724,838	9,406,699	
1866	4,455,000	2,788,182	789,508	3,176,110	9,233,750	
1867	6,968,146	5,848,609	515,088	3,821,840	9,603,510	
1868	8,739,800	12,504,297	1,267,852	2,988,236	11,880,920	
1862	2,479,950	$8,416,871	$360,408	$3,456,703	$9,803,982	
1863	2,479,950	2,788,182	418,729	3,724,838	9,406,699	
1864	2,479,950	2,788,182	789,508	3,176,110	9,233,750	
1865	2,475,950	2,786,682	515,088	3,821,840	9,603,510	
1866	4,282,950	2,846,882	1,267,852	2,988,236	11,880,920	
1867	6,091,700	3,081,434	1,321,331	3,502,864	13,997,318	
1868	6,968,146	5,848,609	1,330,113	3,391,702	17,538,469	
1867	6,968,146	5,848,609	1,330,113	3,391,702	17,538,469	
1868	8,739,800	12,504,297	1,738,980	1,468,948	24,442,000	

* Includes rolling stock of Lehigh and Susq. R. R., and mine railroads, &c.

At an election held May 5th, 1868, the following named persons were chosen officers of the Company, for the ensuing year:

President.—E. W. CLARK.

Managers.—S. M. Felton, Francis C. Yarnall, Charles Parrish, Philip C. Garrett, Jesse E. Smith, Francis R. Cope, Fisher Hazard, George F. Tyler, Charles Wheeler, George Whitney, F. P. Dimpfel.

Vice President.—WILLIAM F. BIDDLE.

Sup't and Engineer.—JOHN LEISENRING.

Treasurer.—SOLOMON SHEPHERD.

Secretary.—FRANCIS MITCHELL.

Pittsburg and Connellsville Railroad.

The Cumberland (Md.) *Alleghanian* speaks of the reported arrangement between the Pittsburg, Fort Wayne and Chicago and Pennsylvania Railroad Companies for their virtual consolidation, as cutting off the Connellsville Railroad from suitable western connections beyond Pittsburg, and hereby destroying to a great extent the value of the latter road to Baltimore, and possibly postponing indefinitely its completion from Connellsville to Cumberland. This is, however, an entirely erroneous view of the situation, even should the threatened consolidation take place. There are other outlets beyond Pittsburg now open, and others which may be readily opened, to the Connellsville Road, besides the Fort Wayne. The Allegheny Valley Railroad leads to the heart of the petroleum district, and affords an existing connection with Lake Erie through the Atlantic and Great Western Railroad and its Mahoning Branch to Cleveland, and through the Erie and Pittsburg Railroad to Erie; while from Cleveland the route to Chicago by the Lake Shore and Southern Michigan and Northern Indiana Railroads is established. This line will be shortened by the construction of about sixty-six miles of easy road, so as to be about the same length from Pittsburg to Chicago as over the Fort Wayne Road, while it will afford a much better connection with the chief Lake ports of Erie, Cleveland, Toledo and Detroit.

No fear need, therefore, be felt as to connections beyond Pittsburg; while the business of that city itself, and that brought to it by the Ohio River, now being improved for uninterrupted navigation, and the local trade of the country between Cumberland and Pittsburg, demands and will insure the immediate completion of the Connellsville Railroad, which all the arts and efforts of the Pennsylvania Central, of which this consolidation is the latest fruit, cannot prevent. The interest which the Fort Wayne Road was expected to acquire in the Connellsville by a subscription ta its bonds is now being readily transferred to other parties, and the only effect of the preferences for a Philadelphia rather than a Baltimore connection shown by the Fort Wayne will be to increase the proportion which this city will hold in the proprietorship of a line which of right should belong to her exclusively.

The most active steps are now about to be taken to place the road between Connellsville and Cumberland under contract, and within a few weeks the heavier sections may be expected to be commenced, with a view to their vigorous prosecution. and the opening of the entire line within two years.—*Baltimore American.*

Milwaukee and St. Paul Railway.

The annual meeting of the stockholders of this company was held at Milwaukee on the 8th inst. Out of a total of $20,000,000 of stock, $18,000,000 was represented. The following gentlgmen were appointed directors for the ensuing year: Alexander Mitchell, of Milwaukee; W. S. Gurnee, of New York; Russell Sage, of New York; Fred. P. James, of New York; N. A. Cowdrey, of New York; Silas Chamberlain, of Minnesota; S. S. Merrill, of Milwaukee; E. P. Wesley, of New York; Julius Wadsworth, of New York; Joseph Rudd, of New York; James G. Garner, of New York; Henry Keep, of New York, and James Buell, of New York. Alexander Mitchell, of Milwaukee, was unanimously re-elected President.

Interest on the Virginia State Bonds.

The Auditor of Public Accounts of the State of Virginia, in a letter to the President of the First National Bank of Richmond, under date of June 8th, conveys the unwelcome intelligence that there is no probability of the July interest on the State debt being paid. He says:

In reply to your inquiry whether the interest on the State debt maturing the 1st of July next will be paid, I have to say that I see no prospect whatever, of having a balance in the treasury at that time, such as would justify the attempt to pay. There are reasons for this opinion which it is not necessary in this communication to state. I will only add that I feel the profoundest regret in making this statement.

On the contrary, the Baltimore *Sun* of June 11th says:

"There was a better feeling as regards Virginia State securities in the market yesterday, growing out of a more correct understanding of the status of the Virginia State debt, and the absence of exaggerated reports in relation to the July interest. There is authority for saying that it is by no means certain that the interest will not yet be paid. As regards the State debt, the total is $44,000,000, but this is represented by interests in railroads amounting to $17,563,299, and $10,400,000 in the James River and Kanawha Canal, making a total of $27,963,299, and if West Virginia assumes one-third of the whole debt as her share, it will leave less than $30,000,000 as the debt proper of Virginia represented by the railroad and canal interests enumerated, and in round numbers about $28,000,000. The exhibit is favorable, and under proper management the bonds of Virginia will pay their interest as punctually and rank as high as those of Tennessee and North Carolina.

Harlem Bridge and Port Chester Railroad.

At the annual election for directors of this company held at North New York on the 13th inst., the following gentlemen were chosen to serve for the ensuing year: Gouverneur Wilkins, John Van Antwerp, Francis Morris, John Hunter, John Schuyler, P. J. M. Van Courtland, Henry W. Clark, Theodore Pine, T. David, Levi B. Brown, A. W. Greenleaf, J. Wainright and N. W. Stuyvesant. Wednesday, 17th inst., was appointed for the election of officers. Although the choice of officers has not been made public sufficient is known to warrant the assertion that work on the projected road will be commenced at an early day, and pushed forward with the utmost vigor. One gentleman of wealth, residing in the vicinity of Port Chester, and who is deeply interested in the construction of this new railroad made the assertion that he expected to ride home on it to his next Thanksgiving dinner. The present board of directors will not wait for the movements of the Connecticut legislature to grant charters for connecting roads, but go immediately to work for the benefit of themselves and other citizens of Westchester county.

☞ The Hartford, Providence and Fishkill Railroad Company is making arrangements to lease the Rockville Railroad for a term of years, commencing September 1st, the expiration of its current fiscal year. The road can be operated more economically as a branch, and the result will be better facilities to consignors and passengers, and cheaper rates.

☞ The Tomah and St. Croix railroad is located to Black River Falls, and will be completed to that village in the fall.

Commerce of New York.

The foreign imports at New York for the month of May, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	$9,438,747	$10,244,318
Do. for warehousing	10,896,675	10,541,079
Free goods	1,140,103	887,657
Specie and bullion	376,725	477,485
Total entered at port	$21,852,250	$22,150,539
Withdrawn fr. wareh'use	9,245,943	9,045,351

The foreign imports at New York for the five months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	$56,025,236	$50,138,370
Do. for warehousing	53,592,986	49,659,206
Free goods	4,932,651	4,170,900
Specie and bullion	1,057,512	3,200,789
Total entered at port	$115,606,355	$107,169,265
Withdrawn fr. wareh'se	52,577,604	45,263,272

The foreign imports at New York for eleven months of the fiscal year, were:

	1867.	1868.
Six months	$143,210,153	$116,072,182
January	20,979,087	15,418,571
February	25,630,781	20,818,337
March	21,512,974	26,512,934
April	25,633,293	22,268,884
May	21,850,250	22,150,539
Total 11 months	$258,816,538	$223,241,447
Deduct specie	9,455,355	4,950,432
Total mdse.	$249,361,183	$218,291,015

The duties received at New York for eleven months ending with May, were:

	1867.	1868.
Six months	$60,531,671 82	$54,731,301 44
January	9,472,248 48	7,133,428 42
February	11,466,418 42	9,696,752 39
March	11,977,418 19	11,195,861 33
April	9,372,701 48	10,023,029 37
May	9,340,766 73	9,723,476 45
Total 11 months	$112,161,125 12	102,503,849 40

The exports from New York to foreign ports in the month of May, were:

	1867.	1868.
Domestic produce	$12,615,022	$14,297,029
Foreign free goods	23,492	183 986
Do. dutiable	665,031	852,544
Specie and bullion	9,043,154	15,936,231
Total exports	$22,346,699	$31,269,790
Do. exclusive of specie	13,303,545	15,333,559

The exports from New York to foreign ports for five months from January 1st, were:

	1867.	1868.
Domestic produce	$76,801,089	$68,466,768
Foreign free goods	244,124	371,303
Do. dutiable	3,498,407	3,268,064
Specie and bullion	17,871,390	37,279,972
Total exports	$98,414,910	$109,386,107
Do. exclusive of specie	80,543,520	72,106,135

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May, were:

	1867.	1868.
Six months ending Jan. 1st	$84,590,637	$91,143,385
January	13,448,647	14,448,327
February	15,452,506	14,021,589
March	20,475,226	13,563,450
April	17,863,596	14,739,210
May	13,303,545	15,333,559
Total mdse.	$165,134,157	$163,249,520
Specie	34,642,660	64,486,258
Total exports 11 mos.	$199,776,817	$227,735,778

Illinois Central Railroad.

The statement of this Company for the month ending May 31, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	10,938.48 for	$120,759 19
Acres Int. Fund Lands sold	120.00 for	2,121 20
Acres Free Lands sold	2,002.80 for	30,142 25
Total sales during month of May, 1868	13,061.28 for	$153,022 64
To which add Town Lot Sales		600 00
Total of all	13,061.28 for	$153,622 64
Cash collected in May		$187,547 99

TRAFFIC DEPARTMENT.

Receipts from Freight		$290,395 00
do. Passengers		125,912 28
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		70,000 00
Total Receipts in May, 1868		$496,665 61
Total Receipts in May, 1867		$477,026 91
Estimated earnings in the month of May, on the D. & S. C. R. R., not included above		$82,894 43

St. Louis Alton and Terre Haute Railroad.

The earnings of this road for the year 1867, were as follows:

From passengers	$767,194 39
" freight	1,265,808 92
" mail	39,633 41
" express	105,601 94
" miscellaneous	40,163 68
Total	$2,218,402 34

INCOME ACCOUNT.

Balance December 31, 1866		$47,272 19
Earnings from all sources, 5 months, to June 1, 1867		842,447 19
Earnings of Belleville Branch, from all sources, for 7 months, from June 1, 1867		188,372 56
Amount—Contractors of Main Line, from 1st June, to 30th November, inclusive, (6 mos) 30 per cent. gross earnings, $1,038,001 48	$311,400 44	
Minimum amount for December, 1867, (Excess, payable 1st February, 1868)	37,500 00	
Interest on balances, contractors' account	5,570 29	
		354,470 23
Total		$1,432,562 67

AGGREGATE EXPENDITURES AND LIABILITIES.

Payments on the road from January 1st, 1867, to May 31, 1867, (5 months,) for improvements & transportation expenses		$857,141 33
Less amount assumed by contractors for locomotives and supplies on hand		118,089 09
		$739,052 24
Payments on the Belleville Branch, from June 1st, to December 31st, 1866, for repairs of roadway, transportation expenses, &c		38,116 10
Total amount of coupons payable in 1867		469,000 00
Amount of sinking fund for 1867		25,000 00
		$1,271,168 34
Balance, December 31st, 1867		161,394 33
Total, as above		$1,432,562 67

CAPITAL STOCK AND BONDS.

Preferred stock		$2,040,000
Common stock		2,300,000
		$4,340,000
1st mortgage bonds, series A.	$1,100,000	
" " " B.	1,100,000	
		2,200,000
2d mortgage pref., series C.	$1,400,000	
" " " D.	1,400,000	
		2,800,000
2d morgage income		1,700,000
		$11,040,000

The amount of bonds and stocks cannot be increased without the consent of a majority in interest of the holders of all classes of the securities. The President in his Report says:

The most important act during the past year has been the arrangement made with the railroad companies east of Terre Haute, for the operating of the main line of your road from Terre Haute to East St. Louis and the Alton Branch.

An operating contract with the Indianapolis and St. Louis Railroad Company was duly executed, and the actual possession of the road and its equipment was formally delivered to that company on the 11th day of September last, since which date the main line has been operated under the contract. By the terms of the contract, it took effect on the first of June previous, from which last date up to the 11th September it was operated on account of and for the Indianapolis and St. Louis Railroad Company, and the accounts have been adjusted accordingly.

By the terms of the operating contract, they are to put the road, with its equipment, in good condition, and equal in every respect to first-class roads of the western states, and so to keep and maintain it. They are to pay to this company 30 per cent. of the first two millions of gross earnings; 25 per cent. of the next or third million, and 20 per cent. on all earnings above that during the existence of the contract.

These payments are to be made in monthly installments, with an agreed minimum of $37,500 per month, or $450,000 per annum, as stated in the circular of the 17th July last, a copy of which is appended hereto.

The performance of this contract is guaranteed by the Pittsburgh, Fort Wayne and Chicago Railway Company, one-third, the Indianapolis, Cincinnati and Lafayette Railroad Company, one-third, and the Bellefontaine Railway Company, the Cleveland, Columbus and Cincinnati, and the Cleveland, Painesville and Ashtabula Railroad Company, jointly, one-third. It will be perceived that the Pennsylvania Railroad Company failed to unite in the arrangement.

The following extract from the sixth annual report of the board of directors of the Pittsburgh, Fort Wayne and Chicago Railway Company, recently submitted to its bond and stockholders, explains the relations and objects of the associated companies in entering into the contract with us:

"The relations of this company with connecting roads and lines have not been materially changed during the past year, excepting an arrangement for the working of the St. Louis, Alton and Terre Haute Railroad for a period of ninety-nine years, jointly with the Indianapolis and Cincinnati Railroad Company and the several companies owning the three roads between Indianapolis and Erie, Pennsylvania. The companies agreeing to work the road are to pay thirty per cent. of the gross earnings until they reach $2,000,000 per annum, and twenty-five per cent. of the gross earnings which exceed $2,000,000, and less than $3,000,000 per annum, and twenty per cent. of all gross earnings over $3,000,000 per annum, and have guaranteed to the St. Louis, Alton and Terre Haute Railroad Company a sum of $450,000 a year under the arrangement. The condition of their property at the time the ar-

rangement was made was such as to require some advances on the part of this and the other companies to put the track and equipment in a condition so as to realize profitable results. This is being done, and will be continued to some extent during the current year, after which it is believed that the road will yield a profit to the companies working it.

"The object of your board of directors in entering into the arrangement for operating the St. Louis, Alton and Terre Haute Railroad was to harmonize all interests east of Indianapolis in the working of the single line of road from Indianapolis to St. Louis, in such way as to give to the several roads and lines east of Indianapolis their several fair and equitable proportions of the business east from St. Louis by this route, and at the same time remove all temptation from the parties in an effort, each for itself, to get an exclusive contract of the single railway line west of Indianapolis. For nearly a year previous to the consummation of the arrangement, each of the lines of road north and south of your road has been engaged in efforts to obtain exclusive control west of Indianapolis, the effect of which, if accomplished would have been to cut this company off from all St. Louis business excepting by the way of Chicago. When, therefore, the plan was suggested to your board of directors to join with all the other interests in an arrangement for working the line between Indianapolis and St. Louis for the common benefit on an equitable basis, it seemed so eminently to the interests of this company, as well as to all, that they did not hesitate to commit this company to the plan. Unfortunately, before the final signing of the papers, and the formal taking possession of the property, the Pennsylvania Railroad Company withdrew from the arrangements for reasons which the other parties were not, and have not yet been able to appreciate, and consequently they were unwilling to adopt them, and thus break the pledge entered into by them with the St. Louis, Alton and Terre Haute Railroad Company. It is hoped, as it is very desirable, that the Pennsylvania Railroad will yet join in the arrangement, and thus harmonize all interests, as was originally designed."

Since they took possession of the main line very considerable expenditures have been made upon it, and its condition has been materially improved.

The gross earnings of the road for the first five months, from 1st January to 31st May, inclusive, were	$842,447 19
The gross earnings of the main line for the seven months, from 1st June to 31st December, were, as reported	1,187,832 59
The gross earnings of the Belleville Branch, for the same time, were	188,122 56
Total	$2,218,402 34
The gross earnings for the year 1866, were	$2,250,142 54
Showing a decrease for the year of	$31,740 20

as compared with the previous year. The loss was in about equal proportion on freight and passenger traffic.

The business of the road during the winter months has been light, owing measurably to the severity of the winter and the obstructions in the river. With the increased facilities and improvements of the road-bed and its equipment, and the favorable prospects of the incoming crops, the business of the current year, will, it is expected, prove satisfactory, and it is hoped will show a gain on that of last year.

The attention of the board will now be directed particularly to the Belleville Branch. A negotiation has been pending for some time with the Belleville and Southern Illinois Railroad Company, for the extension of this branch to Duquoin, and it is hoped that some satisfactory arrangement will yet be made.

The business of this branch for the year 1867 was very satisfactory. By the contract for the operating of the main line, so much of the equipment as had been used in and appertained to the business of this branch was reserved for its use.

The settlement with the holders of preferred stock was made in accordance with the proposition contained in the circular, at the meeting held on the 15th of August last, with the unanimous consent of a large majority in interest of the holders of preferred stock, and also of the holders of preferred second mortgage and income bonds, who were represented at the called meeting for that purpose.

BALANCE SHEET, DECEMBER 31, 1867.

To earnings from all sources—		
July 1, 1862, to January 1, 1863		$632,712 20
January 1, 1863, to Jan. 1, 1864		1,564,918 14
January 1, 1864, to Jan. 1, 1865		2,084,074 32
January 1, 1865, to Jan. 1, 1866		2,240,743 53
January 1, 1866, to Jan. 1, 1867		2,250,142 54
January 1, 1867, to Jan. 1, 1868		842,447 19
		$9,605,033 02
Due on acc'unts audited	$3,536 42	
Due Terre Haute and Richmond Co	4,315 92	
Due agents of Co	2 70	
Due on income tax	14,879 52	
Due individuals	4,511 40	
Due Belleville Branch	134,514 10	
Due Treasurer	705 33	
		162,465 39
Due Contractors, Main Line	$348,900 42	
Due interest	5,426 25	
Due receivers of T. H., A. & St. L. R. R. Co.	37,682 78	
		392,009 45
Due first mort. bonds	2,200,000 00	
Due second mort. preferred bonds	2,800,000 00	
Due second mort. income bonds	1,700,000 00	
Due preferred stock	2,040,000 00	
Due common stock	2,300,000 00	
		11,040,000 00
		$21,199,507 86
By amount of accounts audited—		
July 1, 1862, to Jan. 1, 1863		$354,281 38
Jan. 1, 1863, to Jan. 1, 1864		1,131,333 86
Jan. 1, 1864, to Jan. 1, 1865		1,583,307 58
Jan. 1, 1865, to Jan. 1, 1866		1,752,185 25
Jan. 1, 1866, to Jan. 1, 1867		1,723,378 15
Jan. 1, 1867, to Jan. 1, 1868		739,052 24
		$7,283,538 46
Paid on charter liabilities, January 1, 1863	$17,444 20	
Profit and loss	2,321 12	
		20,765 32
Cash in Bank	$13,215 50	
Due from agents	5,923 37	
Due from suspense account	25,687 14	
Due from real estate account	18,450 90	
Due from Alton passenger depot	9,044 55	
Due from contractors St. L., A. T. H. R.R.	179,143 95	
		251,465 41
First mortgage coupons	$787,877 25	
Preferred second coupons	918,274 07	
Income second coupons	572,150 35	
Preferred stock	237,837 00	
Sinking fund	87,500 00	
Capital stock	11,040,000 00	
		13,643,738 67
		$21,199,507 86

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of May, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$379,354 62	$360,563 51
" passengers	208,344 56	199,616 94
" express matter	8,307 00	8,626 50
" mail	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,000 00	2,768 78
Total	$611,914 51	$586,484 06
Expenses	427,528 41	349,819 79
Net earnings	$184,386 10	$236,664 27

This shows an increase in earnings of $25,430 45; with an increase in expenses of $77,708 62—making the decrease in net earnings, $52,278 17.

The earnings and expenses, from January 1 to May 31, compare as follows:

	1868.	1867.
Earnings	$3,181,006 20	$2,872,914 10
Expenses	2,028,389 77	1,950,952 93
Net earnings	$1,152,616 43	$921,961 17

This shows an increase in earnings of $308,092 10; with an increase in expenses of $77,436 84—making the increase in net earnings, $230,655 26.

Cincinnati, Richmond and Fort Wayne Railroad.

The Cincinnati *Gazette* says that the prospects of direct railway connection between Cincinnati and Fort Wayne are very encouraging.

On the 29th ult., a meeting was held at Fort Wayne, at which were present Mr. Case, President of the Pittsburgh, Fort Wayne and Chicago Railroad; Mr. S. S. l'Hommedieu, of the C. H. & D. Railroad; Mr. Edgarton, of the Grand Rapids Railroad, and the president and directors of the Richmond and Fort Wayne Company. The result was an agreement by which the Cincinnati, Hamilton and Dayton, with the Pittsburg, Fort Wayne and Chicago Co., join *pro rata*, in guaranteeing the interest on $1,000,000 bonds, to be used in purchasing the iron, chairs and spikes. These companies also agree to furnish the rolling stock in the proportion of 148 to 70 miles. The Cincinnati, Hamilton and Dayton and Eaton and Richmond Companies are to run the road on *pro rata* account with the Pitisburg, Fort Wayne and Chicago.

It now only remains for the Cincinnati, Richmond and Fort Wayne Company to increase its capital stock, so as to secure additional means sufficient to make the road from Richmond to Fort Wayne ready for the iron. A great deal of this work has already been done, and if Cincinnati will do its share, which will not be large, the road may be opened in one year from the present time.

Prominent among the advantages of the road, says the *Gazette*, will be those resulting from connection at Fort Wayne with the road to Grand Rapids, Michigan. One half the lumber used in Cincinnati comes from Michigan, with whose lumber regions she would be brought in direct connection. This line will give direct connection with Chicago, only eighty miles longer than the shortest of the present routes.

☞ It is officially announced that books will be opened on the 20th inst., in Emmittsburg, Md., for subscriptions to the stock of the Emmittsburg Railroad. The charter authorizes the building of a railroad from Emmittsburg to the Western Maryland Railroad, immediately west of Monocacy River. The length of the road will be about seven miles.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,282,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,660,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000		Jan. '68 3
Bay de Noquet & Marq...100		A. & O.	Apl.'68 2
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112		
Berkshire* 50	600,000	J.A.J&O	Apl.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725 000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,700		
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,300	J. & D.	Jan. '68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,660,000	J. & J.	Jan. '68 5
Broadway (Boston) 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n.100	394,800		
Buff., New York & Erie*..100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,20 ,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,84 ,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jan. 6 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110		Jan '68 4½
Central of Georgia 100	4,666,900	J & J	Jul. '68 7
Central of New Jersey....100	13,768.000	J.A.J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....		J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000		Mar '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' '68 3
Chicago and Alton.....100	3,886,643	M & S.	Mar. '68 5
" " pref....100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern..100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jan.'68 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R I. & Pacific....100	9,100,000	A. & O	Oct. '67 5
Cin., Ham. & Dayton 100	3,129,100	M. & N.	M. '68 5s
Cincinnati City Passenger....		J'n &J'ly	Jan.'68$2
" Street		J. & J.	Jan.'6 $2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	May.	M.'68 10s
Cleveland and Toledo* 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Con....100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan 68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	2,142,834		
Fitchburg 100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly		M & N.	M'y '67 5
Forty Sec. St. & G. St Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Apl. '68 3
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River.....100	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y '68 2½
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Ap'.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	6,104,050	M. & N	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,046,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,090		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000		Apl '68 4
Mahanoy & B'd Mount n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	2,811,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,644,104	J. D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N	May '68 5
Nashville & Chattanooga.100	2,056,544		
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton.100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '68 3
New Jersey.....100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,255,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	185,000		May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania.....50	3,150,150		F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Old Colony & Newport ...100	4,848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri.....100	3,581,000		
Panama.....100	7,000,000	J.AJ&O.	Apl. 68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson River100	630,000	J. & J.	Jan.'68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,365,500		
Philadelphia and Erie*.... 50	5,069,450		Jan.'68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan. '68 5
Phil., Germ'n'n & Nor'n 50	1,507,350	A. & O.	Apl.'68 5
Phila. and Trenton*..... 50	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,623		
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	579,500	F. & A.	Feb.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia 50	605,019		
Rensselaer and Saratoga ..100	500,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred.....100		F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand., Manef. and Newark.100	900,000		
Saratoga and Hudson R....100	1 020 000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line.....100	6 5,00	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275		
South Shore 100	259,686		
South Western, Georgia....100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,583,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,660 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....			
Union (Phila.) 50	291,475	J. @ J.	Jan.'68 2
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley.....100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee....100	3,452,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan.'68 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon.....100	1,340,273		
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb.'68 3
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan.'67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000		Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express.....500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.63	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99½
30 Nov.'67	3.99	—	43	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	10	—
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	10	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,226	1,250,000	—	183,198	736,709	129,635	10	—	67
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	—	50
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	35,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,500	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	22.00	—	—	63	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep. '67	10.76	—	—	—	37	Broadway (Brooklyn)	266.561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	18.00	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,459	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70 00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep. '67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,588	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep. '67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,686	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Central P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16,285	—	100	—
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	102	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	4?	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,96?	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,766	419	—	100	—
30 Sep. '67	5.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,600	3,900	—	—	—	100	—
30 Sep. '67	10.60	—	—	21	3	Harlem Br., Moris'n & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	—
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	135
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	.....	—
30 Sep. '66	17.60	—	—	170	—	Third Avenue (N Y.)	2,406.509	1,170,000	1,200000	70,000	1,098083	260,333	12	100	—
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	—	—
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	—	—
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	.....	.....	—	—	—
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,382	124,500	100,000	1,200	46,449	14,355	—	25	14½
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	50	—
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	.....	.....	—	50	—
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	.....	.....	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	220,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.60	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	285,142	56,995	6	50	35
31 Oct '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26?	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	114,204	15,978	12?	50	27
31 Oct. '67	4.84	—	197	33	8	Green & Coates st.-Phila.	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	.....	.....	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	2	Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	2?5,307	—	—	9?,885	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,?95	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,749	6,726	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,462	50,000	.....	.....	.....	.....	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408.156	105,448	18½	50	64
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	15
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,591	7½	50	37½
31 Oct. '67	6.00	—	341	66	—	West Philadelphia	479,706	575,000	100,000	—	281,058	50,692	10	50	66
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,918	150,000	.....	.....	.....	.....	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	69,857	50,000	.....	.....	.....	.....	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1893	.....
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	850,000	7	J. & J.	1874	.....
Citizens' Pittsburg:					
1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	.....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'n & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,800	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	J. & J	71–72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	9,800	6	.....	.....	.....
Middlesex:					
1st Mortgage	38,000	--	.....	.....	.....
Malden & Melrose bonds	46,971	--	.....	.....	.....
Real Estate	6,000	--	.....	.....	.....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1870	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	.....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	36,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy.					
Plain bonds	58,400	--	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	100.000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	106
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	480,000	--	.....	.....	.....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	9
Utica and Waterville:					
1st Mortgage	100,000	?	.....	.....	.....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M & N.	1872	.....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	8,582,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	129
" " " ..... coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	120
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " " ..... coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	112½
" " " ..... coupon		6	" "	1881	117½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 ..... registered	264,246,200	6	Jan & July.	1881	112½
" " " ..... coupon		6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) ..registered		6	May & Nov.	1884	109½
" " " (5-20s) ..... coupon		6	" "	1884	111
Loan of March 3, 1865 (5-20s) ..registered	1,464,755,600	6	May & Nov.	1885	109
" " " (5-20s) ..... coupon		6	" "	1885	111½
" " 2d series (5-20s) ..registered		6	Jan. & July.	1886	111½
" " " (5-20s) ..... coupon		6	" "	1886	114
" " 3d series (5-20s) ..registered		6	" "	1887	109½
" " " (5-20s) ..... coupon		6	" "	1887	114½
Loan of March 3, 1864, (10-40s) ..registered	193,790,400	5	Mar. & Sept.	1904	106
" " " (10-40s) ..... coupon		5	" "	1904	106½
Pacific R. R. Bonds ..... (currency)	25,902,000	6	Jan. & July.	'95-'97	102½
Treas'y Notes (7-30s) June 30, '64: 2d series	105,610,650	7.3	June & Dec.	1868	110
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	110
Matured Debt not presented	8,578,292	---	presentation.	.....	.....
Gold Certificates of Deposit	20,298,180	---	presentation.	.....	.....
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 y'rs	.....
United States Notes (greenbacks)	356,144,212	---	.....	.....	.....
Three per cent. certificates	50,000 000	---	.....	.....	.....
Fractional currency	32,531,589	---	.....	.....	.....
Navy Pension Fund	13,000,000	---	.....	.....	.....
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	.....
" — " " (extended) .... "	1,941,000	5	" "	1883	.....
" — " " (funded coup.) "	437,850	5	" "	1887	.....
" — " " (sterling) .... "	648,000	5	Jan. & July	1876	.....
" — " " (") "	688,000	6	" "	1876	.....
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	.....
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	.....
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	134
" " 1860 ..... "	198,500	7	" "	1880	.....
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	.....
" — " " Nov., 1863	2,000,000	6	" "	1883	.....
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	.....
Florida—State Bonds ..... coupon	270,617	8	Jan. & July.	var	.....
" — " " ..... "		7	" "	var.	.....
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	97
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	.....
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	85½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	.....
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1860	.....
Illinois—Ill. and Mich. Canal ..... coupon	1,157,423	6	Jan. & July.	1870	99½
" " " " ..... registered	1,229,687	6	" "	1870	.....
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	.....
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	.....
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	.....
" —War Loan Bonds ..... "	300,000	7	" "	1881	.....
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	.....
" —War Loan Bonds ..... "	500,000		" "	'76-'81	.....
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	.....
" — " " ..... "	415,000	6	May & Nov.	1870	.....
" — " " ..... "	263,000	5	April & Oct.	'67-'73	.....
" —Military Bonds ..... "	645,000	6	various.	'80-'95	.....
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	.....
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	.....
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	.....
" — " " (Levees) ..... "	1,000,000	6	various.	1886	.....
" — " " (New) ..... "	892,800	6	"	'86-'87	.....
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	.....
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	.....
" " " 1857-'61 ..... "	171 000	6	various.	'75-'78	.....
" —War Loan of 1861 ..... "	800,000	6	"	1871	99
" " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 ..... "	455,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	.....
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	.....
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	.....
" — " " (R. R. various) "	120,000	5	" "	1889	.....
" — " " (") currey.	159,974	5	" "	'89-'90	.....
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	.....
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	.....
" — " " (Ches. & Ohio Can.).	2 000,000	6		1870	98
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	99
" — " " (Bounty)	501,000	6	"	abt.'74	.....
" — " " (Ches. & Ohio Can.).	30,000	6	"	1886	.....
" — " " (Balt. & Susq. R.R.).	429,588	6		1890	.....
Massachusetts—Funding Loan	15,000	6	June & Dec.	1868	.....
" " "	21,000	5	" "	1870	.....
—General Statutes Loan	150,000	5	Jan. & July.	1870	.....
—Funding Loan	17,000	5	June & Dec.	1872	.....

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	.....
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	.....
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	.....
" — " "	172,000	6	" "	'70-'72	127
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	125
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	.....
" —Coast Defense Loan	888,000	5	" "	1883	113½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" — " " "	4,379,500	5	May & Nov.	1894	112½
" — " " " sterling	3,996,000	5	" "	1894	.....
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	126
" — " " "	2,150,000	6	" "	'74-'76	116½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	108½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	.....
" —Eastern R.R. Loan	275,000	5	Jan. & July.	69-'71	.....
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	.....
" —Troy and Greenfi'd R.R.	986,500	5	" "	'91-'93	111½
" — " " (stg.)	554,180	5	" "	'88-'90	.....
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	.....
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	.....
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	.....
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	.....
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	.....
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	.....	'41-'71	.....
" — " " (Union Bank)	5,000,000	6	.....	Var.	.....
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	92½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	98½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	.....
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	.....
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	.....
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	.....
" —Platte County R.R.	700,000	6	" "	1887	.....
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864.	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ...	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	.....
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	107
" — " " ..... registered	27,726,560	7	" "	1877	107
" —General Fund Bonds	1,189,780	6	" "	pleas.	.....
" — " " "	500,000	6	" "	1868	.....
" — " " "	800,000	6	" "	1878	.....
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " "	6,000,000	6	" "	1873	102½
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	.....
" — " "	442,980	5	May & Nov.	1868	.....
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	.....
" —Canal Fund Bonds	1,168,000	5	J. A. J. & O.	1868	.....
" — " "	167,000	5	" "	1871	.....
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	.....
" — " " (new)	650,000	6	April & Oct.	'90-'91	.....
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1900	71
" — " "	2,183,532	6	Jan. & July.	1868	100
" — " "	1,600,000	6	" "	1870	100
" — " "	4,095,309	6	" "	1875	101
" — " "	2,400,000	6	" "	1881	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	6	" "	1886	102
Pennsylvania—State Bonds ..... coupon	4,998,000	7	Jan. & July.	1875	.....
" — " ..... registered	5,083,052	5	Various.	'77-'82	98
" —Inclined Plane Bonds	400,000	5	"	'68-'70	100
" —State Bonds, 1st series	92,850	6	April & Oct.	1870	.....
" — " " 2d series	99,480	5	Jan. & July.	1877	.....
" — " " 3d series	720,983	5	" "	1882	.....
" — " " 1st series	4,907,150	5	" "	1892	.....
" — " " 2d series	7,909,520	6	" "	1877	107½
" — " " 3d series	9,270,017	6	" "	1882	108½
" —Military Loan Bonds	2,000,000	6	" "	1892	110
Rhode Island—State War Bonds of 1861	468,600	6	Feb. & Aug.	1871	104½
" " " " 1862	1,196,000	6	April & Oct.	1871	100½
" " " " 1863	269,000	6	Mar. & Sept.	1882	100
" " " " 1863	776,000	6	April & Oct.	1883	100½
" " " " 1864	917,000	6	Jan. & July.	1893	100½
South Carolina—Free Loan Bonds	798,898	6	Feb. & Aug.	1894	100½
" —State Bonds (various)	3,275,000	6	J. A. J. & O.	'68-'70	.....
" — " " (new)	1,210,803	6	Jan. & July	'71-'90	.....
Tennessee—State Bonds	1,949,430	6	" "	1887	.....
" — " "	239,187	5	April & Oct.	1868	99½
" — " "	1,706,000	5½	" "	Var.	.....
" —Railroad, &c., Loan Bonds	14,006,000	6	" "	1868	.....
" — " endorsement	2,207,000	6	Jan. & July	30 yrs.	74½
" —New Bonds	6,000,000	6	" "	Var.	.....
Vermont—State War Bonds	1,567,600	6	" "	1882.	99½
Virginia—State Bonds (sterling)	1,865,000	6	June & Dec.	'71-'78	100½
" — " " (sterling new)	466,250	5	Jan. & July.	long.	.....
" — " " ..... registered	108,000	5	" "	long.	.....
" — " " ..... "	21,589,398	6	" "	long.	.....
" — " ..... coupon	10,900,000	6	" "	long.	.....
" — " (new) ..... registered	1,379,500	6	" "	1870	57½
" — " (") ..... coupon	489,300	6	" "	1886	.....
" — " (")	39,600	6	" "	1890	.....
Wisconsin—State Bond	406,100	6	Jan & July	'77-'89	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295.512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493.882	596,584	541,481	675,446	634,245	576,365	5,825,336
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407.018	465.102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	421 008	355,447	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,255	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153.294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,808	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,156
1867	343,787	167,832	235,961	282,165	335,510	342,368	354,244	415,982	408,999	426,762	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	189,142	160,306	210,729	216,030	196,426	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095.470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,023	260,288	3,466,922
1867	292,047	224,621	272,454	280,283	251.916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,312
1868	383,600	281,900	262,800	288,700	308,891	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,189	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482.164	499,296	468,358	585,623	747,944	702,691	767,508	946,707	932,682	754,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,279	895,712	899,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	856,611	1,068,959	1,206,796	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,583	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	73,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,605	839,940	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,378	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,646	516,608	460,573	617,682	576,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	603,063	506,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	526,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	467,764	496,666	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,529	98,482	108,461	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,506	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332.260	348.048	3,202.543
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120.152
1865	363,998	366,361	413.974	365,180	361,489	387,095	301,613	418,575	486,808	524,760	495,072	361,799	4,826 727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	456,983	400,486	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,223	337,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,816	304,315	328,880	415,768	369,236	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,733	1,101,771	775,616	438,323	5,683,606
1868	368,487	350,884	333,281	475,629	566,718	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,555
1864	921,831	936,587	959,024	1,105,664	1,004,435	1,029,736	1,065,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,576,128
1866	1,086,320	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,105	935,857	14,142,215
1867	901,671	845,868	1,075,773	1,227,286	1,096,731	934,536	1,101,698	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,286	277,424	283,130	253,925	247.262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,083	3,459,319
1868	211,973	231,361	265,905	252,149	204,620	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,058	608,305	116,215	923,288	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,685	10,033,026
1866	738,061	725,907	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,361	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,935	556.222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,763	684,190	774,103	611,914	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,738	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	156,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.674
1865	170,079	163,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212, 227	177,364	2,250,143
1867	149,658	149,342	174,153	188,162	171,736	166,066	172,933	220,788	219,160	230,340	205,095	180 971	2,218,402
1868	127,593	133,392	149,164	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,626	244,114	243,840	221,570	229,209	265,154	2,050,322
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	377,981	373,334	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,880	669,383
1866	45,102	36,005	39,301	43,332	86,918	02,918	85,276	60,698	84,462	100,813	75,248	54,466	814,080
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,496	120 268	79,431	54,710	774 989
1868	46,415	40,703	39,198	49,231	70,163	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	602,000	6	Jan. & July.	"	1880	98½
" " " 1855	894,250	6	Jan. & July.	"	1875	98
" " " 1834	321,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	9 2
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	98
" " $675,000	675,000	6	April & Oct.	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	91½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57–'80	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	102½
Convertible bonds	1,500,000	7	" "	" "	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort & M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Fr'nkfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	104
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	92½

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	94½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	80
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	99
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99
General 1st Mortgage	3,600,000	7	" "	" "	1885	95
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	95
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	18-0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	91
4th Mort. (M. L.) or 3d Extension	1,106,482	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68–'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	800,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	83
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,450					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	135,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	58
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	87			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	78
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	92½
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1863	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	94
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		72½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	When payable.	Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,294,000	7	May & Nov.	"	1890	
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	101½
2d General Mortgage	2,693,000	7	" "	" "	1877	96
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	95
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	69½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,617,600	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,009,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	76,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		89½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	209,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	455,000	7	Feb. & Aug.	" "	1876	135
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	96
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	83
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	96½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80½
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,354,900	6	April & Oct.	"	1870	103½
" 1861, "	109,300	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	94½
" 1844, "	804,000	6	" "	"	1880	94½
" 1848, "	101,000	6	" "	"	1880	94½
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72–'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	100½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	94
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	550,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	69½
Mortgage (Registered)	504,000	7	"	"	1875	69½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg t'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	96
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	81
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	85
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	96
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	77½
2d Mortgage Coupon	1,600,000	7	Jan. & July.	"	1867	35
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	998,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1863	93
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	8,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	—
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
31 Dec. '66	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,616,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,855	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,055	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	.....	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,694	8	85
31 Mar. '67	61.3	1.0	62.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	151
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	660,438	204,086	8	90
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	-	- —	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	...	...	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,282	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,807	3,535	—	—
— — '62	59.9	—	5.0	.....	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	.....	.....
								GEORGIA.													
30 Jun. '67	86.7	—	.....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,800	56,575	1,346,632	86.7	.....	391,477	68,880	3½	.....
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	.....	.....
31 Dec. '60	53.0	—	.....	—	...	-	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	21.0	.....	.....	.....	—	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,949,923	4,666,800	786,000	183 940	6,686,956	229.0	.....	1,734,749	359,214	—	.....
31 Mar. '67	171.0	71.0	.....	—	41	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	336,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6½	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	10	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	302,714	110,816	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	.....	.....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	.....
30 Sep. '59	138.0	—	.....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '67	280.0	—	.....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,533,307	280.0	1,672,965	3,892,861	1,743,783	10	132
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,243 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	151
31 May, '67	491.0	661.4	30.0	—	248	135	5,656	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,884,322	1,152	.....	10,161,735	2,226,967	—	65½
31 Mar. '67	181.8	181.5	.....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,765	409.3	1,621,307	5,574,034	1,413,999	10	105½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	.....
31 Dec. '67	454.8	252.5	.....	—	150	94	3,776	*Illinois Central*	21,328,473	*	10,233,807	23,415,780	10,544,500	—	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	154
31 Dec. '67	111.0	—	.....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,136,269	111.0	297,509	754,463	187,005	—	48
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,218,402	.....	—	48
								INDIANA.													
— —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	37½
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	264
31 Dec. '64	84.0	—	.....	—	15	-	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	258,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 8	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Lonisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	845.827	371,402	—	36½
30 Nov. '66	73.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri Rive*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	960,000	653,965	5,429,293	156 5	319,880	805,271	237,861	—	58
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,892,000	795,004	5,507,204	162.0	.....	735,587	309,685	—	—
30 Jun. '66	136.0	96.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	—
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	334 0	929,486	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,000	2,604,768	8,628,793	80.0	105,960	414,741	200.220	—	—
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,687,457	3,551,000	281,157	12,039,633	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	53.7	—	.....	135.8	—	—	—	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	243,960	108,424	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	.....	188.6	.....	840,898	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,982	234,438	16,017,543	329.3	1,902,096	4,825,490	1,498,713	10	121½
29 Feb. '68	246.0	277.8	.....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	18,946,850	2,865,817	1,538,230	10,646,200	9,038,640	267,478	20,762,597	525.8	2,387,398	4,747,219	1,880,832	—	90½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	800,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	276,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	—	—	—	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	.....	.....	206.8	579,324	1,047,567	420,023	—	87
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	236,715	2,469,540	4,400,000	106,285	8,025,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,593,448	309.0	1,199,660	2,675,875	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.5	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	49 598	6,242,109	90.1	248,199	339,291	139	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	140.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	107
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,651	3,621,755	18,019,717	16,151,962	9,756,011	1,090,221	43,033,124	286.8	3,798,323	10,096,706	4,437,983	10	123
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,848	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,416	1,648,006	1,747,641	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,868	1,212 159	8	46½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	15½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	140
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	129½
30 Nov. '67	44.6	24.0	68.6	—	40	71	642	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 50)	945,761	89,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6½	66½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,166	169,164	8	124½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	120
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,640,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	132
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O. b y	B. & L.)	21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,726	74.8	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,982	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	905,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,881,065	336,310	6	95
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b y	B & L.)	17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.8	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	59½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,829	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	6,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	59½
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	451,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	58.6	—	8.0	—	22	15	271	Cheshire	2,689.307	*	280,780	2,085,925	672,200	—	2,970,087	63.6	433,650	688,500	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	28	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	130
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	116
31 Mar. '67	99.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	342,540	681,301	242,998	8	—
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	98	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124.2	.....	3,408,511	781,801	10	129
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,407	147,928	—	69½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,000	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10	124½
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	1,498,012	1,013,617	3,616,350	6,347,437	1,513,438	11,477,225	87.7	827,528	1,382,840	164,547	3½	65
31 Dec. '67	33.8	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,303	846,150	10	133
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	159,100	300 000	62,145	496,044	35.0	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	-----	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,564,500	1,066,867	5,262,067	81.0	-----	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.3	-----	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	-----	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,170	484,228	220,215	—	—
30 Sep. '67	36.7	—	.....	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43 2	20,733	49,159	28,850	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,350,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	85
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,102,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,362,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,837	Erie	49,247,770	*	5,071,492	25,111,210	22,429,922	3,524,813	54,319,262	784.0	6,468,279	14,317,213	2,662,141	—	69½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018.602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	8	133½
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,433	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.6	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,0 9,820	688,879	46,023,535	692.0	6,401,420	13,979,514	3,109,801	6	142
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,563,697	1,109,365	6,785,050	5,993,625	37,000	12,816,675	162.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,984,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,645	86,516	—	67½
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	ope	r. by R.,	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	432,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	—	2,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	94½
30 Sept. '67	25.2	—	1.2	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g.	4,000,724	*	587,519	2,400,000	1,834,600	353,643	4,588,243	218 6	—	1,215,471	449,003	10	117
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	600,000	200,000	—	880,000	13.0	49,747	668,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,098	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	195,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	962,732	*	—	831,300	—	121,432	952,732	34.9	83,168	150,375	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	185,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	.....	—	.....	.....	.....	Warwick Valley	172,577	*	11,673	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,272	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	200,917	108,641	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,050	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,590	255,851	—	—
16 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	36
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	92
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,800	2,500,000	—	11,250,000	95.5	804,876	2,659,346	973,518	10	103
30 Nov. '67	101 0	102.5	.....	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	89½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,652	8,673,764	188.6	1,223,823	2,492,215	1,107,377	14	107
30 Nov '67	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464.078	—	736,66	1,786,200	248,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,385,600	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	85,935	5,479,886	163.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,778	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
31 Dec. '67	340.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	25,940,335	1,707,000	461,533	23,500,000	3,888,000	898,668	28,108,918	340.0	.....	3,459,319	286,455	—	29½
30 Jun. '66	158.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	695 400	391,992	3,382,163	1,218,972	109,918	4,972,746	205.9	346,671	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	454.8	45.2	—	—	105	49	2,189	Toledo Wabash & Western	20,999,000	*	1,755,183	6,700,000	15,494,000	68,670	22,754,183	240	1,259,485	3,809,353	1,007,471	—	49

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134.201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	93	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,960,900	1,049,166	58,838,989	565.7	.....	5,195,286	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	280	Catawissa	3,634,000	.....	.....	3,359,500	262,500	.....	3,634,000	67.5	236,991	502,918	443,361	—	5½
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	.....	1,316,900	356,100	.....	1,691,037	74.0	236,076	534,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,000	708,205	17,402,225	204.5	2,034,524	2,618,979	loss.	10	124½
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	.....	654,600	574,900	.....	1,861,664	36.0	221,129	535,531	259,992	—	.....
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	.....	1,000,000	1,620,000	.....	2,620,000	78.0	255,376	395,149	4,358	5	51½
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	.....
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	.....	.....	1,182,550	700,000	.....	1,882,550	leased Penn.		.....	133,284	7	.....
31 Oct. '67	44.0	14.8	.....	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	.....	685,130	1,656,245	.....	2,341,375	58 8	149,189	186,451	52,343	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	.....	1,336,000	2,273,295	68,860	3,758,130	80.0	508,071	790,808	238,345	—	.....
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,469,625	1,747,141	5,523,319	9,739,800	7,990,285	.....	16,730,085	—	91,146	534,154	193,776	8	.....
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	.....	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,379	3,580,764	1,272,069	10	50½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	865,000	.....	3,514,100	oper	by Read	ing R.R.	.....	—	45
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	.....	.....	3,775,600	.....	.....	3,775,600	"	"	"	302,048	8	68
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	.....	6,992,287	66.9	343,012	898,574	261,604	5	33½
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311 840	591,555	34,949,145	561.5	7,740,299	16 340,156	4,154,521	11	52½
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	.....	1,856,993	24.2	315 164	634,717	298,318	10	67½
31 Oct. '67	287.5	—	70.4	—	90	38	1,462	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,000,000	22,478	19,019,178	287.5	1,604,823	2,334,781	loss.	—	27½
31 Oct. '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,580,825	.....	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	49½
31 Oct. '67	28.5	—	32.2	—	—	—	—	Philadelphia and Trenton	1,378,697	.....	287,418	1,099,120	200,000	.....	1,666,115	33.3	.....	863,705	299,326	10	129½
31 Oct. '67	96.0	3 8	108.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	.....	10,884,300	99.8	876,241	2,432,531	890 730	9	55½
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	608,596	270 419	—	.....
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	.....	11,497,402	12,564.500	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382 623	10	111½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	.....	869,450	700,000	.....	1,569,450	28.0	154,003	280,452	107,811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,290,888	180,693	10,000	684,036	962,600	133,965	880,602	35.4	167,552	575,680	189,705	—	15
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	.....	—	.....
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,200	262,569	133,671	8	66
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	.....	2,920,175	62.0	255,491	486,140	111,835	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	.....	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	.....	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	517,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	.....	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	.....	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,352	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,481,517	291.0	786,331	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	.....	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	.....	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '60	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	.....	825,399	1,069,600	962,059	3,015,107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	.....	317,447	632,500	22,369	.....	47.4	64,176	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	.....	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	.....	2,056,544	1,751,000	.....	.....	150.0	.....	734.116	337,384	6	—
1859	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016	.....	595,922	860,000	204,544	.....	45.8	57,960	127,953	87,242	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	.....	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	160,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	28	25	558	Rutland and Burlington	3,991,705	556,275	.....	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	.....	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	.....	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	.....	.....	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	160
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	.....	616,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	.....	332,000	700,000	.....	.....	ope	r.b. Troy	& Bost.	83,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	.....	1,408,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	8.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	.....	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	.....	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	.....	5,680.685	694,000	.....	.....	103.5	436,729	758,883	42,878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '66	123.3	10.1	.....	—	18	7	107	Petersburg and Lynchburg	3,338,272	*	.....	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	181	Petersburg and Roanoke	1,223,926	*	.....	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	310,204	639,662	280 211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	.....	657,812	85,000	.....	.....	23.7	12,842	.....	.....	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	372,297	6,879,046	221.8	300,405	564,511	135.648	—	—
30 Jun. '65	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,560	*	171,670	3,497,291	1,839,500	520,322	7,362,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,005,392	10,988,950	5,229,000	.....	18,508,374	275 0	996,727	2,538,800	934,103	—	65½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	.....	4,144,696	390,500	.....	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (£ y.)	11,938,000	*	.....	11,750,000	188,000	.....	11,938,000	16.10	.....	236,796	67,662	—	16
31 Dec. '52	161.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,980	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,796	117,842	—	68
30 Jun. '63	49.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	71,10,345	*	.....	15,123,430	54,750,510	7,336,406	77,210,346	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	1,096	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
11Dec. '64	229.0	1.6	.....	—	18	20	357	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	-	.....	4,658,706	.....	.....	.....	108.0	.....	148,339	55,777	—	—
July,'61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	02,748	.....	1,380,000	15,100	136,000	1,709,232	60 0	.....	132 455	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.6	30.6	.....	—	20	18	160	Nova Scotia	4,273,401	*	.....	4,273,281	.....	.....	4,273,281	92.0	158,416	130,107	37,181	—	.....
	8.				11	23	120	NEW GRANADA.													
								Pan ma	9,000,000	*		8,000,000	0		10,763,725	48.1		617,438	1,236,924		

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000			
Berkshire (guarantied)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7		
Camden & Atlantic (preferred)	620,800	7		18
Catawissa (preferred)	1,150,000	7		27½
Chemung (guarantied)	380,000			
Cayuga & Susquehanna (guarant.)	343,500			
Cheshire (preferred)	2,017,825	7		67½
Chicago & Alton (preferred)	2,425,400	7	7	132
Chicago & Northwestern (pref.)	14,789,125	7	7	77½
Cochecho (preferred)	177,750	8		
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	85½
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000			
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7		90
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6		
Lackawanna & Bloomsburg (pref.)	500,000	7		
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	28½
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	105
" " " (2d pref.)	841,400	7	7	97
Milwaukee & St. Paul (preferred)	7,370,900	7		77½
New Haven & Northampton (guar.)	1,010,000		4	
New York & Harlem (preferred)	1,500,000	8		126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	
Paterson & Hudson (guarantied)	630,000		8	
Paterson & Ramapo (guarantied)	248,000		5½	
Peoria & Bureau Valley (guar.)	1,200,000		6	
Philadelphia & Reading (pref.)	1,551,800	7	7	
Philadelphia & Trenton (guar)	1,000,000		10	
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700	8		
" " (preferred)	608,176	6		
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	68½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	69
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7		
" " " (2d pref.)	908,400	7		
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	
White Mountains (guarantied)	200,000	5	5	
Wrightsv., Y. & Gettysburg	317,050	2	2	

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,057,343	6	J. & J	1886	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	
" " sterling	4,375,000	5	"	1890	
Preferred bonds	1,700,000	6		18—	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	678,799	7	J. & J.	1865	
Interest Certificates	161,960	6	"	1868	
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	
Six per cent. Loan	5,434,351	6	"	1884	84
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	
2d Mortgage	57,000	6	" "	1865	
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6			83
Boat Loan	267,010	6			85
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86
2d Mortgage	3,980,670	6	J. & J.	1882	74
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	
Md. stg. loan converted	200,376	5	" "	1865	
Mortgage bonds	993,000	6	" "	1878	63½
Preferred Interest b'ds.	227,560	6	" "	1878	
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	14½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	42
Chesapeake and Ohio	100	8,226,595	—	
Delaware Division	100	1,633,350	—	49
Delaware and Hudson	100	10,000,000	10	133
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000		
Illinois and Michigan				
Lehigh Navigation	50	6,968,146	10	22½
Monongahela Navigation	50	726,800	3	
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	74½
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,908,207	—	10
" " (preferred)	50	2,888,988	—	20½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union				½
Union (preferred)	50	2,787,000	—	1½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 50 @ 42 —
Pig, American, No. 1		37 — @ 38 —
Pig, American, No. 2		35 — @ 36 —
Bar, Refined, English and American		81 — @ 87 50
Bar, Swedes, assorted sizes	(gold).	87 50 @ 90 —
	—Store Prices.	
Bar, Swedes, ordinary sizes		— — @150 —
Bar, English and American, Refined		95 — @100 —
Bar, English and American, Common		85 — @ 90 —
Scroll		125 — @170 —
Ovals and Half-round		120 — @150 —
Sand		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ⅜ @ 3-16 inch		100 — @100 —
Hoop		133 — @185 —
Nail Rod	per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s		— 17 @ — 18
Sheet, Single, D. and T. Common		— 5 @ — 7
Rails, English	(gold).	per ton. 52 — @ 52 50
Rails, American (at works)		78 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @ — 22
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½@ — 20
English Machinery		— 13½@ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½@ — 17
American, Cast, Tool, do.		— 21 @ — 22
American, Spring, do.		— 10 @ — 13
American Machinery, do.		— — @ — 14
American German do.		— 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 22½@ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 37½@ 6 50
German Refined	(gold)	6 37½@ 6 62½
English	(gold)	6 37½@ 6 87½
Bar	(net)	10 — @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 27½@ — 27½
Straits	(gold).	— 24 @ — 24½
English	(gold).	— 24½@ — 24½

	—Gold.—	—Currency.—
Plates, I.C.Charcoal-p.box.	8 12½@ 8 37½	11 50 @ 12 50
Plates, I. C. Coke	6 75 @ 7 62½	9 50 @ 10 50
Plates, Coke Terne	— — @ 6 25	9 — @ — —
Plates, Charcoal Terne	7 75 @ 8 12½	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 16½@ — 16½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 21½
Refined, free, S. W.		— — @ — 36
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 29½
Refined, in bond, Standard White		— — @ — 33
Refined, in bond, prime White		— 32½@ — —
Naptha, Refined, (60 @ 63 gravity)		— 15½@ — —
Residuum	per bbl.	— — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th.11	F.12	Sat.13.	M..15	Tu.16.	W.17
Atlantic M. S. S. Co.						
Boston, Hartford & Erie						
California 7s						
Canton Co.						
Central of N. Jersey	123	123		124½	123½	124½
Chicago & Alton						131
" " pref.						132
" " 1 M.						
" " S. F.						
" " Inc. b'ds						
Chicago, Burl. & Q.						
" " 8 p.c.						
Chi. & Gt. Eastern 1st m		82½	82½			82½
Chic. & Northwest'n	69½	69½	69½	70½	70½	70½
" " pref.	81½	81½	81½	84½	83½	84½
" " 1st M.					95	
" " 2d M.						
" " S. F.					99	
" " Consol		94	95	94½	95	95
Chicago & Rock Isl.	103½	103½	103½	104½	104½	105½
" "1st M.'70						
Chi., R. I. & Pa. 7s 1896				99½	99½	99½
Clev., Col. and Cin.	91½		92	92		92
Clev. and Pittsburg	87	87½	87	88½	88½	88½
" " 2 M.						
" " 3 M.			92		91	
" " 4 M.						80
" " con.						
Clev. and Toledo	108½	107½	107½	107½	107	
" "S. F. 7 p.c.						
Clev., Painesv. & Ash		104	103	103		
Cumberland Coal, pref.	34		33½	33½		
Del. & Hudson Canal						
Del., Lack. & West.						
" "1M. 8 p.c. '71-5						
" 2M. 8 p.c. '81					97½	
Erie	70½	70½	70	70	69½	69½
" pref.	75½	76			76	
" 1 M. 7 p.c. '67						
" 2 M. 7 p.c. '79						
" 3 M. 7 p.c. '83	97			97		
" 4 M. 7 p.c. '80					92½	
" 5 M. 7 p.c. '88						
Great Western 2d mort.		78				
Hudson River	141½		141		141	
" 1 M. 7 p.c. '69						
" 2 M. S. F.						
" 3 M. 7 p.c. '75						100
Illinois Central		155	154½		155	
" bonds			115		118	
Marietta & Cin. 1st pref.					28½	
" " 2d "						
Mariposa Mining Co.						3
" " pref		7½			7	7
Michigan Central						121½
" S F. 8 p.c. '82						
" conv. 8 p.c. '69						
M. S. and N. I.	89½	89½	89½	89½	89½	90½
" " 1M. S. F. 100						
" " 2 M.			96			
Mil. and P. du Chien						
" 1st pref.			104½			105
" 2d pref.						
" 1st M.						
Milw. and St Paul	63½		65	65		65½
" " pref.	77½				78½	77½
" " 1st mort.	95		95			95
" " 2d mort.	90					
Missouri 6s	93½	93½	93½	93½	93½	93½
" 1ss. to H. & St. J. R.	92½			92½		
" " Pacific						
Morris and Essex						
" 1st mort.	99½	99½	99½			
" 2d mort.	89½					
N. Jersey R. R. & T. Co.						
New York Central	134½	135	134½	135½	134½	134½
" 7s. S. F. '76						
" 7s. conv. '76						133
" 6s, S. F. '83						
" 6s, S. F. '87						
N. York & Harlem	127					
" "pref."						
" 1M. 7 p.c. '73		100				
N. Y. and N. Haven				151		
N. Carolina 6s ex-coup.	68½	68½	69½	70½	73½	
" new	67	67½	67½	68	69½	77½
Ohio & Miss.	29½	29½	29½	29½	29½	29½
" " pref.					79½	
" " 1st m.						
Pacific Mail S.S. Co.	96½	96		97½	98	97½
Panama						
Phila. and Reading	94½	95½	96½	98½	98½	98½
Pitts. Ft. W. & Chicago	111½	111½	111	111½	111½	111½
" " 1M.						
" " 2M.			100	100½	100½	
" " 3M.				93½	94	
Quicksilver Mining Co.	26½	26½		26	26	25
St. L., Alton & T. H.						
" " pref						
" " 1M.						
" " 2M. pref.						
" " Inc. b'ds						
Tennessee 6s. ex-coup.	74½	73½	73½	74	75	81
" new	72½	72½	73	73	74½	74½
Tol. Wab. & Western	49	48½	48½	48½	48½	
" Pref.				69		
" 1M. ex.			96			
" 2M.		82	82		82½	82½
" Int. b'ds						
Virginia 6s, ex-coupon.	55½	55½	55½	56½	56½	59
" new	55		55½	55	56½	

New York Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	105⅝	----	106	106⅜	106⅛	106⅜
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	111⅜	111⅛	----	----	----	112½
U. S. 6s, 1881, cou.	116⅜	116⅛	116⅜	117	117⅛	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	113	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	139	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	----	108⅜	----	109	----	109⅛
U. S. 6s, 5-20s, c. '62	112⅛	111⅝	112⅛	112⅝	113⅛	113
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	110	109⅜	109⅞	110⅜	111⅛	111
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	110⅛	110	110⅛	110⅜	111⅛	111⅛
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	112⅜	112⅛	----	113⅛	114⅛	114
U. S. 6s, 5-20s, r. n. '67.	----	----	109	----	----	----
U. S. 6s, 5-20s, c. n. '67.	112⅜	112⅞	113⅛	113⅜	114⅛	114⅛
7.30 Notes, 2d series	109½	109⅛	----	109⅛	110	110
" " 3d series	----	----	----	109⅛	110	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa	----	----	----	----	----	----
" preferred	27	----	27	27	27	27½
Camden & Amboy	127	127	127	127	128	129
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	91⅛	91⅛	----	----	----
" " 6s, '89	----	----	----	87	----	88
" mort. 6s, '89	96⅛	----	----	93⅛	----	96
Elmira & W'mseport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	22	22	22	22	21⅛	21⅛
" " 6s, '84	84	83⅛	83⅛	84	----	----
" " Gold L.	94	94	94	94	89⅜	91
Lehigh Valley R. R.	55⅛	----	55⅛	----	55⅛	55⅛
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	42	42⅛	44	44	45⅛	
" " 7s	----	----	----	----	----	----
Minehill	58	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	112	----
Northern Central	46⅛	----	46⅛	46⅛	----	46⅛
Pennsylvania R. R.	52⅛	52⅜	52⅜	52⅛	52⅜	52⅛
" 1st m.	----	103	103	----	----	----
" 2d m.	----	98	----	----	----	----
Penn. State, 6s 1st series	----	----	----	----	----	----
" " 6s, 2d series	----	----	----	----	108⅜	----
" " 6s, 3d series	108⅜	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	104⅜	----
Philadelphia City, 6s	----	----	----	96⅜	98	98⅛
" " new	101⅛	101⅛	101⅛	----	101⅜	101⅛
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	46⅛	47⅛	47⅛	48	48⅛	49
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	103	----	----	103	104	103⅛
Philadelphia & Erie	----	----	----	26⅛	----	26⅛
" 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	20⅛	----	----	----	----	20⅛
" " 6s '82	74	----	----	73⅛	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	64	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	10⅜
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	54	----	53⅛	53⅛	----	53⅛
Spruce & Pine, "	----	----	----	----	----	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	98⅛	99	99	----	99	----
" " 1886	----	----	----	----	97	----
" " 1890	98⅛	----	97	----	97⅛	97⅛
" " 1893	----	----	----	----	----	96
Balt. and Ohio	----	----	----	----	----	----
" " b'ds '75	----	----	----	----	----	----
" " " '80	----	----	----	98⅛	----	----
" " " '85	----	----	----	----	----	----
Marietta & Cin. 1st m.	94	94	----	----	94⅛	----
" " 2d m.	72⅜	----	72⅛	----	72⅛	----
Northern Central	46⅛	----	46⅛	46⅛	----	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort.	97	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	20	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	----	----	146½x	----	146½	----
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	139½	----	----	----
Boston, Hartford & Erie	15⅛	15⅛	15⅛	15⅛	15⅛	----
Cheshire, pref.	----	----	68⅛	----	----	----
Concord	----	----	72	----	----	----
Connecticut River	124	----	----	----	----	----
Eastern	----	120	----	----	----	----
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	120⅛	120⅛	----	121	----	
Northern, N. H.	116	----	----	116	----	----
Ogdens. & Lake Champ	----	----	67⅛	----	----	----
Old Colony & Newport	----	----	93⅛	95	----	----
Ph., Wil. & Baltimore	58	----	58	----	55⅛	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	100	----	----	100½	----	----
Vermont & Mass.	----	----	60	60	59⅛	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	99	----	----	----
Metropolitan "	----	----	----	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22⅛	----	----	22⅛	----	----
Franklin "	----	----	13⅛	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	8	8	----	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities May 29th, and June 6th:

	Closing Prices. June 6.	May 29.
United States, 5-20s, 6 per cent 1882	72⅜@ 72⅝	72⅛@ 72⅜
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	71⅛@ 71⅜	71⅛@ 71⅜
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	37 @ 38	36 @ 38
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	55 @ 60	55 @ 60
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	55 @ 60	55 @ 60
Do., consolid. mort. bonds, 1890	32½@ 33½	32½@ 33½
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 60
Erie shares, $100 (all paid)	45 @ 46	47 @ 48
Do., sterlg. 6 p. c. conv. bonds	70 @ 72	70 @ 72
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	97½@ 98½	96½@ 97½
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	93 @ 95	93 @ 95

American Railroad Journal.

Saturday, June 20, 1868.

Stock Exchange and Money Market.

The Money Market has been extraordinarily favorable to responsible borrowers, whose wants have been anything but urgent, and to whom aid has been very freely offered within a range of from 2@4 per cent. on call, and 4@6 per cent. per annum in the discount form. Some exceptional temporary advances have been reported as low as 1@1½ per cent. per annum, to the more extensive dealers in the public funds. There has been little demand for accommodation from other than the street houses; and even these have not been eager applicants for assistance, as their requirements have been practically anticipated by the liberal offerings of capital, from banks and bankers, particularly to the great Government firms of Wall and Nassau streets. The mercantile inquiry has been extremely limited for the season. There has been a meagre supply of prime business paper available, and what has been presented to or through the discount houses has met with a ready market within the range of our quotations. The U. S. Sub-Treasury augmented its cash reserve nearly two millions, during the past week, on a less extensive business, in the way of receipts and disbursements. The office has retired nearly 14 millions of Seven-thirties, since the 1st inst., or an average of close on a million each business day. It is now preparing for the unprecedentedly heavy disbursements, which will be made by the Department, during the coming month of July, amounting to some 30½ millions in the form of coin interest exclusively, of which some 21 millions will be on the new 1865 and 1867 (July and January coupon,) Five-twenties. At the same time there will also be payable about $6,000,000 of principal of six per cent. bonds of 1868, nearly all of which loan is held abroad. The bank, insurance, railway and other semi-annual dividends payable in July, it is believed, will reach 20 to 25 millions, which will enormously swell the aggregate offerings of money at this financial centre, and serve to keep loan and discount rates down to very low figures, for some time to come. A considerable amount of the older issues of the National bonds being held abroad, a proportionate amount of the interest payments of July will have to be remitted to Europe, the details of which has been estimated thus: Interest on Sixes of 1867 and 1868, $190,000; interest on Sixes of 1881, $5,000,000; interest on Fives of 1871 and 1874, $400,000; interest on Five-twenties of 1865 and 1867, $1,000,000; dividend on Illinois Central, ($800,000 in currency,) $571,000; on other railway shares and bonds, $2,000,000; making the total of the interest and dividends, to be remitted, $9,161,000. It thus appears that while $30,403,050 of coin becomes payable at the Treasury on interest account, about $9,000,000 of interest on Government bonds and railroad securities has to be remitted. This latter estimate we have made upon a very liberal basis; and includes the dividend on Illinois Central, which has not to be remitted until August 1. The city banks, in their last weekly statement, showed a further increase of over 1½ millions in the deposit line, and about $381,000 in the legal tender reserve, with a decrease of $3,134,900 in specie, and $21,213 in circulation. The loan averages were augmented about $1,350,000.

The specie reserve of the city banks is now $11,193,631, against $12,656,389 same time last year. The city bank deposits are now $210,670,765, against $180,317,763 week ending June 15, 1867. The legal tender reserve amounts to $69,252,840, against $57,924,294 same time last year. The circulation now stands at $34,166,846, against $33,707,109 same time last year. The loans are now $275,142,024, against $246,228,465 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $88,400,000 a day, against a daily average of $106,610,500 the preceding week, and $102,336,375 the week ending with May 30, 1868. The current week's exchanges average about $95,278,000 a day. The city banks, last week, gained $380,812 of legal tender, and $1,581,110 in the deposit line, while they lost $3,134,900 of their specie reserve. They increased their loans, $1,349,657; and reduced their circulation, $21,213.

The Philadelphia Bank movement the past week shows a decrease in loans of $368,843; a decrease of $51,273 in specie; a decrease in legal tenders of $106,557; a decrease of $241,191 in deposits; and an increase of $234 in cir-

culation. The Bank Clearings show a decrease of $3,135,172, and the balances, an increase of $470,-457.

The New York Gold Exchange Bank reports for the week ending Saturday, the 13th day of June, 1868, the average amount of loans and discounts as $1,059,687; average amount of specie, $442,322; average amount of deposits, $1,055,-551.

The U. S. Sub-Treasury receipts, week ending with June 13, were $14,377,045, including $1,682,-483 from customs duties; payments, $12,505,290, including $620,000 of coin interest; balance at the close of the week, $96,060,267, against $94,188,512, at the close of the preceding week, showing an increase of $1,871,755. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $9,600,613 including $316,481 from customs; and payments, $11,628,389; on Tuesday, receipts, $1,-106,534 including $431,000 from customs, and payments, $559,823. The balance at the close of business on Tuesday stood at $94,579,204, against $94,560,853, a week previous; and $95,-190,938 on June 2, 1868.

The coin certificates issued by the Sub-Treasury office, during May, reached $8,173,750; and the new three per cent. certificates, $21,670.000.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,-900 on the 1st of May, 1868.

National Bank notes to the amount of $100,-150 were issued last week, making the total issue to 1,673 banks thus far. $308,307,971, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,400,346, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,907,625. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,599,-400; and for the public deposits, $38,467,950—making a total of $380,067,350. The Treasury Department last week redeemed and destroyed $522,204 of worn and mutilated fractional currency, and issued $197,140 of new. The outstanding amount of fractional currency on the 1st inst. was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been on a very moderate scale, since our last, in the line of both excises and customs. The excises, last week, yielded some four millions, against about three millions the preceding week; customs at the port of New York, $1,682,483, and at the outports about $550,-000 (in coin) more, making the grand total income for the week equal to about $7,132,800 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $183,000,000.

Gold has been decidedly more active, the speculative and mercantile demand have been much more vigorous; and as the supply available for immediate delivery has been much reduced, partly through the recent heavy shipments to Europe, the price has been advanced from 139¾ at the date of our last review, to 141 on Tuesday of this week. The range of quotations on Wednesday was from 140⅜@141¼, and the latest figures on that day were 140½@140⅝. The specie exports on Tuesday, were $650,000, and on Wednesday $500,000, making a total shipment, thus far in the current week, of $1,150,000. The exports hence of the current half of the calendar year 1868, have been about 44 millions, or nearly twice the aggregate shipments ($22,873,174,) same time last year, and fully up to the very large outflow ($43,534,278,) in the corresponding period of 1866.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $3,487,065, against $1,148,960 same time last year. The customs demand for Gold last week, averaged $280,400 a day; thus far, this week, it has been equal to $373,-750 a day, or equal to a weekly aggregate of $2,242,500. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $96,502 and from California, $658,758. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $109,206,794, against $118,689,903 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $34,742,562, against $37,-300,597 same time in the preceding fiscal year, showing a decrease of $2,558,035 in 1867–'68. The exports of specie from this port, last week, were $2,967,321, against $2,789,963 same week last year. The exports of specie, hence, since July 1, 1867, have been $71,029,173, against $39,649,444 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $620,000, and since July 1, 1867, $72,992,637, against $53,972,310 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to May 29, 1868, were $16,547,360, against $14,863,-783 same time last year.

Government disbursed $17,053,377 of coin interest through the local office, in May.

Government received $3,335,485 from customs at the port of San Francisco, from Jan. 1, to May 29, against $2,949,682 same time last year.

There has been a very moderate call for foreign exchange, since our last, and as the supply has been rather more liberal, rates have favored buyers. Bankers' prime sixty day bills on London closed on Wednesday at 109⅞@110⅛, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,359,561, against $3,-085,804 same week last year; total, since July 1, 1867, $171,547,406, against $184,998,769 same time in 1866–'67.

Government securities have again benefitted by the extraordinary ease in Money. The investment and speculative demand has been very brisk, since Saturday forenoon, and as the fresh run on the funds has been met by no corresponding addition to the available supplies, particularly of the coin bearing bonds, prices have rallied sharply, with occasional fluctuations, under the influence of sales on speculative account to realize profits. The main inquiry has been for the favorite Five-twenties, which have been freely bought by home and foreign purchasers, practically for hoarding purposes. The speculative transactions, stimulated by the abundance and cheapness of money, have been based on the confidence of operators in still higher figures being made on the gold bearing bonds, the general calculation being that 115 per cent. will be reached for the consolidated 5-20s before the July coupon comes off. Seven-thirties have been passing into the Treasury at the rate of about a million and a half a day, mostly through the local office here, where the conversions have been about a million a day, since June 1. Only some 70 millions out of the original aggregate of 830 millions remain to be funded. The June 7-30s matured on the 15th inst.

U. S. sixes of 1881 closed here on Wednesday at 117¼@117⅜; U. S. Five-twenties of 1862, 112 @113⅛; U. S. Five-twenties of 1864 at 110⅞@ 111; U. S. Five-twenties of 1865 at 111@111⅛; U. S. Five-twenties of 1865, consolidated, 113⅞@ 114; U. S. Five-twenties of 1867, 114@114⅛; U. S. Five-twenties of 1868, 109⅞@110; U. S. Ten-forties at 106⅜@106½, and U. S. Seven-thirties at 110@110⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....118½	October, 1865....117½
September, 1865..118	

U. S. three per cent. certificates 100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 3.	June 10.	June 17.
Consols	96½	95	94⅞
U. S. 5-20's of 1862	72⅝	73	73
Erie	46	46¼	45½
Ill. Central	97½	101¼	99¾

There has been rather more movement in the railway and miscellaneous share line, and better prices have been realized on most of the speculative favorites.

The new Stock Exchange Clearing House of the Brokers' and Bankers' Association commenced operations on Thursday the 11th inst., under a strong pressure in the way of opposition to its success from several influential members of both Stock Boards. But the business has since made fair progress, and the clearings have been extended to eleven different stocks in place of the three, with which the first experiments were made.

Some slight increase of activity has been noticeable in the produce line, but prices have been irregular, and generally more favorable to purchasers. Breadstuffs, cotton and provisions wound up rather more steadily, on a somewhat livelier call from both home and export buyers. Middling upland cotton closed rather briskly on Wednesday at 29@29½ cents, per lb. The stock of cotton now here is estimated at about 65,000 bales. The receipts at the port this week, have averaged only about 500 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,141,000 bales, against 1,780,000 bales same time last year; exports, same time 1,630,000 bales, against 1,395,000 bales same time last year stock on hand at latest dates, 125,000 bales, against 250,000 bales same date last year. At the Live Stock markets, this week, Beeves have been in moderate demand closing more firmly

at from 14@18c. per lb.; week's receipts, $6,574. Veal calves have been less active and cheaper, at from 6@12½c. per lb.; receipts, $1,515. Sheep and lambs have been in limited request, at from 3½@7¾c. per lb.; receipts, $19,481. Swine have been more freely dealt in at firmer prices, ranging from 8@8½c. per lb.; receipts, $16,456. The dealings in general merchandise have been quite light for the season, and the market for most kinds of imported goods has been slightly depressed. The total imports of foreign dry goods, last week, were $1,206,766, and the total amount marketed $1,132,277. The value of foreign merchandise imported last week, was $3,806,319—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,013,085, against $4,995,809, same week last year; total since July 1, 1867, $227,562,830, against $258,583,777 same time in 1866–'67. The freight market has been comparatively quiet, since our last. Rates close rather more firmly, however. For Liverpool we quote flour at 1s. by sail, and 1s. 3d. by steamer, per bbl.; grain at 4d. by sail, and 5d. by steamer, per bushel; cotton at 3/32@⅛d. by sail, and ⅛d. by steamer, per lb.; and heavy goods at 10s.@20s. by sail, and 10s.@30s. by steamer, per ton. Total number of vessels in port on Wednesday 577.

The coupons of the first mortgage bonds of the Union Pacific Railroad Company, due July 1, will be paid at that date, in gold coin, free of tax, at the Company's office, No. 20 Nassau street, New York.

The New York exports, exclusive of specie, for the week ending June 16, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,085,804	$2,359,561
Prev. reported	87,221,328	78,044,960
Since January 1	$90,307,132	$80,404,521

The imports for the week ending June 13th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$925,695	$1,206,766
Gen. merchandise	4,070,114	3,806,319
Total for the week	$4.995,809	$5,013,085
Previously reported	113,831,587	106,003,135
Since January 1	$118,827,396	$111,016,220

The balance in the Sub-Treasury on Wednesday was $94,918,789 60.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 85½; do., 7s, 97; Brooklyn 6s, W. L., 97½; Hannibal and St. Joseph pref., 90; do., convertible bonds, 100; Norwich and Worcester R. R., 90; U. S. 6s, Pacific R. R. issue, 102¾; Toledo and Wabash Equipment bonds, 73½; Toledo, Peoria and Warsaw 1st mort. W. D., 79; do., E. D., 85; Buffalo, New York and Erie, 85; do., 2d mort., 92; Detroit and Milwaukee 1st mort., 81; Rensselaer and Saratoga R. R., 94¼; Boston Water Power Co., 21¾; Union Navigation Co., 24¼; Adams' Express Co., 56¼; American Exp., 52; U. S. Exp., 53½; Wells-Fargo Exp., 27½; Merchants' Union Exp., 28⅛; Western Union Telegraph, 37¾; do., 7s, 83; North River Bank, 116; Bank of Commerce, 130; Fourth National Bank, 110; Ocean Bank, 109; Central National Bank, 109; Bankers' and Brokers' Ass., 106; Am. Ex. Bank, 121; Bank of Republic, 119; American Flag, 0.50; Benton Gold, 0.40; Buchanan Farm Oil, 0.41; Burroughs, 0.10; Consolidated Gregory Gold, 5.40; Davidson Copper, 0.75; Edgehill Mining, 3.80; La Crosse Gold, 0.54; Montana Gold, 0.59; New York Gold, 0.71; Quartz Hill Gold, 1.25; Smith and Parmalee, 3.80; United States, petroleum, 1.65; Wallkill Lead, 0.17.

Philadelphia.—Tioga R. R. 7s, 93; West Jersey R. R. 6s, 93; Lehigh Nav. R.R. Loan, 87¼; Warren and Franklin 7s, 88; Connecting R.R. bonds, 85½; Sunbury and Erie 7s, 100½; Reading 6s, 1844–'80, 94¼; do., 1848–'80, 94⅜; Delaware Div. Canal, 49; Schuylkill Nav. 7s, Boat Loan, 75; Girard College R. R., 27; 13th and 15th streets R. R., 15; Penna. State 5s, 1870, 100; Ocean Oil, 1½; Keystone Zinc, 1⅛; Big Mt. Coal, 5¼; Green Mt., 3¾; N. Y. and Middle Coal Fields, 3⅝; Locust Mt., 46; N. Carbondale, 2; Southwark Bank, 107; Philadelphia Bank, 160; Farmers' and Mechanics' Bank, 128; Central National Bank, 121; Mechanics' Bank, 31¼; Bank of North America, 252. The latest quotations are: City 6s, 98½@98¾; do., free of tax, 101½@101¾; State 5s, reg., 100@100¼; do., coupon, 98½@99½; do., 6s, W. L., 104@104¼; Reading, 49⅜@49⅝; do., 6s, 1870, 103½@103½; do., bonds, 94@94½; Camden and Amboy, 128½@129; do., mort. 6s, 1889, 96@97; do., 1883, 91@91½; Penn. R. R., 52⅛@52¼; do., 1st mort., 103@103¼; do., 2d mort., 98¼@98½; Little Schuylkill R. R., 45@45⅛; Morris Canal, 30@50; do., pref., 72½@74¼; do., bonds, 86@90; Wyoming Valley Canal, 38@40; do., 6s, 79½@83; Susquehanna Canal, 15½@17; do., 6s, 63¾@64; Sch. Nav., 10@11; do., pref., 20@20½; do., 6s, 1882, 74¼@75; Union Canal bonds, 14@14; Delaware Div. Canal, 49@50; do., bonds, 83@—; Elmira and Williamsport, 31@33; do., pref., 42@45; do., 7s, 1873, 98@100; do., 5s, 60@62; Lehigh Coal and Navigation, 22@22⅛; do., bonds, 1884, 83½@84; North Pennsylvania, 33@34; do., 6s, 92@93; Philadelphia and Erie, 27@27¼; do., 6s, 91½@92; Minehill, 57¾@58; Catawissa, 8@10; do., pref., 28@28⅛; Lehigh Valley, 55½@55⅝; do., bonds, 95@95½; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 53@53¼; West Philadelphia, 65½@66; Spruce and Pine, 22¾@22½; Green and Coates, 31@31¼; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 14⅛@14½; Girard College, 26½@—; Tenth and Eleventh, 68@70; Union, 41@44; Hestonville, 10½@11.

Boston.—New York and Boston Air Line 6s, 60; Boston, Hartford and Erie 7s, 69¼; do., new, 54; do., scrip, 37½; Stanstead, Shefford and Chambly 7s, 80; Central Pacific R. R. 6s, gold, 101½; Burlington and Missouri River R. R. 8s, 99; Union Pacific 6s, 1897, 101¼; Cheshire R. R. 6s, 1880, 95; Vermont Central and Vermont and Canada 8s, 102¾; Rutland pref., 80; Ogdensburg and Lake Champlain pref., 103; Boston Water Power Co., 22; Cary Imp., Co., 10⅜; Ophir (N. S.) Gold, 1.24; Bullion Consolidated, 70c.; Rhode Island 6s, 100; Maine 6s, 1889, 100¼; New Hampshire 6s, 1870, 100; Massachusetts 5s, 1883, gold, 113½; do., 1891, end., 111½; do., 1893, 113¼; do., 1894, 112¼; do., 6s, 1872, 127; Cambridge 6s, 1888, 100½; do., 5s, 1882, 100; Boston 5s, 1882, gold, 110¼; Hartford 6s, 1876@1881, 99½; Cook Co., Ills., 1880, 96½; City National Bank, 109; Eagle National Bank, 120; Eliot National Bank, 111; Hide and Leather National Bank, 96; Merchants' National Bank, 120½; Pawners' National Bank, 106; State National Bank, 107; Suffolk National Bank, 118¼; Tremont National Bank, 124; Traders' National Bank, 101½; Webster National Bank, 110¼; Washington National Bank, 138½; Allouez Mining Co., 3¼; Hancock, 2¾; St. Clair, 87½c.

Baltimore.—Virginia 6s, old, reg.. 45¼; do., 1867, 43; Virginia Central 4th mort. 8s, 88; Central Ohio R. R., 36; Atlantic Coal, 1.50; Howard Bank, 111; Mechanics' Bank, 11⅛; Union Bank, 61½; Western Bank, 31; Bank of Baltimore, 117¼; Third National Bank, 102⅛; Franklin Bank, 14¼. The latest quotations are: Balt. and Ohio, 122@123; do., 6s, 1875, 98@99; do., 1880, 98¼@98¾; do., 1885, 97½@98; Northern Central, 46½@46¾; do., bonds, 1885, 86½@—; do., 1900, 82@83; Parkersburg Branch, 27@28; N. W. Va., 1st mort., 97@—; do., 2d mort., 95@95; do., 3d mort., 1873, 92@95; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 94@94¼; do., 2d mort., 72⅜@72½; Central Ohio, 35½@36; do., 1st mort., 86½@86½; Western Md. 6s, 1890, 80@82; do., guar., 95@95; Baltimore 6s, 1875, 98@99; do., 1886, 97@99; do., 1890, 97@97½; do., 1893, 96@96½; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19¾@20; George's Creek, 53@58; Santa Clara, 1.50@3.00; Atlantic Coal, 1.50@1.55.

Toledo, Peoria and Warsaw Railway.

This company have for sale the residue of the $1,800,000 First Mortgage bonds, issued on the Western Division of the road between Peoria, Warsaw and Keokuk, amounting to $300,000, which had been reserved for the purchase of iron to complete the road. These bonds bear 7 per cent. interest, coupons payable semi-annually, in February and August, and mature in 1896. They are now offered at 85 with the August coupon attached. Parties desiring to invest their surplus capital in these bonds, can be supplied in sums of $5,000 and upwards by applying at the office of the company, No. 26 Exchange Place, N. Y.

☞ The Philadelphia and Reading R.R. Co., offer to exchange any of their bonds of $1,000 each, at any time before the first day of October next, at par, for a new mortgage bond of equal amount, bearing 7 per cent. interest, clear of U. S. and State taxes, having 25 years to run. The bonds not surrendered on or before the first of October next, will be paid at maturity, in accordance with their tenor.

☞ The Mexican *Two Republics* says that El. Sr. Cunha Reis, Superintendent of the Tuxpan Railroad, in Mexico, arrived at Vera Cruz on the 10th of May. He was accompanied by a number of principal and subordinate employes, ready to commence operations at once.

☞ A Sherbrooke (Ca.) paper announces that nearly all the capital required for the construction of a railway between Lennoxville and Stanstead has been subscribed, and that ere many months have elapsed Sherbrooke will be in direct communication with Boston *via* the Passumpsic Valley Railway.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railroad for the 2d week in June, 1868, $266,913 89
Corresponding week previous year .. 214,974 57

Increase $51,930 32

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week in June, 1868, were $81,450 00
Corresponding week of 1867 .... 73,941 00

Increase $7,509 00

The earnings of the Atlantic and Great Western Railway for the first week in June, 1868, were $82,116 00
Corresponding week previous year... 95,073 00

Decrease $12,957 00

The earnings of the Michigan Central Railroad for the 1st week in June, 1868, were .. $89,072 33
Corresponding week of previous year .. 67,410 89

Increase $21,661 44

Journal of Railroad Law.

TAKING OF PRIVATE PROPERTY FOR PUBLIC USE —REMEDY—COMPENSATION MUST PRECEDE THE TAKING.

The opinion in the recent case of Graham *vs.* The Columbus and Indianapolis Central Railway Company and others, (27 Ind., 260,) is ably expressed as follows by FRAZER, J.—This was a suit to recover the possession of 3 lots in Cambridge City. Answer in 2 paragraphs: 1. General denial. 2. That the defendants are railroad corporations, organized under the general law of this State, and as such have built their respective roads; that it was necessary to build a passenger depot at the intersection of their roads; that they built such a depot on said lots, and now use the same therefor, said lots being no more than is necessary for that purpose, and for the track of one of the defendants, the Cincinnati and Indianapolis Junction R. R. Co., which is laid on said lots; that no damages have been assessed or paid for said appropriation, and that this is the possession alleged in the complaint. A demurrer to the 2d paragraph of the answer was overruled, and upon this arises the only question in the case.

The constitution of the State provides that "no man's property shall be taken by law without just compensation, nor except in case of the State, without such compensation first assessed and tendered." Art. 1, § 21. The possession of the lots in question was taken in defiance of this safeguard of the fundamental law. This, and nothing more, is pleaded as a bar to the suit. Can such unlawful seizure of property confer any right to hold possession of it? We have held that the act of seizure will, in enforcement of the constitution, be prevented by injunction. Sidener *vs.* The Norristown, &c., Turnpike Co., 23 Ind., 623. But the taking by a palpable act of resumption, before the owner has had time or opportunity to invoke the restraining arm of the Court, cannot confer a right to hold. If it be otherwise, then the constitution affords no adequate protection in such cases.

But it is argued, that the owner of property may waive his right to prior compensation. Undoubtedly, but no such waiver is shown by the answer, and in the absence of an averment, we cannot presume it. This provision of the constitution is too plain to be misunderstood, and too just and wise to excuse any disposition on our part to permit it to be evaded or frittered away. As against a private corporation, it protects the citizen in the possession and ownership of his property, until compensation for it shall be assessed and tendered, and the taking without the precedent conditions which authorize it, is wholly without warrant of law, and confers no right whatever, and a possession so obtained is plainly unlawful, for which he has whatever remedy the law gives for an unlawful deprivation of his possession. The constitution cannot be satisfied with such action of the Courts as will allow his property, against his will, to be first taken, and himself turned over to such vexatious litigation to obtain compensation as he may meet afterwards. There must be superadded, in order to make the remedy at all efficient, an injunction to stay the taking until the damages shall be paid. But this is not provided for by statute. It is an appeal to the extraordinary power of the Court exercising equity jurisdiction. When a plain and adequate direct remedy by ejectment exists, it may indeed admit of some question, whether the injunction can be granted without disregarding well established rules, long respected by Courts of Equity. That cases decided under the old constitution are wholly inapplicable to the question before us, is too clear for controversy. Then a railroad company could lawfully take the property of the citizen before making compensation, if a fair mode of ascertaining and obtaining such compensation was provided, and to that remedy the citizen was confined, for the reason that no other existed. Now, however, compensation must precede the taking unless waived. The Legislature has no power to dispense with this condition precedent, and indeed has not attempted to do so. His remedy for a taking without previous compensation, is exactly what it would be if the unwarranted taking was not for public use. There can be no difference whatever. In one of the cases cited by the appellee, it is stated that "cases decided where compensation was not required to precede the taking, cannot be authority upon this question."

The judgment is reversed, with costs, and the cause remanded with directions to sustain the demurrer.

THE COUPONS
OF THE
First Mortgage Bonds
OF THE
UNION PACIFIC
RAILROAD COMPANY.
DUE JULY 1st, 1868.

Will be paid on and after that date,
In GOLD COIN Free of Government Tax,
At the Company's office, No. 20 NASSAU ST., New York.
Schedules with twenty or more coupons, will now be received for examination, and gold checks for the same will be delivered June 30th.
JOHN J. CISCO, Treasurer.

FISH BAR RAILS.
1000 TONS 60 LBS. EBBW VALE RAILS punched for Fish Bars now due at New York, for sale by
PERKINS, LIVINGSTON & POST,
4125 68 Broadway, N. Y.

M. N. FORNEY,
MECHANICAL ENGINEER,
REPRESENTS
THE HINKLEY & WILLIAMS
Locomotive Works,
The Industrial Works of
BEMENT & DOUGHERTY,
And transacts business relating to the construction, purchase, or sale of Machinery, Engineers, Manufacturers and Railroad Equipment Supplies, &c.
No. 73 BROADWAY, Room 4,
NEW YORK.

LUBRICATING OILS.
FIRST PREMIUM. 1867.
Awarded by the American Institute to
CHESEBROUGH & CO., 132 Maiden Lane, New York.
"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,
HORACE GREELEY, President.
Perfectly pure (not mixed,) absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market. 3m25

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 11, 1868.

AT A MEETING OF THE BOARD OF Directors of this Company, held this day, it was

Resolved, That a dividend of 5 per cent. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 13th day of July next, and that the transfer books be closed on the said 13th day of July, and opened on the 5th day of August following.

Resolved, That in pursuance of the plan approved at the shareholders' meeting, May 27, 1868, the shares of this Company be increased by the issue of eight shares for every one hundred now outstanding, and the same be distributed to the holders of shares registered on the Company's books on the 1st day of August next, in the proportion of one share for every twelve and one-half shares then held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain such fraction and will pay therefor.

THOMAS E. WALKER, Treasurer.

PROPOSALS.
NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., June 9th, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the office of the Company, in Oneida, N. Y., until the 25th day of July, 1868, at noon, for the Grading, Masonry and Bridging of that portion of the New York and Oswego Midland Railroad extending from Middletown, Orange County, to Westfield Flats, in Sullivan County, *via* Phillipsport, Liberty, and intermediate towns; also, including the Branch from the Main Line to Ellenville. The above work will include a Tunnel of about three thousand (3,000) feet in length, through the Shawangunk Mountain, for which separate proposals are invited.

The line will be divided into Sections, of convenient length, and Proposals may be made for separate Sections or for the entire work. The Company will entertain separate proposals for Bridging only. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Middletown, N. Y., where all necessary information may be obtained, on and after the 15th day of July, 1868.

Sealed Proposals will also be received at the office of the Company, in Oneida, N. Y., until the 30th day of July, 1868, at noon, for the Grading, Masonry, and Bridging of the New Berlin Branch, in Chenango County, extending from the Main Line, at East Guilford, to New Berlin, a distance of 22 miles. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Oneida, N. Y., where all the necessary information may be obtained, on and after the 23d day of July, 1868.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

JOHN W. GOULD & CO.,
FOREIGN & AMERICAN
IRON & STEEL RAILS,
Of all Weights and Patterns.
RAILROAD SUPPLIES,
Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.
Iron Bridges and Roofing.
Plans and Estimates furnished on application.
65 WALL STREET, New York.
JOHN W. GOULD. EDWARD P. BIGELOW.

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Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1-2 in. Gauge—Cylinders 16×24, Drivers 5 ft. diam.

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COHOES ROLLING MILL.
—FOR MANUFACTURERS' USE—
SHAFTING, BAR & BAND IRON,
ALSO
SUPERIOR PATENT PUNCHED
AXE, PICK & MATTOCK POLLS.
MORRISON, COLWELL & PAGE,
OFFICE, TROY, N. Y.

ESTABLISHED 1821.

RAILROAD UPHOLSTERY GOODS.

Plushes, Reps, Damasks, Curled Hair, Car-Seat Duck, CAR-SEAT SPRINGS,
AND ALL UPHOLSTERERS' SUPPLIES.
HEAD LININGS MADE TO ORDER.

A. S. THORP & Co.,
163 William street, New York.

600 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in operation. Sixty miles of track have been laid this spring, and the work along the whole line between the Atlantic and Pacific States is being pushed forward more rapidly than ever before. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1869 instead of 1870. The means provided are ample and all that energy, men and money can do to secure the completion of this

GREAT NATIONAL WORK,

at the earliest possible day, will be done.

The UNION PACIFIC RAILROAD COMPANY receive:

I.—**A Government Grant** of the right of way, and all necessary timber and other materials found along the line of its operations.

II.—**A Government Grant** of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.

III.—**A Government Grant** of United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c. The interest is now much more than paid in this way, besides securing a great saving in time and money to the Government.

IV.—**A Government Grant** of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and *no more*. THE GOVERNMENT PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad, laid with a heavy T rail, and completely supplied with depots, stations, turnouts, car shops, locomotives, cars, &c.

V.—**A Capital Stock Subscription** from the stockholders, of which *over Eight Million Dollars* have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—**Net Cash Earnings** on its Way Business, that already amount to MORE THAN THE INTEREST on the First Mortgage Bonds. These earnings are no indication of the vast through business that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Secure beyond any Contingency.

The Company have abundant means in their Treasury, and make no appeal to the public to purchase their bonds, as the daily subscriptions are entirely satisfactory; but they submit that, for entire security and liberal returns, there is certainly no better investment in the market.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers, No. 59 Wall St.,
And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
MAY 25, 1868.



ANDREWS'
PATENT


Smoke-Burning and Super-Heating Boilers,

Are Economical of Fuel, and perfectly Safe.

HOISTING MACHINES,
Run without noise.

Drainage and Wrecking Pumps,
Pass Sand and Gravel without injury,
Capacity 100 to 40,000 Gallons per minute.

OSCILLATING ENGINES,
Run at great speed.
All light, compact, and durable.
Manufactured by




WM. D. ANDREWS & BRO.,
414 & 416 Water St., N. Y.

TOLEDO, PEORIA AND WARSAW
RAILWAY COMPANY'S
FIRST MORTGAGE BONDS
FOR SALE.

300,000 on the Western Division, bearing interest at 7 per cent. Coupons Payable Semi-Annually, in February and August.

PRINCIPAL PAYABLE IN 1896.

This Company having disposed of all of the $1,800,000 bonds issued on the Western Division, between Peoria, Warsaw and Keokuk, except the amount now offered for sale, which has been reserved to pay for iron ordered to complete the line, now offer the same at **85**, flat, that is to say, with the August coupon attached.

Capitalists desiring a safe, cheap and reliable investment, the mortgage being only $15,000 per mile, can be supplied with the Bonds, in amounts of not less than $5,000, by applying at the office of the Company, No. 26 Exchange-place.

CHARLES L. FROST, President.

PENNSYLVANIA RAILROAD COMPANY,
Treasurer's Department.
PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.

THOMAS T. FIRTH,
8t21 Treasurer.

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH,
8t21 Treasurer.

JOSEPH M. STRONG,
Successor to McCall & Strong, 64 Beaver St.,
TAKES ORDERS FOR
IRON AND STEEL RAILS,
And Negotiates MORTGAGE BONDS therefor.
IMPORTS ON ORDER,
Pig Lead, Tin, Iron & Zinc,
And opens Bankers' Credits when needed.

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce** for **Railroad Cars, Bridges, &c., &c.**

BRADFORD & RENICK,
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Daniel W. Richards & Co.,
90 & 92 Mangin St., N. Y.,
DEALERS IN
Scrap Iron & Old Metals
Scotch & American
PIG IRON,
Highest market prices paid for
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OLD RAILROAD IRON,
Car Wheels, Axles, Spring & Scrap Steel,
Copper, Brass & Lead.

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RUBBER WORKS.
C. V. MEAD & CO.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.
P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.
Baltimore, Md., April 16, 1868.
We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.
JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.
Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.
C. V. MEAD. E. L. HUTCHINSON.
E. S. MANNING. G. W. NORTON.

Wrought Iron Beams & Girders.
THE UNION IRON MILLS
PITTSBURG, PA.
The attention of Engineers and Architects is called to our Improved Wrought Iron
BEAMS & GIRDERS, (Patented,)
In which the compound welds between the stem and flanges, which have proved so objectionable in the old mode of manufacturing, are entirely avoided. We are prepared to furnish ALL SIZES, at terms as favorable as can be obtained elsewhere. For descriptive Lithographs, address
The UNION IRON MILLS, Pittsburg, Pa.

HARRISBURG FOUNDRY
—AND—
MACHINE WORKS,
(Branch of Harrisburg Car Manufacturing Co.,)
HARRISBURG, PENN.,
MANUFACTURERS OF
MACHINISTS' TOOLS,
SUCH AS
Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.
W. T. HILDRUP, Treasurer.

HTE. PETIN GAUDET & CIE.,
Rive de Gier, (Loire,) France.
American Office, Henry Champin, Sole Representative,
No. 75 John Street, Office of Messrs. Tyng & Co., New York.
Cast Steel Tires,
CAST STEEL AXLES, SPRINGS, PLATES, &c.,
CAST, TOOL, SPRING & CUTLERY STEEL OF SUPERIOR QUALITY.
SOLID ROLLED IRON BRIDGE AND BUILDING BEAMS,
(To 100 feet in length and 40 inches in height.)
Iron and Steel Angles, Channels, &c. Heavy Forgings of every description, in Iron and Steel.
SOLE MANUFACTURERS OF THE BELLEVILLE SPRING.

Safety Railroad Switch.
MAIN TRACK UNBROKEN.
I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN,* and it is impossible for any accident to occur from the misplacement of switches.
The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.
AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*
I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.
I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.
WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,
Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

OXFORD IRON COMPANY,
OXFORD, N. J.,
MANUFACTURE
Cut Nails, Cut Spikes
AND
RAILROAD SPIKES,
Of every variety & size, and of Superior Quality & Finish.
HOLDEN, HOPKINS & STOKES,
AGENTS,
104 & 106 John Street, New York.

Portable Railroad.

THE ADVANTAGES OF THE PATENTED PORTable Railroad are manifold. It saves time and money; is particularly adapted for excavating, filling, constructing railroad beds, milldams, levees, etc.: working in mines, quarries, brick yards, and peat bogs. Sold or rented in 20-foot sections, from one to a thousand. Also, Cars suitable for the work to be done. Contracts for excavations, etc., promptly attended to. For particulars or pamphlet, address
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American Natural Lubricating Oils
AND TITLE.
Prepared expressly for all classes of Machinery.
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GUARANTEED FREE from GUM or GRIT.
Endorsed by the leading MECHANICIANS and ARTISANS of the UNITED STATES and EUROPE as the
BEST LUBRICATORS
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C. F. CHANDLER, Ph. D., Analytical and Applied Chemistry.
JOHN TORREY, M. D., LL. D., Botany.
CHARLES A. JOY, Ph. D., General Chemistry.
WILLIAM G. PECK, LL. D., Mining Surveying.
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OGDEN N. ROOD, A. M., Mechanics and Physics.
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The plan of this School embraces a three-years' course for the degree of ENGINEER OF MINES, or BACHELOR OF PHILOSOPHY.
For admission, candidates for a degree must pass an examination in Arithmetic, Algebra, Geometry and Plain Trigonometry. Persons not candidates for degrees are admitted without examination, and may pursue any or all of the subjects taught. The next session begins October 7th, 1867. The examination for admission will be held on October 3d. For further information, and for catalogues, apply to
DR. C. F. CHANDLER,
Dean of the Faculty.

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SHEFFIELD, ENGLAND,

Manufacturers of

HAMMERED CAST STEEL LOCOMOTIVE TIRES,

CRANKS AND AXLES.

ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

ABBOTT & HOWARD, AGENTS.

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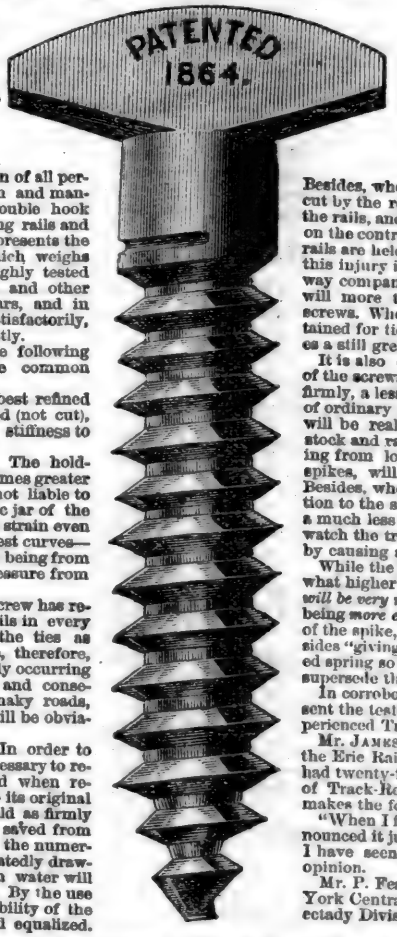
U. S. RAILROAD SCREW SPIKE COMPANY,

NO. 45 CLIFF STREET, NEW YORK,

MANUFACTURERS OF MONTIGNANI'S PATENT

RAILROAD SCREW SPIKE.

HENRY YOUNG, President.
G. B. HUBBELL, Secretary
HUBBELL & VANHOESEN, Agents.



Works at
OSSINING,
Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

MR. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERONE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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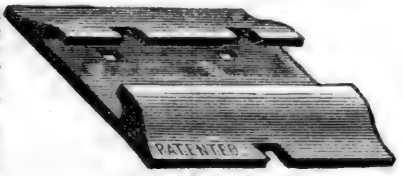


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STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, June 27, 1868.

Lighting Cars with Kerosene.

The following important testimony before the Railroad Committee, and the new law just passed by the Massachusetts Legislature, relative to lighting railroad cars with kerosene, is from a circular recently issued by Messrs, WILLIAMS, PAGE & Co., of Boston:

This testimony was very important, as showing that the excitement the past year in regard to the use of kerosene lamps in cars, was entirely without foundation. Dr. Nichols, the well known chemist, and editor of the *Boston Journal of Chemistry*, testified that kerosene oil of the legal standard, viz., such as would not take fire below 110 deg. Fahrenheit, could not explode, and was as safe as candles; that it could be easily tested; and that with such kerosene, there was a positive assurance of safety. He further stated, that for many years he had experimented with burning fluids, and did not believe a serious accident ever occurred from kerosene which would stand the fire test of 110 deg.

It was also proved before the committee, by letters or telegrams from the offices of the roads, that in every instance where life had been lost by the burning of cars, the fire caught from the stoves and that candles were used for lighting. These were the accidents on the Pennsylvania road, on the Erie road, and at Angola. In all the other instances in which cars were burned, but not attended by loss of life, in some of which kerosene was used for lighting, the fires were believed to have been caught by the stoves, or by sparks from the stove or engine, except in one instance where a lamp for generating gas from benzine was the cause. In no single instance was a car set on fire, or was the fire in any way caused or increased by the use of kerosene. These included the cars burned on the Chicago and Northwestern, Chicago, Burlington and Quincy, Pittsburg, Fort Wayne and Chicago, and a branch of the Erie Road—making, with the others named, seven cases of the burning of cars, five of which were from stoves, one from sparks, and one from a gas-generating lamp, *but not one from kerosene.*

It was also shown by the roads leading from Broston, most of which were represented before the committee by their officers, or by letters, that each road had used from 100 to 250 kerosene lamps in their cars for several years, and had never had the least accident from them. They stated that they took care to procure the best kerosene oil, and some of them tested every barrel of oil which they purchased. Experiments were made with Tagliabue's Pyrometer before the committee, showing that kerosene oil below the legal standard of 110 deg., could at once be detected, and that any person could test the oil in a few moments, and ascertain exactly its quality or fire-test.

After a full and thorough investigation, the Railroad Committee reported the following judicious bill, and it was adopted by the legislature.

The Law of Massachusetts concerning the Lighting of Railroad Cars.

SEC. 1. No passenger cars on any railroad in this commonwealth shall hereafter be lighted by naptha or any illuminating oil made from coal or petroleum, or any illuminating oil made in part of naptha or coal or petroleum oil, or any other illuminating oil which will ignite at a temperature of less than one hundred and ten degrees Fahrenheit, to be ascertained by the application of Tagliabue's or some other approved instrument.

SEC. 2. Any railroad corporation which shall violate the provisions of this act, shall be liable to a fine not exceeding five hundred dollars, to be recovered to the use of the Commonwealth by indictment.—*Approved June 4th*, 1868.

The United States Internal Revenue Law, and the Law of Massachusetts, both of 1867, forbid the manufacture or sale of kerosene below 110 degrees. This is well known to be a perfectly safe standard, and if railroads in all parts of the country would adopt this simple rule, have the stoves well secured, test all the oil they purchase, and use none that will ignite below 110 deg., kerosene may be used, as Dr. Nichols states, with as much safety as candles.

There are now so many thousand kerosene lamps used in cars all over the country, that it would be singular that many fires could not be traced directly to them, were it not from the fact *that kerosene is the most sensitive of all lights, and a very slight jar extinguishes it.* This is well known by all who have used it, and has been seen in many cases where Cars have been thrown from the track, or turned over. Every railroad man has probably known cases of this kind.

Messrs. W., P. & Co., have sent several thousand of their Patent Kerosene Car Lamps to roads all over the country, and have not yet heard of the slightest accident from one of them in any way.

Frederick and Pennsylvania Line R. R.

The Hanover Branch and Littlestown Railroad Companies are both urging aid to the contemplated new Frederick and Pennsylvania Line Railroad. A meeting was held at Taneytown, Maryland, on the 6th inst., which was addressed by Captain Eichelberger and others. Committees were appointed to canvass subscriptions. The route proposed for the road will strike the Maryland State Line beyond Littlestown, pass through Taneytown and Woodsborough, and follow the Monocacy Valley down to Frederick.

☞ The Winchester (Va.) *Times* says that sufficient stock has been subscribed to meet the requirements of the act of the Legislature incorporating the Winchester and Strasburg Railroad Company. The meeting to organize the company is called for the 8th of July next, at the office of the Baltimore and Ohio Railroad Co. As soon as the organization is effected the construction of the road will be begun and pushed rapidly forward to completion.

Cincinnati, Hamilton and Dayton R. R.

The income and expenses of this company for the years ending March 31, 1867 and 1868, were as follows:

Income:	1867.	1868.
From passengers	$457,665 26	$476,797 63
" freight	737,001 15	727,275 84
" mails & express.	41,763 10	63,410 56
" rent of track, etc.	41,100 00	36,308 29
" rent of machin'y	21,833 49	24,457 78
" miscellaneous	2,173 67	4,644 78
	$1,301,536 67	$1,332,894 88
Expenses, viz:		
Repairs of road	$139,729 83	$120,649 31
" bridges	80,151 70	7,702 24
" b'ld'gs, etc.	18,384 40	13,148 10
Passenger expenses	148,086 51	146,854 86
Freight expenses	211,857 23	208,443 93
Other trains expenses.	29,400 21	30,291 98
Station expenses	122,096 06	112,381 78
Office expenses	31,495 92	29,980 17
Shops, etc., expenses	22,587 40	19,466 48
Watching bridges	7,064 04	
Miscellaneous	36,740 80	59,800 73
	$847,594 10	$748,719 58
Earnings less exp.	$453,942 57	$584,175 30
From which deduct—		
Interest on bonds	$128,175 38	
General interest and exchange	27,804 21	
Taxes—State	35,076 09	
" —National	26,664 44	
Insurance	2,460 00	
Commission on bonds sold	2,370 00	
Sundries—profit and loss.	3,165 90	
	225,716 02	
Balance	$358,459 28	
Applied as follows:		
Dividend No. 25	$254,773 00	
Renewal of bridges	99,416 01	
	354,189 01	
Surplus	$4,270 27	
Add surplus from previous year	404,577 18	
Total surplus March 31, 1868.	$408,847 45	

Compared with the previous year the gross earnings of 1868, show an increase of $31,358 21, with a decrease in operating expenses of $98,874 52. The entire expenditure, including interest, taxes, etc., was $974,435 60, against $1,080,988 25 in 1867—a decrease of $106,552 65. The net earnings show an increase of $137,910 86. The earnings per mile have been $22,214 91. The number of passengers carried, 672,884. Tons of freight moved, 497,466. Miles run by locomotives, 598,654. The President in his report says:

The working expenses amount to 63.56 per cent., which includes $99,416 01 expended in the renewal of bridges—an expenditure which it might be proper to divide over a period of fifteen or twenty years. Without including this expenditure the transportation expenses are 56.17 per cent. of the earnings. This is much less than the average of expenses on other first class roads.

With the exception of the sad disaster which occurred on our road near Lockland, on the 21st of November last, by which five lives were lost, there has been but little damage done to persons or property; indeed, it may be said with truth, that from the first opening of the road in the year 1851, it has been operated with unusual freedom from accident.

During the past year two hundred and fifty-four of our bonds have been sold at par, and the proceeds applied to the redemption of the remainder of the first mortgage bonds of the Dayton and Michigan Company. About an equal amount of the Dayton and Michigan Seconds, (now Firsts) are held by our company for sale, to reimburse it for the outlay.

The floating debt of the company has been so far reduced that the available assets on hand at their present market value will be sufficient to pay off the balance.

The net earnings of the past year warranted the directors in making a dividend of eight per cent. These earnings having been expended in construction, in payment of floating debt, and advances to Dayton and Michigan road, the dividend was necessarily made in the stock of the company. This course, it is believed, met the views of a large majority of the stockholders.

CINCINNATI, RICHMOND AND CHICAGO RAILROAD.

This road connects with the Cincinnati, Hamilton and Dayton at Hamilton, and extends forty-five miles to Richmond, Indiana. It is located through a country well settled, and has a number of thriving towns on its line. Its bonded debt is $560,000, the interest on which amounts to $39,200 per annum. The earnings have fallen off the past year, owing to the diversion of the business of the Chicago and Great Eastern road. The number of trains heretofore run for the accommodation of the Chicago and Great Eastern business, as well as for local traffic, has been reduced, and the expenses so curtailed as to produce about the same net earnings as heretofore. The local business received from it is of much value to our company. For the past three years there has not been average crops raised along the line of the road, which also has much affected its earnings.

The business to Chicago and the Northwest, heretofore done over the Cincinnati, Richmond and Chicago, and Chicago and Great Eastern roads, from and to Cincinnati, *via* Hamilton, is now sent and received *via* Lima, over the Pittsburg, Fort Wayne and Chicago road, thus using one hundred and thirty-two miles of the Cincinnati, Hamilton and Dayton and Dayton and Michigan roads, instead of only seventy by the other route. Thus far it has been much more beneficial to our whole interest than if the business had continued on the old route.

DAYTON AND MICHIGAN RAILROAD.

The business on this road for the past year has quite equalled our expectations, and has more than paid its running expenses and the interest on its bonded indebtedness, which obligations the Cincinnati, Hamilton and Dayton Company assumed to meet in the lease—this too, in the absence of its usual crops of grain on the line of the road. The increase of its local business, especially in its domestic lumber trade, has more than equaled the loss of crops and has fully kept up the earnings of the road. With fair crops this year, it is believed the road will earn much more net money than heretofore, and be able, in another year or eighteen months, to commence liquidating its indebtedness to the Cincinnati, Hamilton and Dayton Company for advances made for construction purposes.

The Dayton and Michigan road was taken on perpetual lease by the Cincinnati, Hamilton and Dayton Company, on the 1st of May, 1863, on condition that its interest on the bonded debt should be paid by the lessees. A bonus of a million dollars of its stock, together with $594,000 of past due coupons, was given to the Cincinnati, Hamilton and Dayton Company. The coupons were subsequently paid to the Cincinnati, Hamilton and Dayton Co. in the bonds of the Dayton and Michigan Co., secured by a new mortgage on its road. During the five years that the road has been operated by our company, its net earnings have exceeded its expenditures for operating expenses, and interest on all its bonded debt, $161,699 80, and this before the traffic on the line of road was much more than half developed.

The road was comparatively unfinished when leased by our company, and required a large expenditure to bring it up to a first class condition. Beside expending its own net revenue on the road, this company has advanced $397,164 64 for substantial improvements. A further expenditure of about $113,000 will be required during the current year, to furnish new iron for additional sidings, finish the masonry at Toledo, and provide ten additional passenger cars. The earnings of the road for the present year, after payment of operating expenses and interest on bonds, it is hoped, will go far toward furnishing the means to complete the work. When this is done, the road will soon earn the means to discharge the indebtedness of the Cincinnati, Hamilton and Dayton Company.

CINCINNATI AND INDIANAPOLIS JUNCTION ROAD.

Unfavorable weather has delayed the completion of this road to Indianapolis some two or three months beyond the time expected. The rails are now all laid to Indianapolis, and the road, it is stated, will be regularly opened for through business by the first of June. The importance of this connection to the Cincinnati, Hamilton and Dayton road, has frequently been spoken of in our annual reports, and we are now anticipating a large increase of business from this source.

The receipts from all sources during the year and disposition of the same, have been as follows:

RECEIPTS.

Cash and cash assets March 31, 1867.	$112,354 61
Net earnings, as above	358,459 28
Increase of capital	289,200 00
" bonded debt	254,000 00
Sale of real estate	16,474 12
Collected on bills receivable	11,701 66
Reduction of materials on hand	40,125 15
Middletown Bridge stock	500 00
Total	$1,032,814 82

DISBURSEMENTS.

Expended for construction	$15 246 56
" equipment	8,002 79
Renewal of bridges	99,416 01
Cincinnati Elevator Co. stock	25,000 00
Cin., Ham. and Dayton R. R. stock	2,700 00
" " 1st mortgage.	9,000 00
Decrease of R. R. and individual accounts	62,000 00
Advance to C., R. and C. R. R. Co	13,680 78
" D. and M. R. R. lessors	74,046 68
" redeem D. & M. R. R. 1st mortgage bonds	233,535 85
Reduction of bills payable	130,605 92
Dividend—stock $236,300	
" cash 18,473	
	254,773 00
Cash and cash assets March 31, 1868.	104,807 01
Total, as above	$1,032,814 82

ASSETS AND LIABILITIES.

Assets:	
D. and M. R. R. lessors account	$397,164 64
C., R. and C. R. R. Co	13,226 29
Materials for repairs, wood etc	193,821 37
Wood lands	12,540 00
Stocks and bonds owned by company	176,533 93
Bills receivable	9,995 04
Due from U. S.	5,790 20
Cash and cash assets	104,807 01
Advanced to D. and M. R. R. for redemption of 1st mort. bonds, for which this company has $229,000 bonds of the 2d mort	233,535 85
Total	$1,147,414 33
Liabilities:	
Bills payable	$399,119 01
Due railroad companies	8,072 84
Due individuals	16,786 00
Due dividends and interest on bonds.	23,522 16
Due pay rolls, March	59,343 81
Balance	640,570 51
Total, as above	$1,147,414 33

The receipts from operations of the Dayton and Michigan Railroad during the year were $966,603 55; and the expenditures $1,040,650 28—an excess of expenditures over receipts of $74,046 68;

to which add balance from previous year, $323,117 96—making the total amount due C., H. and D. R. R. Co., lessees, $397,164 64.

The receipts from operations of the Cincinnati, Richmond and Chicago Railroad, (including $454 49 from previous year,) were $183,819 22; and the expenditures, $196,985 51—leaving a balance due C., H. and D. R. R. Co., of $13,226 29.

CONDENSED BALANCE SHEET, MARCH 31.

	1867.	1868.
Construction	$3,930,423 36	$3,946,669 92
Equipment	991,195 26	999,198 05
Real estate	348 883 09	327,408 97
Wood and materials	238.946 52	193,821 37
Wood lands	12,540 00	12,540 00
Bills receivable	21,696 70	9,995 04
Stocks and bonds	149,333 93	176,533 93
Due from R. R. Co.'s	55,695 16	58,674 29
" individuals	18,363 82	34,569 47
" P.O. depart.	4,987 14	9,206 25
Redemption D. & M. 1st mort. bonds		233,535 85
D. & M. R. R. lessor count	323,117 96	397,164 64
C., R. & C. R. R.		13,226 29
Cash and cash assets	112,354 61	104,807 01
	$6,197,537 55	$6,516,351 08
Capital stock	$3,260,000 00	$3,500,000 00
First mort. bonds due 1867	9,000 00	
First mortgage bonds	1,250,000 00	1,250,000 00
Second " "	500,000 00	500,000 09
Third " "		254,000 00
Interest on bonds	3,117 40	4,483 66
Dividends unpaid	22,197 50	19,238 50
Due R. R. Co.'s	85 061 02	66,747 13
Due individuals	49,575 63	51,355 47
Due United States	11,981 95	3,416 05
Pay rolls C., H. & D., D. & M., & C., R. & C. R. R.	71,049 45	59,343 81
Bills payable	529,724 93	399,119 01
C., R. & C. R. R.	454 49	
Surplus earnings	404,577 18	408,847 45
	$6,197,537 55	$6,516,351 08

President.—S. S. L'HOMMEDIEU.

Vice President.—JOHN W. ELLIS.

Directors.—George T. Stedman, John Young, Chas. Davis, Wm. Goodman, Lowell Fletcher, H. D. Huntington, Wm. Beckett.

Secretary and Treasurer.—FREDERICK H. SHORT.

Gen'l Sup't.—DANIEL MCLAREN.

Cincinnati, Richmond and Chicago R. R.

The income of this company for the year ending March 31, 1868, was as follows:

From passengers		$86,653 80
" freight		85,509 13
" mails, express and rents		11,141 80
		$183,304 73
Expenses, viz:		
Maintenance of way	$48,093 53	
Renewal of bridges	6,207 99	
Locomotive power & train expenses	56,047 55	
Mileage of cars	2,448 42	
Station and office expenses	17,762 93	
Telegraph expenses	1,209 67	
Miscellaneous expenses	928 20	
Rents paid other Co.'s	12,863 54	
		145,561 85
Earnings less expenses		$37,742 88
Interest on bonds	$39,200 00	
General interest, etc	156 29	
Taxes—State	5,377 91	
" National	2,468 99	
		47,203 09
Excess of expenses over income		$9,460 21

The account with the lessees is as follows:

RECEIPTS.

Balance, March 31, 1867		$454 49
Receipts during the year, as above		183,304 73
		$183,759 22

EXPENDITURES.

Operating expenses	$139,353 86	
Interest on bonds	39,126 50	
General interest, etc	156 29	
Taxes	7,846 80	
Renewal of bridges	6,207 99	
Equipment	4,294 07	
		196,985 51
Balance due lessees, March 31, 1868.		$13,226 29

BALANCE SHEET.

Construction	$818,233 29
Equipment	120,451 98
Real estate	700 00
Profit and loss	9,972 77
	$949,358 04
Capital	$374,100 00
First mort. bonds, due July 1, 1895	560,000 00
Cin., Ham. and Dayton R. R. Co.	13,226 29
Interest on bonds unpaid	2,031 75
	$949,358 04

President.—S. S. L'HOMMEDIEU.

Vice President.—JOHN YOUNG.

Directors.—John W. Ellis, Chas. Davis, E. W. McGuire, Lowell Fletcher, H. D. Huntington, Larton Dunham, Wm. Beckett.

Ass't Superintendent.—LEWIS WILLIAMS.

☞ Fulton, Oswego County, has taken over $30,000 in the New York and Oswego Midland Railroad, and it thought that $40,000 more will be obtained between that place and Oneida.

Dayton and Michigan Railroad.

The income and expenses of this company for the years ending March 31, 1867 and 1868, have been as follows:

Income:	1867.	1868.
From passengers	$307,095 85	$325,757 83
" freight	497,345 74	569,493 14
" mails and express	47,583 98	69,715 44
" rents	1,338 00	887 14
	$853,363 57	$965,853 55
Expenses, viz:		
Machine shop	$11,895 16	$10,222 44
Maintenance of way	201,106 61	200,742 69
Locomotive power	142,538 51	166,553 50
Train expenses	98,504 30	115,483 73
Station expenses	56,364 76	57,194 82
Office expenses	25,313 17	29,970 00
Rents paid other Co.'s.	12,148 28	14,531 55
Mileage of cars, etc	38,610 61	48,305 21
Miscellaneous expenses	12,925 08	9,675 52
	$599,406 48	$652,679 46
Earnings less expenses.	$253,957 09	$313,174 09
Applied as follows, viz:		
Interest on bonds	$248,465 00	
General interest and exchange	11,673 92	
Taxes—State	28,983 44	
" National	9,518 08	
Insurance	1,175 00	
	299,815 44	
Balance		$13,358 65

The receipts during the past year compared with those of the preceding year, show an increase of $112,489 98; with an increase in expenses of $47,555 30—making the net increase of receipts, $64,734 68. The account with the lessees is as follows:

Amount due lessees March 31, 1867		$323,117 96
Paid during the year:		
Operating expenses	$651,929 46	
Interest on bonds	247,334 49	
General interest, etc.	11,881 07	
Taxes and insurance	39,676 52	
Trustees of sinking fund	30,000 00	
Construction	18,177 78	
Wall at Toledo	21,712 60	
Passenger cars	14,185 42	
Fencing, real estate, etc.	5,752 89	
		1,040,650 23
		$1,363,768 19
From which deduct gross receipts.		966,603 55
Leaving a balance due lessees, March 31, 1868, of		$397,164 64

The First Mortgage bonds of the company, amounting to $283,000, fell due July 1, 1867, all but two of which have been redeemed, part of them by exchange for the second mortgage bonds, and the balance by funds advanced by the lessees, making a further indebtedness to them of $233,535 85, for which they hold the balance of the second mortgage (now the first) as collateral. These will have to be sold at their market value, and the proceeds applied to the reduction of the above amount. The balance will be a charge on the earnings of this company. It should be remembered that in addition to being a first mortgage on the road, with a sinking fund of $30,000 per annum, fully paid, the interest on these bonds is guaranteed by the lessee. The amount of these bonds now in the hands of the lessee for sale is $229,000. The bonded debt of the company, exclusive of these bonds is $3,421,500.

The amount of old capital stock outstanding is $91,457, and it is very desirable that parties holding certificates of same should exchange them for the new issue, which will include interest to September 1, 1859.

BALANCE SHEET.

Construction	$4,743,553 82
Stock interest account	467,308 70
Fencing account	12,455 67
Toledo depot grounds and improvement	291,394 36
Real estate	91,707 12
Right of way	104,536 45
Rolling stock	494,080 69
New passenger cars	14,185 42
Lima shop equipment	12,145 31
Bills receivable	5,624 00
Buffalo and Cleveland Steamboat stock	25,000 00
Town of Perrysburgh	11,000 00
Sundry accounts	9,227 87
Profit and loss	195,994 62
	$6,478,214 03
Capital stock—new	$2,290,429 93
" old	91,457 01
" not issued	10,474 48
First mortgage bonds	2,000 00
Second " "	2,608,000 00
Third " "	642 000 00
Toledo depot "	169,500 00
Income "	2,000 00
Bills payable	4,200 00
Interest on bonds	7,206 33
Sundry accounts	20,245 79
C., H. & D. R. R. lessees	397,164 64
C., H. & D. R. R. redemption 1st mort.	233,535 85
	$6,478,214 03

President.—S. S. L'HOMMEDIEU.

Vice President.—M. R. WAITE.

Directors.—Geo. T. Stedman, John Young, Lowell Fletcher, Wm. Goodman, P. Smith, C. T. Pomeroy, Geo. W. Holbrook.

Ass't Superintendent.—JOHN H. WELLER.

Oregon Central Railroad Company.—First Annual Report.

To the Stockholders of the Oregon Central Railroad Company.

The by-laws of your corporation require that I should make a report of the operations of the company for the past year. My report must necessarily be meager, inasmuch as the company has but recently got to the work intended by its incorporation—the construction of a railroad. But a brief review of the preliminary work of a corporation of the character which this one is intended to be, cannot be devoid of interest now, and will certainly form an interesting chapter in its history after success shall have crowned your efforts to build a great railroad, intended not only as a blessing to the state, but as a highway for the nation.

Your first board of directors was elected on the 24th of May, 1867. None of them had any adequate idea of the difficulties to overcome in an undertaking of this character, even under favorable circumstances; but when we consider that the enterprise was launched in a new State, whose people were unfamiliar with the great benefits railroads confer, where the capital available for anything out of the ordinary business transactions of the country was very limited and reluctant of investment in a *new* enterprise, where a "railroad spirit" had to be created by your directors before anybody could be induced to favor your enterprise, and last of all, where bitter opposition was met at the very threshold in the shape of a rival corporation boldly claiming your corporate name and franchises. When we consider all this, the prospect one year ago was gloomy enough, and it is not surprising that two of your board resigned their positions in despair of accomplishing any permanent good. Under these circumstances it was not wondered at that the mass of the people who are now active friends and supporters of your company had then but little confidence in the prospect of success. But labor conquers all things, and three members of your board determined to give the enterprise their determined and persevering labors for one year. Under the circumstances it was not known whether the company would be recognized by the Secretary of the Interior at Washington City, as entitled to the land granted to aid in the construction of the road, or whether a contest would arise in his office between the rival companies. After executing and forwarding the papers to the Secretary, as required by law, it was deemed prudent to await his action. No reply was received from him until about the 1st day of September, when I received letters from the Secretary fully recognizing our rights to the land grant. And I may here add, that within the last week I received other communications from the Secretary, already given to the public through the press, conclusively showing that no other company than ours has set up any claim in a legal way, or has any right whatever to the land granted by Congress. From May to September nothing was done to forward the enterprise farther than to hold some public meetings, get the people to talk the matter among themselves, and arouse an interest in the construction of railroads generally.

After receiving the foregoing recognition of the company's rights, a canvass for subscriptions to the capital stock of the company, and donations of land and other property in aid of the enterprise was commenced in Washington and Yamhill counties, which was subsequently extended to the city of Portland. In February last the City Council of the city of Portland resolved to extend aid to the company to the extent of the interest on its bonds on the sum of $250,000. Col. Cornelius, of Washington county, and J. C. Ainsworth, of Portland were invited to fill the two vacant places in the board of directors, which they accepted, and have since labored energetically to promote the interests of the company. The prospects of the company now rapidly improved, and the overhanging clouds of distrust gave way to a generous confidence, with material support from all quarters where we had a right to expect it. In March the authorities of Washington county entered into a contract to pay the interest on fifty thousand dollars of the company's bonds. About the same time a subscription paper was started in Portland, which has been filled up with twenty-five thousand dollars cash—all the leading capitalists and business men aiding it more or less. Recently the necessary steps have been taken to secure the aid of Yamhill county, in the way of interest upon seventy-five thousand dollars of the company's bonds, with every reason to hope for success. Canvassing for subscriptions of cash and land is still being prosecuted in Multnomah, Washington and Yamhill counties, with encouraging success—and the plan hitherto pursued will be prosecuted in every county along the line. In this connection, I take pleasure in stating that the company has recently secured the valuable services of Gen. Coffin in this business, who has volunteered to leave his own business for a season to push the interests of your company, with all the energy which characterizes him.

Negotiations have been commenced to secure a portion of the iron and rolling stock for the first twenty miles in San Francisco. The company has secured fifteen acres of land, with ample wharf privileges, at the upper end of the city of Portland, for the purpose of a depot, besides several adjoining blocks, making their lands in the city of great value.

The assets of the company at present are as follows:

Portland aid bonds	$250,000
Washington county bonds	50,000
Estimated value of land subscribed and donated in Washington, Yamhill and Multnomah counties	250,000
Cash subscriptions in these counties	37,000
Total	$587,000

After the completion of the first twenty miles of the road the large grant of the twenty sections of public land per mile, and the State aid of ten thousand dollars in State aid bonds per mile on the first one hundred miles, will be available in the further prosecution of the work.

The estimated cost of the first twenty miles of road, fully equipped, with stations and buildings finished is, in round numbers, $400,000.

It is not possible to build this first section by converting simply the assets of the company named above, for they could not be converted at anything like their value if put up at a forced sale; but it will be necessary to issue some first mortgage bonds thereon, which the company is preparing to do at the proper time. It is satisfactory to be able to state that these assets have been submitted to the judgment of the ablest railroad capitalists and contractors on the coast, who are unanimous in the opinion that your company has already secured the means to construct and equip the first twenty miles of road.

It must be borne in mind that this first twenty miles will cost nearly double as much as any other section between Portland and Eugene City. As soon as the road is completed to Hillsboro, which we hope may be accomplished by December next, it will commence earning something for the company. No tangible means are at hand for making a correct estimate of the earnings of this portion of the road. With the opening of the road, will commence the erection of new towns along the line, the manufacture of lumber and other articles demanded in the growth of this city and the development of the country; and with this prospect, it is not unreasonable to expect that the first twenty miles of road would earn, at the lowest estimate, $5,000 per month. It could have no steamboat or other competition. Statistics are being collected by the engineers in charge, upon which to base an estimate of the earnings of the line from Portland to Eugene City, but this matter is reserved to another time.

The board of directors have had to resort to litigation to settle questions in dispute with the rival corporation operating on the east side of the Willamette River, and it will necessarily require some time before these suits can be closed up; but in the mean time no one need be concerned about the result. Justice will be secured sometime, and the unnecessary trespass upon the company's rights in the use of its corporate name will be prohibited without any doubt.

Since commencing the work of grading on the 15th of April, the work has been pushed as rapidly as circumstances would permit. At the present time there are fifty laborers engaged in the work of grading besides the engineer corps. A larger force would have been employed, but could not be to advantage, the character of the work requiring a proportionate number of carts, and the carts could not be secured otherwise than by ordering them built, which has required time.

The progress made is very satisfactory, and stockholders and the public may rest assured that the work will be pushed with all the energy the means of the company will permit.

The necessary inquiries have been made through the proper channels, to ascertain upon what terms foreign capital can be secured. The people ought not to be deceived or misled. Foreign capitalists will not come here and build your railroads upon your mere request. They are quite as careful of their money as are Oregonians of theirs. While you would not likely invest your money in the bonds of a road *proposed* to be constructed, but which is not in fact graded, through Texas or New York, it is not likely that New Yorkers will invest in Oregon roads until they see something more than maps. No mere paper schemes, practicing upon the credulity of the people will succeed. It requires dollars; but a dollar's worth of wheat or land can be converted into the construction of a railroad as well as the coin. And when enough of the commercial values of the country, be it cash, produce, land or labor, has been aggregated to enable eastern capitalists to see that we are in earnest, and have our affairs in a tangible business shape, there will be no trouble in securing money on the bonds of your company to further prosecute the enterprise. Your directors have let no contract at exorbitant prices, squandering your contributions upon favorites, upon those who have no interest in the State, or to enrich themselves, and do not propose to do so. Economy has been required of your Chief Engineer, Superintendent, and all others having the incurring of expenses, and all employes exhorted to a faithful discharge of their duties. It is believed that this is the only way to secure success; and it is some satisfaction to know that this plan has the approval of those of whom we expect to ask further aid. Oregon has not yet done all that it may easily do to aid this great work, and especially those along the line who are to be most benefitted by the road. Every man can help some. Let every man do so, and failure would be *utterly impossible*.

Laborers must be fed, and the farmers along the line can contribute flour, bacon, vegetables and all the necessaries of life, when they would have no cash to spare, and this they would not feel. Teams must be supplied and supported—horses and their provender are everywhere abundant, let them be freely supplied, and the work will not lag. The right of way ought to be cheerfully donated in every case. Cross-ties can be easily furnished by persons along the line, each furnishing a few, and taking their pay in stock or lands. In this way let a "railroad spirit" be aroused and stirred up to a deeper depth and *this railroad*, which is entirely the people's and an Oregon enterprise, will be pushed rapidly up the Willamette, through the Calapooias to Umpqua and on to Rogue River, and spreading its iron arms out upon either side, will infuse new life into the whole country, make your wheat of uniform current value from Jacksonville to Portland, take out every brush, reconstruct every farm, quadruple its value, erect comfortable houses everywhere, give the farmer the full value of his

labor and his produce at his own doors, create new towns and cities, and finally supply and serve the wants of a million of people, prosperous and happy in the enjoyment of one of the most favored spots and climes beneath the sun.

This beautiful picture cannot be accomplished without labor, nor can it ever be accomplished without a railroad.

What the beautiful valleys of the Mohawk and Genesee, of New York—the Scioto and Miami, of Ohio, were thirty years ago, the Willamette, Umpqua and Rogue River Valleys are to-day. What the first named valleys are to-day your beautiful valleys of Oregon may soon be, if we keep up with the progress of the age, and construct this railroad. Then, let not the "railroad spirit" already aroused flag in the least; and the best way to keep it alive and increase its value is to get to the nearest subscription paper and subscribe something. No man fully feels the importance of anything until he is a "little interested." Far more can be accomplished by a little united effort than any one supposes. There are more than one thousand farmers in the Willamette Valley who could easily raise five hundred bushels of wheat, in addition to their regular crops, to be put into this railroad, one year from next harvest. Suppose, by a united effort, this was secured, it would make a half million bushels of wheat—worth to your railroad, not less than a half million dollars, every dollar, or bushel of which could be turned into railroad iron. The very fact that such an arrangement as this had been made in this State would give your company great credit in New York and Liverpool.

In conclusion, your board of directors feel incouraged to state that they consider the affairs and prospects of your company in a very satisfactory, not to say flattering, condition. *We have no doubt of the success of the enterprise.*

And with this unreserved statement of the condition of the affairs of this, the original Oregon Central Railroad Company, we would respectfully submit to the people of the State this proposition:

Is it probable that two companies of the same corporate name, upon opposite sides of the same river, being competing lines for all the trade of the upper Willamette valley and beyond, and rivals in every respect, can reasonable hope to succeed under the present circumstances, and at this point in the history of your State? If it is not reasonable to hope for the success of both, does not justice to the interest of the whole State, a prudent regard for the taxpayer, as well as the dictates of business economy, urge every friend of the interests of both sides of the Willamette River, as well as those of the Umpqua and Rogue River valleys, to decide in favor of and give their support to that company which has been recog nized by the Land Department of the United States Government, and endorsed by your chief commercial city, which has secured a respectable basis of home means, which has certainly the best showing for success, and thus enable them to speedily build one main line through to Jacksonville, with such necessary branches as will fully accommodate the entire State west of the Cascade Mountains? Should the interests of foreign contractors, or the personal matters of our own citizens, be allowed to prejudice the superior interests of the State and the people? And is it not especially the interest of this city to see that the company it has endorsed and aided shall not be unnecessarily embarrassed by rival enterprises? We ask of the people of the State a fair examination and discussion of these propositions.

J. Gaston, Pres't O. C. R. R. Co.

Portland, Oregon, May 25, 1868.

☞ The work on the Columbia and Port Deposit Railroad, as far as the junction with the Philadelphia and Baltimore Central, will be done in a few months, when Philadelphia trains, via Oxford, Pennsylvania, and Rising Sun, Maryland, will be run to Port Deposit and Perryville, on the Philadelphia, Wilmington and Baltimore Railroad, and thence to Philadelphia.

Southwest Pacific Railroad.

We learn that the Southwest Branch of the Pacific Railroad was yesterday transferred by the Governor, as agent of the State, to the Southwest Pacific Railroad Company incorporated by the General Assembly last winter, of which Francis B. Hays, Esq., of Boston is President, and Gen. Clinton B. Fisk of St. Louis is Vice-President. These gentlemen and others associated with them, who have subscribed largely to the building of this road, realize its importance and value, and its prospective relations as the probable leading line to the Pacific coast. They have come into possession of the franchises of the Atlantic and Pacific, and they forsee and contemplate the building, not simply of a road to Southwest Missouri, but the still grander work of a road leading onward from Missouri to the thirty fifth parallel, and thence to the Pacific coast. The people of Southwest Missouri will receive this announcement with satisfaction. They will soon have the road they have so long desired, and they and the people of Missouri will reap the largest benefits from it.—*Missouri Republican*, June 17.

Relative Resistances of Various Insulators.

The following table, giving the results of tests of the electrical resistances of different varieties of insulators, were made at the establishment of the India Rubber, Gutta Percha and Telegraph Works Company, Silvertown, London, under the superintendence of Matthew Gray, Esq., Engineer and Manager. They will prove interesting, as showing the superiority of the Paraffine Insulator over every other. This result shows that there is no longer any excuse for the wretched insulation of our American telegraphic system, since it has been demonstrated that the most perfect insulator yet produced is the invention of one of our own telegraphers:

Date of Test.	Constant of Galvanometer, 1 Daniell Cell through 1,000,000 Ohmads.	Number of Cells.	Thermometer (Fahr.)	Number of Insulators tested ☞	DESCRIPTION OF INSULATOR.
March 31	327	500	48°	4	United Kingdom Tel. Co., Large Porcelain.
March 26	333	500	48°	4	
March 20	335	500	52°	4	
March 9	336	100	49°	4	
March 1	334	500	47°	4	
	40,000	10,600		330	8,500
	50,000	25,000		87,000	450
	60,000	18,500		35,000	16,000
	50,000	14,500		11,850	150
	4	1		2	0
	4	6		11	0
	1	6		4	0
	3	80		144	80
				200	1
	4,500				Varley's Double Porcelain Cup.
	30,000				British and Irish Magnetic Tel. Co. Porcelain.
	800				United Kingdom Tel. Co., Large Porcelain.
	5				Brooks' Pat. Screw Shank.
	6				Ditto.
	6				Ditto.
					Brooks', with Leg for Cross Arm.

The amounts given in the table indicate the deflection, per insulator, in degrees, as measured by Thompson's Asiatic Galvanometer. The "constant" of the galvanometer is the amount of deflection given by one cell Daniell's Battery through a resistance of 1,000,000 ohms.*

The value of an insulator is, of course, proportionate to the amount of resistance it opposes to the escape of the current. The greater the resistance of the insulators the more perfect the insulation.

The method of finding the relative resistance of the different insulators in ohms is as follows: In the test of March 20, for example, the constant of galvanometer with one cell is 335; with 500 it would be 335x500=167,500. If 1,000,000 ohms resistance gives 167,500 degrees deflection, the resistance of any insulator may be found by inverse proportion, the less the deflection the greater being the insulation resistance. In the case of the Varley Insulator, for instance, the deflection is 37,000:

37,000: 167,500: 1,000,000: 4,526,027 ohms.

The same day, also, same constant and number of cells for the Brooks' Insulator gives the following result:

4: 167,500: 1,000,00: 41,875,000 ohms.

By an inspection of the table it will be seen that in the test of March 31, the best of Brooks' insulators exceeded its rivals forty, fifty and sixty thousand times in its insulating resistance, and in the test of March 1st, the poorest of the Brooks' insulators was four times more perfect than the best of the others tested.—*The Telegrapher, June 13.*

Debt of Virginia.

The following is a correct statement of the Debt of Virginia at date, June 19, 1868:

Amount of old registered debt..	$22,004,298 38
Amount of old coupon debt....	12,973,000 00
Amount of new debt (funded interest)	6,844,957 00
Amount of unpaid interest yet to be funded	500,000 00
Amount of interest due to 1st July, 1868, on new debt—funded and yet to be funded	791,246 00
Amount of unpaid interest to 1st July, 1868, on old debt—rate 6 per cent., and only 4 per cent. paid	656,966 00
Amount of interest due on old debt to 1st July, 1868—which will not be paid	985,448 00
Amount of interest due July, 1867 and January, 1868—and not collected	100,000 00
Total	$44,855,915 38

In the old registered debt there is embraced $2,042,655 44, which is held by the sinking fund and literary fund; but $1,800,000 of bonds guaranteed by the State is not included as part of the debt, in this statement.

Balance in the Treasury, 17th June 1867. $569,000
" " " " " 1868. 197,900

☞ At a meeting of the stockholders of the Worcester and Somerset Railroad, held at Newtown, Md., on the 9th inst., the following gentlemen were elected as directors: W. T. Hargis, W. N. B. Coston, Wm. Dryden, J. H. Young, C. C. Lloyd, J. B. Hall, W. J. Aydelott, S. K. Dennis, H. Page, J. E. Hayward. Whittington Polk and W. J. S. Clarke.

☞ Mr. J. Leisenring, the Superintendent and Engineer of the Lehigh Coal and Navigation Co., has resigned his position, and has been elected Chief Engineer of all the company's works. Mr. J. P. Ilsley has been elected Superintendent of the company's railroads and canals.

* One mile of ordinary telegraph line—13 ohms nearly.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125 000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,745,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,404,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J	Jan'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger....	670,000		Jan. '68 3
Bay de Noquet & Marq...100		A. & O.	Apl.'68 2
Bellefontaine Line 100	4,430,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Apl.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725 000	J. & J.	Jul. '68 5
Boston and Chelsea	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,700		
Do., do. pref.100	1,340 400	M. & N	May '68 3
Boston and Lowell.....500	1,830,000	J. & D.	Jun. '68 4
Boston and Maine.....100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,660,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	394,800		
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,844,200	F. & A.	Feb. '68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 60	721,928	J. & J.	Jan. 6 8 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110		Jan '68 4½
Central of Georgia.....100	4,666,300	J & J	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A J&O	Apl.'68 2½
Central Ohio..... 100	400,000	J. & D.	Jun.'68 3
Do. pref.....		J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina....100	1,201,000		
Chemung*.....100	380 000		July '68 2
Chesh re, preferred 100	2,017,825	Annual.	Jan '68 3
Chicago and Alton.....100	3,886,643	M & S.	Mar. '68 5
" " pref...100	2 425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar. '68 5
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jan.'68 5
Chicago and Milwaukee*.100	2,247,000		
Chicago & N. Western....100	15,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R I & Pacific....100	9,100,000	A. & O.	Oct. '67 5
Cin , Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8
Cincinnati City Passenger....		J'n &Jly	Jan.'68½2
" Street		J. & J.	Jan.'6s½2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J AJ &O	July '68 2
Cleveland and Toledo* ... 50	4,841,600	J & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun 68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	454,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City.100	1,673,841		
Do. do. pref.100	1,987,351		Jul.'68 3½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,558,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Phil.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,246	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100		J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	July '68 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,238,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River..... 100	13,937,100	A. & O.	Apl. '68 4
Hazleton..... 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central..... 100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,060	M. & N	M'y. '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,030		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000		Apl.'68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central..... 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July '68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	9,811,300	May.	M '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3,627,000	J. & J	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell.....100	600,000	M. & N	May'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'68 4
New Haven & N. London..100	788,588		
N Haven & Northampton.100	1,224,000	J & J.	Jan. '68 3
New Jersey.....100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,265,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ...100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh...100	3,06 ,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,80;		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester 100	2,362,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 2
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R.100	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4,848,300	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri..... 100	3,581,000		
Panama..... 100	7,000,000	J.AJ&O.	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,366,500		
Philadelphia and Erie*.... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551,000	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb.'68 6
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	160,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,623		
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Apl.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	579,500	F. & A.	Feb.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Reading and Columbia 50	665,019		
Rensselaer and Saratoga ...100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g.100	647,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	July'68 5
Rutland preferred..... 100		F. & A.	F'b.'68 5½
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	388,078	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000		
Saratoga and Hudson R... 100	1 0:0 000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	6 5,200	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia....100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000		
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stoney Brook..... 100	267 300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jan.'68 4
Tennessee and Alabama ...100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref..100	908,176		
Tol., Wabash and West... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	M'y'68 5½
Troy and Boston..... 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 2½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Boa.)..100	200,000		
Union Pacific..... 100			
Union (Phila.) 50	291,475	J. @ J.	Jan.'68 2
Utica and Black River.....100	834,400	J. & J.	Jan.'68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central..... 100	8,000,000		
Vermont and Massachu'ts.100	2,400,000	J. & J.	J'n.'68 1½
Vermont Valley 100	518,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,454,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan.'68 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon..... 100	1,340,273		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb.'68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y'67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,088		
Union..... 100	2,007,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4 000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	J. & D	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Mt. Pleasant Coal..... —	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '68 5
Roaring Brook Coal..... —	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. vait in single Trk.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	98½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,226	1,250,000	—	183,198	736,709	129,635	10	—	68
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	—	50
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Melrose.)	—	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13 015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'67	22.00	—	—	58	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	66,543	—	100	—
30 Sep.'67	10.76	—	—	—	37	Broadway (Brooklyn)	286 561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	18.00	—	—	103	—	Broadway & 7th Ave., N. Y.	808,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,459	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70 00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'6	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	29,587	129,267	14,852	—	100	—
30 Sep.'6	.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep.'67	14. 0	—	—	57	22	Brooklyn Central & Jamaica	996,788	488,200	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	9.0	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Central P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	560,000	54,827	531 915	16,285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	220	—	100	—
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,632	89,310	5	100	—
30 Sep.'67	18.00	—	—	102	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	4	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9¼	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,300	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,400	63,603	4,5 8	—	100	—
30 Sep.'67	3.56	—	—	—	—	K ngston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	197,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	468,945	9,470	—	100	—
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73 564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	3 ,000	—	—	6,596	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,433 404	1,170,000	1,280000	50 000	1,184945	222,222	12	100	—
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep.'67	4.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep.'67	15.62	—	—	—	—	Westervilet (Albany)	294,388	240,000	134,000	2,700	104,228	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144.008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.80	—	—	—	—	Frankfort and Philadelphia	138,287	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	36
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.06	—	277	45	3	Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,014	53,011	10	50	46½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	245,307	—	—	9 ,888	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,862	21,550	11½	50	—
31 Oct.'67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,769	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	389,007	114,200	68,088	408,156	106,448	18½	50	60
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer tain		—	—	208,984	84,648	—	50	16½
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	41½
31 Oct.'67	6.00	—	341	66	1	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	66
31 Oct.'67	4.13	—	18	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69,887	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	—
Real Estate	136,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,800	7	J. & J.	1869	—
Hoboken and Weehawkon: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose: 1st Mortgage una antied	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	490,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	9
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1872	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, June 1, 1868.					
Loan of Jan. 28, 1847 registered	8,582,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	129
" " " coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	120
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	125
" " " coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113½
" " " coupon		6	" "	1881	118½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	113½
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	264,246,200	6	Jan. & July.	1881	113½
" " " coupon		6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	109½
" " " (5-20s) coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	110
" " " (5-20s) coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	109½
" " " (5-20s) coupon		6	" "	1885	111½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	109½
" " " (5-20s) coupon		6	" "	1886	114
" " 3d series (5-20s) registered		6	" "	1887	109½
" " " (5-20s) coupon		6	" "	1887	114
Loan of March 3, 1864, (10-40s) registered	193,790,400	5	Mar. & Sept.	1904	106½
" " " (10-40s) coupon		5	" "	1904	107½
Pacific R. R. Bonds (currency)	25,902,000	6	Jan. & July.	'95-'97	102½
Treas'y Notes (7-30s) June 30, '61: 2d series	105,610,650	7.3	June & Dec.	1868	110
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	110½
Matured Debt not presented	8,578,2-2	---	presentation.	---	---
Gold Certificates of Deposit	20,298,180	---	presentation.	---	---
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	356,144,212	---	---	---	---
Three per cent. certificates	50,000 000	---	---	---	---
Fractional currency	32,531,589	---	---	---	---
Navy Pension Fund	13,900,000	---	---	---	---
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	93½
" — " " (extended) "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) "	648,000	5	Jan. & July.	1876	---
" — " " ( ) "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	---
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	---
" — " " "		7	" "	var.	---
Georgia—State Bonds (Railroad) coupon	278,000	7	various.	72-'74	99
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,637	6	" "	1870	---
" —State Bonds coupon	948,910	6	" "	'60-'70	---
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	93½
" — " " "	3,829,936	5	" "	1866	93½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds "	300,000	7	" "	1881	---
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	---
" —War Loan Bonds "	500,000		" "	'76-'81	---
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " "	1,421 000	6	April & Oct.	'70-'71	---
" — " " "	415,000	6	May & Nov.	1870	---
" — " " "	253,000	5	April & Oct.	'67-'73	---
" —Military Bonds "	646,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	---
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	---
" — " " (Levees) "	1,000,000	6	various.	1886	---
" — " " (New) "	892,800	6	"	'86-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 coupon	174 000	6	Mar. & Sept.	'67-'74	---
" " " 1857-'61 "	171 000	6	various.	'75-'78	---
" —War Loan of 1861 "	800,000	6	"	1871	99
" " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	4 5,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,623	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,507	5	"	1889	---
" — " " (R.R. various) "	120 000	5	"	1889	---
" — " " (") currcy.	159,974	5	"	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	5	"	1890	---
" — " " (C. and O. Can.) "	3,259,616	5	"	1890	---
" — " " (Ches. & Ohio Can.)	2 000,000	6		1870	98
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	98
" — " " (Bounty)	501,000	6	"	abt.'74	---
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.)	429,688	6		1890	---
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	---
" " "	21,000	5	"	1870	---
—General Statutes Loan	150,000	5	Jan. & July.	1870	---
—Funding Loan	17,000	5	June & Dec.	1872	---
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	---
" " "	172,000	6	" "	'70-'72	127
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	125
" —Lun Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	888,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" " " "	4,379,500	5	May & Nov.	1894	113½
" " " " sterling	3,996,000	6	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	126
" " "	2,150,000	6	" "	'74-'76	127½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" " " (stg.)	554,180	5	" "	'88-'90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" " " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6		'41-'71	---
" —* " " (Union Bank)	5,000,000	6		Var.	---
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	94½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	92½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	93½
" —Southwestern R.R.	4,500,000	6	" "	'86-'87	---
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —Iron Mountain R.R.	3,500,000	6	" "	'88-'89	---
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67 '74	100
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'99	---
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	107
" — " " registered	27,726,560	7	" "	1877	107
" —General Fund Bonds	1,149,750	6	" "	pleas.	---
" — " "	500,000	6	" "	1868	---
" — " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " "	6,000,000	6	" "	1873	101½
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	---
" — " "	442,960	5	May & Nov.	1868	---
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	---
" —Canal Fund Bonds	1,168,000	5	J. A. J. & O.	1868	---
" — " "	167,000	5	" "	1871	---
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	---
" — " "	650,000	6	April & Oct.	'90-'91	---
" — " " (new) coupon	3,500,000	6	Jan. & July.	1900	76
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,995,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1876	---
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	98
" — " " registered	5,093,052	5	"	'69-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	---
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,480	5	" "	1882	---
" — " " 3d series	720,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	107½
" — " " 2d series	7,909,720	6	" "	1882	109½
" — " " 3d series	9,270,017	6	" "	1892	112
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	104½
Rhode Island—State War Bonds of 1861	468,000	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	264,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,8 8	5	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	---
" " (new)	1,210,803	6	" "	1887	---
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	6	" "	Var.	---
" — " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	74½
" — " endorsement	2,207,000	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	77
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	---
" — " " (sterling new)	466,250	5	" "	long.	---
" — " " registered	108,000	5	" "	long.	---
" — " "	21, 6 398	6	" "	long.	---
" — " " coupon	10,900,000	6	" "	long.	---
" — " (new) registered	1,379,600	6	"	1876	57½
" — " (") coupon	489,300	6	"	1886	---
" — " " (")	39,600	6	"	1890	---
Wisconsin—State Bond	405,100		Jan & July	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	363,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	624,243	576,365	5,525,336
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	421 008	355,447	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2.770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409.251	401,280	357 966	307,919	236,824	3,440092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387.289	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160.306	210,729	216,030	196,435	201,134	1.959.267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3.095.470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	163,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,812
1868	383,600	281,900	262,800	288,700	308,891	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	261.834	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,830	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716.378	563.400	6,114.566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797.475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,279	895,712	893,257	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	27,501	39,600	40,458	39,630	41.212	43.580	65,035	80.588	73,140	50,296	580.271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	60,967	51,955	735,605
Erie:													
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,489,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301.005	1,222,568	1.224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	16,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416.091	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478.576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,580	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,670	480,626	578,253	571,348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	467,764	496.666	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112.952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,626	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,529	98,482	108,461	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348.048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448.934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495.072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,646	352,218	4,650,328
1867	305,857	311,088	396,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,755	380,034	4,665,808
1868	362,021	338,335	381,497	455,983	400,486	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,661	490,894	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414,804	308,669	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,816	304,315	326,880	416,758	369,226	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	959,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,854	14,575,128
1866	1,086,350	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	846,853	1,075,778	1,227,286	1,098,731	934,536	1,101,693	1,388,915	1,782,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	258,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,083	3,459,319
1868	211,973	231,351	265,906	252,149	204,620	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466.557	454,826	4,068,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,496	714,302	815,902	746,955	628,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,058	608,305	116,215	923,288	416,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,396	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,958	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,000	261,210	249,419	277,380	397,525	401,299	364.334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	506,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,905	584,523	712,495	795,938	858,501	712,363	550,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,735	665,222	7,467.217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,216	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153.470	144,736	143.748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.301	162 994	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,727	177,364	2,250,142
1867	149,658	149,342	174,163	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180 971	2,218,402
1868	127,593	133,392	149,164	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	266,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,435	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	38,972	68,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,382
1866	45,102	36,006	39,301	48,232	86,913	02,918	85,276	60,698	84,462	100,313	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,496	120 268	79,431	64,719	774 987
1868	46,415	40,703	39,196	49,231	70,163	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	838,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	$63,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850.	602,000	6	Jan. & July.	"	1880	98½
" " " 1855.	894,250	6	Jan. & July.	"	1875	99
" " " 1834.	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	61
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	98
" " $675,000	675,000	6	April & Oct.	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	91½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250		Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	104
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	93
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	94½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	81½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	98½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99½
General 1st Mortgage	3,600,000	7	" "	" "	1885	96
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	95
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1880	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,300	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,503,000	7	May & Nov.	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	136,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	239,000	7	March & Sept.	New York.	1882	60
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	125,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	98
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,060,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	78
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'72-'78	93½
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'66-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,000,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester.						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	94½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		72½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,505,580	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	101½
2d General Mortgage	2,698,000	7	" "	" "	1877	96
Milwaukee and St. Paul:						
1st Mortgage	4,598,000	7	Feb. & Aug.	New York.	1893	96½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,800	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	6	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		89½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,780,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	94
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	455,000	7	Feb. & Aug.	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	94
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	97½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,520			London.	1876	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct	"	1900	83
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	98½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68–'70	98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage,	1,075,000	7	March & Sept.	New York.	1898	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862–'70–'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865–'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80½
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,556,600	6	April & Oct.	"	1870	104
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	94½
" 1844, "	804,000	6	" "	"	1880	94½
" 1848, "	101,000	6	" "	"	1880	94½
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	258,000	7	" "	"	'72–'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	100½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	94
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	850,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond,	'75–'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	69½
Mortgage (Registered)	504,000	7	" "	"	1873	69½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	234,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Sterl. 8kg l'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	600,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	96
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	85
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	96
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	262,000	7	April & Oct.	" "	1871	80½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	77
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	35
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	98
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	80
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Balance. Total; incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,886	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
31 Dec. '58	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,224,847	642,499	—	.....
28 Feb. '57	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
3 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100.000	.....	.....	23.8	53,955	103,333	26,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	.....	.....	122.4	319,433	644,725	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	892,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,429,775	*	347,819	2,000,000	202,500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,055	.....	62.0	159,074	419,489	185,922	10	—
28 Feb '66	50.0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	760,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	5.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	145
30 Nov. '67	59.4	7.0	0.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	650,438	204,086	8	90
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,536	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,877	3,535	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Flo., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	.....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,551	1,232,200	35,500	56,575	1,346,632	86.7	.....	291,477	68,880	3½	—
— '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	—	—	.....	Augusta and Savannah	1,032,200	*	—	732,700	129,500	—	.....	53.0	.....	168,988	96,612	—	—
30 Apr. '60	43.5	—	23.7	—	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,688,956	729.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	.....	—	46	25	407	Georgia (and Bank)	4,166,000	*	1,999,361	4,166,000	286,000	241,932	7,176,281	242.0	.....	1,136,142	246 356	6	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	—
30 Sep. '59	138.0	—	.....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '67	280.0	—	.....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944 000	402,973	11,583,307	280.0	1,672,965	3,892,961	1,743 733	10	135½
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	151
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,735	2,226,987	—	69½
31 Mar. '67	181.8	181.5	.....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,993	10	105
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '67	454.8	252.5	.....	—	150	94	3,776	*Illinois Central*	21,328,473	*	10,233,407	23,415,780	10,544,500	—	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	157½
31 Dec. '67	111.0	—	.....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,136,269	111.0	297,509	784,463	187,005	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,218,402	.....	—	48
								INDIANA.													
— —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	37½
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	.....	—	23	19	318	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,83[illegible]	9	25½
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,192	117,941	6	109
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371,40[illegible]	—	86½
30 Nov. '66	73.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,384	1,049,720	297,126	12	160½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,955	5,429,203	156 5	319,880	805,271	257,861	—	73
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820,200	2,892,000	796,004	5,507,204	162.0	.....	735,587	309,685	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	237,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	}			} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	680,976	29.0				7	—
30 Jun. '67	65.1	—	5.4	—	14	13	225	} Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1	248,321	510,319	153,217	6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,658	2,965,000	444,172	12,841,096	334 0	929,486	2,159,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,284,217	551,218	1,315,464	4,093,425	1,730,600	2,504,766	8,628,793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	.....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,167	12,089,633	206.0	.....	1,533,042	386,268	—	—
31 Aug '60	58.7	—	.....	135.3	...	...	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,989	108.434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,398	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	117½
29 Feb. '68	246.0	277.8	.....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,538,230	10,646,200	9,033,640	267,478	20,762,597	523.8	2,387,393	4,747,219	1,880,832	—	91½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	.....	.....	.....	.....	.....	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	356	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	796,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,224	1,047,567	420,026	—	87
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,039	267,804	—	—
31 Dec. '62	152.0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	288.0	—	14.4	—	47	41	694	*Pacific*	14,116,695	2,049,674	432,089	5,609,115	9,200,000	1,354,135	16,508,445	309.0	1,199,660	2,675,875	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,302,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.6	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,029	—	1,971,222	3,501,000	40 558	6,252,109	90.1	288,189	399,291	139	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,633	205,584	757,331	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	578,878	1,116,113	177,878	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,527	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,380,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,325	6	101½
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,651	3,621,755	18,019,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	123
30 Sep. '65	30.0	—	—	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	584,848	916,286	580,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,643,096	1,747,641	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,868	1,212 159	8	46½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	3,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	18½
30 Nov. '67	25.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,606	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	5.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	140
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,308	10	129½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,852	6,144,615	58.6	783,666	1,942,500	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par 60)	945,761	89,864	66,962	721,926	—	6,134	1,098,587	47.1	83,388	197,931	61,251	6	66
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	58.4	288,750	629,165	169,164	8	124
30 Nov. '67	44.1	30.4	38.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	662,200	6,316,000	94.5	363,222	1,447,046	545,630	8	117½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	128½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O. by B. & L.		21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	99,684	81,122	720,000	—	15,000	855,725	74.9	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,682	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	696,805	906,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,381,065	336,810	6	93
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	180,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,643	6,679	243,305	226,900	486	470,692	(O b	y B & L.	17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	298,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	—	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	60
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,829	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	.....
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,826	1,522,200	—	69,906	1,648,826	45.7	260,847	449,388	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	572,200	—	2,970,087	63 6	433,650	688,700	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	28	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	(60,024	941,321	146,888	9	72
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	130
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northwaere	600,000	—	—	200,000	—	—	50,267	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	606,862	3,068,400	145,400	14,217	3,674,262	82.2	852,540	681,301	242,998	8	116½
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,678,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124.2	.....	3,408,511	781,801	10	130
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,407	147,928	—	69½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,' 00	1,500,000	1,649,968	16,918,563	90.0	1,549,446	3,350,898	1,472,376	10	124½
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,013,617	3,616,350	6,347,437	1,818,438	11,477,225	87.7	827,528	1,382,840	164,547	3½	65
31 Dec. '67	33.8	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,866,393	846,150	10	133
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	.....	159,100	300,000	62,145	496,044	25.0	123,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,867	5,262,067	81.0	.....	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	.....	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,946	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,170	484,228	220,215	—	—
30 Sep. '67	36.7	—	.....	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43.2	20,733	49,159	28,850	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	85
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,109,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,362,230	576,842	10	.....
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,837	Erie	19,247,770	*	5,071,492	25,111,210	22,429,922	3,624,813	54,319,282	784.0	6,458,279	14,317,213	2,662,141	—	68½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018,602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	8	128
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.0	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,069,820	688,879	46,023,535	692.0	6,401,420	13,979,514	3,109,801	6	134
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,563,697	1,109,365	6,785,050	5,993,625	37,000	12,815,675	162.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,984,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	621,932	908,645	86,515	—	68
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	ope	r. by R.,	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,620	8	—
30 Sep. '67	174.9	—	30.0	—	31	58	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	388,954	6	97½
30 Sept. '67	25.2	—	1.2	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g.	4,000,724	*	587,519	2,400,000	1,834,600	353,643	4,588,243	218 6	—	1,215,471	449,003	10	118
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	668,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,916,096	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	195,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	962,732	*	—	831,300	—	121,432	952,732	34.9	83,168	150,376	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	155,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,673	93,650	85,000	600	184,250	10.3	19 880	51,630	20,696	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,508	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	59	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	102,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,074	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	38
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,196	1,276,919	3,260,800	1,759,000	778,160	6,197,537	202.0	.....	2,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	90½
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,600	2,500,000	—	11,250,000	95.5	804,876	2,659 346	973,518	10	164
30 Nov. '67	101 0	102.5	.....	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	50
31 May '67	109.3	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,188	133,692	8,673,761	188.6	1,223,523	2,492,216	1,107,377	14	108½
30 Nov '67	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464.078	—	736,66	1,786,200	243,000	80,567	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,643	64,292	2,388,064	3,685,600	244,005	6,417,669	142.0	.....	853,363	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	*	1,704,128	3,572,400	1,589,000	35,935	5,479,886	153.2	1,110,055	1,985,764	584,190	8	105
31 Dec. '66	178.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,775	*	1,578,999	12,667,658	3,688,358	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,335	1,707,000	461,583	23,500,000	3,888,000	598,683	28,108,918	340.0	.....	3,459,319	286,455	—	30½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,986,364	595 400	391,992	3,382,163	1,218,972	109,318	4,972,746	205.9	346,671	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,623	900,286	2,041,660	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	454.8	45.2	—	—	105	49	2,189	Toledo Wabash & Western	20,999,000	*	1,755,183	6,700,000	15,494,000	68,670	22,754,183	522.0	1,269,436	3,909,353	1,002,471	—	47½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,727	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	184,201	356,277	123,892	—	18
31 Oct. '67	387.3	33.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,186	27,798,923	29,960,900	1,049,166	58,838,989	565.7	—	5,193,266	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	10½
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	—	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	88½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,000	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	123
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,992	—	.....
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,376	396,149	4,288	5	31½
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	646,768	202,865	—	.....
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	133,284	7	.....
31 Oct. '67	44.0	14.8	.....	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	.....	2,341,375	58.8	149,189	186,451	52,343	—	85½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,295	68,880	3,753,180	80.0	508,071	790,808	238,345	—	.....
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	—	91,149	534,154	193,776	8	.....
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,375	3,680,764	1,272,069	10	55½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	863,000	—	3,514,100	oper	by Read	ing R.R.	—	—	45½
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	302,048	8	59	—
31 Oct. '67	56.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,184	—	6,992,287	66.9	343,012	898,574	361,604	5	38
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311 840	591,555	34,949,145	561.5	7,740,290	16 340,156	4,151,521	11	52½
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315 164	634,717	298,318	10	67½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,000,000	22,473	19,019,173	287.5	1,604,825	2,334,731	loss.	—	26½
31 Oct. '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,560,825	—	30,416,926	474 8	3,677,457	9,196,496	2,493,542	10	51½
31 Oct. '67	26.5	—	32·2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,116	33.3	—	863,705	299,326	10	129½
31 Oct. '67	96.0	3.8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432 531	890 730	9	55
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,261,908	266,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	329,804	608,596	270 419	—	—
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,560	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382 623	10	111½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,452	107,811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,888	180,698	10.000	684,036	962,600	133,966	880,602	35.4	167,552	275,680	189,705	—	16
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	—	—	.....
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	256,180	22,301	576,400	250,000	35,000	1,107,476	24.6	124,206	262,560	133,671	8	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,838	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	.....	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898.950	1,028,000	272,259	2,199,209	102.0	154,496	517,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,575	242.0	.....	1,312,738	387,382	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	80.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	—	2,141,970	—	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,899,984	*	824,263	667,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161.014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,196,231	5,312,725	3,126 630	921,937	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	146,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,039	3,011,107	99.2	—	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,055	28,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,032,882	*	—	2,056,544	1,731,000	.....	.....	169.0	.....	734.118	337,364	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127.953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	976,000	369,000	.....	70.0	102,200	282,846	196,569	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,300	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '68	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '68	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	534,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	100
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	798,200	.....	.....	23.6	.....	99,273	34,358	—	—
30 Jun. '68	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	.....	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,131	1,634,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,002	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,158	—	1,500,124	500,610	156,161	6 months	79.2	47,702	54,121	16.332	—	—
30 Sep. '65	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	694,000	.....	.....	103.5	436,729	758,833	42,878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102.651	—	18½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,558,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	310,204	639,602	280,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,528	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.6	67,004	167,881	60,784	—	—
30 Sep. '58	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	—	—	—	—
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,863	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	372,297	6,379,046	221.6	300.405	554,511	155,648	—	—
0 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,522	7,262,250	214.9	278,839	556,022	93,852	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,968,950	3,229,000	—	18,508,374	275 0	—	996,727	2,538,800	934,103	—	64½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	—	.....	.....	—	40
.....	.....	.....	.....	—	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '68	.....	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	16
31 Dec. '52	161.0	—	.....	—	16	17	214	Montreal and Champlain	2,463 939	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	63
30 Jun. '68	49.0	—	.....	—	—	—	—	Grand Trunk	..., 10.345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,856	—	26½
31 July '63	1,096	137.0	.....	78.0	204	130	2,399	Great Western	23,033,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,860	1,649,510	11	—
31 Dec. '64	229.0	115.5	63.0	—	92	126	1,689	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
	94.5	1.6	.....	—	18	20	337	NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108 0	—	148,359	55,777	—	—
July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,300	—	1,380,000	18,100	136,000	1,709,222	60 0	.....	132,555	38,970	—	—
								NOVA SCOTIA.													
Dec., '63	61.5	30.6	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	158,107	57,151	—	.....
	5.			—	11	23	120	NEW GRANADA.													
								Panama	9,000,000	*		5,000,000	*	—	10,262,744	46.1	—	* 127,433	1,238,974	—	.....

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	18
Catawissa (preferred)	1,150,000	7	---	29½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	6 8½
Chicago & Alton (preferred)	2,425,400	7	7	136
Chicago & Northwestern (pref.)	14,789,125	7	7	79½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,500	10	10	85½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	75½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	88
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	29
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	105
" " (2d pref.)	841,400	7	7	98
Milwaukee & St. Paul (preferred)	7,370,900	7	---	77½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	69
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18...	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86
2d Mortgage	3,980,670	6	J. & J.	1882	74½
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,569	6	" "	1875	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	14½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	42
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	49
Delaware and Hudson	100	10,000,000	10	134
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	22½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	74
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	10
" " (preferred)	50	2,888,988	---	21½
Susquehanna and Tide Water	50	2,048,260	---	15½
Union	----	----	---	†
Union (preferred)	50	2,787,000	---	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 —	@ 41 —
Pig, American, No. 1		38 —	@ 39 —
Pig, American, No. 2		34 —	@ 35 —
Bar, Refined, English and American		81 —	@ 87 50
Bar, Swedes, assorted sizes	(gold).	87 50	@ 90 —
		Store Prices.	
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		95 —	@100 —
Bar, English and American, Common		85 —	@ 90 —
Scroll		125 —	@170 —
Ovals and Half-round		120 —	@150 —
Band		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ⅜ @ 3-16 inch		100 —	@160 —
Hoop		133 —	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No.'s		— 18½	@ — 19½
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	51 —	@ 51 50
Rails, American (at works)		79 —	@ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring.(2d and 1st qlty.)		— 10	@ — 12½
English Blister.(2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German. (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 11½	@ — 17
American, Cast, Tool, do.		— 21	@ — 22
American, Spring, do.		— 10	@ — 13
American Machinery, do.		— —	@ — 14
American German do.		— 10	@ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 29 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 35
Bolts		— 33	@ — —
Braziers'		— 33	@ — —
Sheathing, &c., Old		— 18	@ — 20
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 26
American Ingot		— 22½	@ — 23

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1¼ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 35	@ 6 37½
German Refined	(gold)	6 25	@ 6 50
English	(gold)	6 30	@ 6 87½
Bar	(net)	10 —	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 27½	@ — 27½
Straits	(gold).	— 24	@ — 24½
English	(gold).	— 24½	@ — 24½
	Gold.	Currency.	
Plates, I.C.Charcoal.p.box.	8 12½ @	8 37½	11 50 @ 12 50
Plates, I. C. Coke	6 75 @	7 50	9 50 @ 10 50
Plates, Coke Terne	— — @	6 25	9 — @ — —
Plates, Charcoal Terne	7 75 @	8 12½	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 15½	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 20
Refined, free, S. W.		— 35	@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 29½
Refined, in bond, Standard White		— —	@ — 31
Refined, in bond, prime White		— 33	@ — —
Naptha, Refined, (60 @ 63 gravity)		— 15½	@ — —
Benidnum	per bbl.	3 50	@ 3 75

New York Stock Exchange.

Actual Sale Prices for the week ending June 24.

	Th. 18	F. 19	Sat. 20	M. 22	Tu. 23	W. 24
Atlantic M. S. S. Co.	----	----	----	----	----	30
Boston, Hartford & Erie	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	----	----	----	----	----
Central of N. Jersey	124½	----	----	125	124	
Chicago & Alton	132	133½	132½	133	134½	135½
" " pref.	----	----	----	----	135½	136
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	93	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	----	----	82	----	81	----
Chic. & Northwest'n	65½	65½	----	66	68	68
" " pref.	77½	77½	77½	77½	77½	79
" " 1st M.	----	96	96	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	99½	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	105	104½	105½	105½	105½	105½
" '1st M.'70	----	----	----	----	----	----
Chi. R. I. & Pa. 7s 1896	99	99	----	----	----	98½
Clev., Col. and Cin.	----	91	----	90½	91	90½
Clev. and Pittsburg	89½	89½	90½	91½	90½	90½
" " 2 M.	----	95	----	96	----	----
" " 3 M.	----	----	92	----	----	----
" " 4 M.	----	----	----	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	108	107½	107	----	108½	103½
" " S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	----	----	104	----	----	----
Cumberland Coal, pref.	----	----	----	----	----	----
Del. & Hudson Canal	133	----	----	133	133	134
Del., Lack. & West.	----	----	123	123	----	123
" " 1M. 8p.c. '71-5	----	98	----	99	----	----
" 2M. 8p.c. '81	----	----	----	----	----	----
Erie	69½	69½	69½	69½	69½	69½
" pref.	----	----	75½	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	103½
" 2 M. 7 p.c. '79	----	----	----	----	102	----
" 3 M. 7 p.c. '83	----	----	----	97½	97½	----
" 4 M. 7 p.c. '80	----	92	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	78	----	----	----	----	----
Hudson River	142	----	----	140	----	138
" 1 M. 7p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	102	----
" 3 M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	154	155	----	155½	156½	157½
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	29
" " 2d	----	----	----	----	----	----
Mariposa Mining Co.	----	----	5	----	----	4
" " pref	7½	9½	9½	9½	9½	9½
Michigan Central	121½	----	----	----	----	----
" S. F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '60	----	----	----	----	----	----
M. S. and N. I.	90½	93½	90½	91½	91½	91½
" " 1M. S. F. 10	----	----	101½	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	93	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	----	----	65	64½	64½
" " pref.	77½	78	78½	78	77½	77½
" " 1st mort.	----	----	----	----	----	96½
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	93½	93½	94½	94½	94½	94½
" 1ss. to H. & St. J. R.	----	----	93½	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	65	----	65	----
" " 1st mort.	99½	----	99	93½	99½	----
" " 2d mort	----	----	90	90	----	89½
N. Jersey R. R. & T. Co.	----	----	----	----	----	----
New York Central	134½	134½	134½	134½	134½	134½
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	133
" " 6s, S. F. '83	95	94	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	122	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '78	----	----	----	----	----	102
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	73	72½	73	73½	74	75
" new	71	71	----	72	73½	74½
Ohio & Miss.	29½	29½	29½	----	30	31
" " pref.	----	79½	----	----	79	----
" " 1st m.	----	----	----	----	98½	----
Pacific Mail S.S. Co.	97½	98	97½	101½	102½	102
Panama	----	----	330	----	----	----
Phila. and Reading	99½	100	100½	102	102	103½
Pitts. Ft. W. & Chicago	111½	112	111½	111½	111½	111½
" " 1M. 106	----	----	----	----	----	----
" " 2M. 100½	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	25½	26	----	25½	----	26
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	67	67½	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	87	----	----
" " Inc. b'ds.	81	----	81½	----	----	----
Tennessee 6s. ex-coup.	75	76	----	78½	77½	77½
" new	74½	74½	75½	77	77	77½
Tol. Wab. & Western.	48½	----	45	47½	48	48
" " Pref.	----	69	----	----	----	----
" " 1M. ex.	96	----	----	16	----	----
" " 2M.	82½	----	82½	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	59	59½	59	59½	59	58½
" new	57½	57½	57½	58½	58½	58½

New York Stock Exchange.

Actual Sale Prices for the week ending June 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	106⅝	106⅝	106⅛	106⅜	106⅝	107⅛
U. S 5s, 10-40s, reg	----	108¼	----	----	106¼	----
U. S. 6s, 1881, reg.	----	----	----	----	112⅝	113⅛
U. S. 6s, 1881, coup.	117¼	117¼	117¼	117⅛	117⅛	117⅝
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ₺y.	----	----	----	----	----	113¼
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	----	----	109½	----	109⅜	----
U. S. 6s, 5-20s, c. '62	113⅛	113⅛	113⅛	113⅛	113⅛	113⅜
U. S. 6s, 5-20s, reg. '64	----	----	109⅜	110	110	110
U. S. 6s, 5-20s, c. '64	110⅛	111	111⅛	111⅛	111⅛	111⅛
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	111	----	111⅛	111⅛	111⅛	111⅛
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	109⅛
U. S. 6s, 5-20s, c. n. '65	113⅛	113⅛	114	114⅛	114⅛	114
U. S. 6s, 5-20s, r. n. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '67.	114	113⅞	114⅛	114⅛	114⅛	114⅛
7.30 Notes, 2d series.	110	109⅝	110	110	110⅛	110
" " 3d series.	----	----	110	----	110⅛	110⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 23.

	W.17	Th 18	F.19.	Sat.20.	M.22.	Tu.23
Catawissa	----	10⅛	10⅛	----	----	----
" preferred	27⅛	28⅜	28⅛	----	28⅛	29⅜
Camden & Amboy	123⅛	129	129⅛	130	130	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	92⅛	----	----	----	----	----
" " 6s, '83	----	91⅛	----	----	91⅛	----
" " 6s, '89	----	----	----	----	87⅛	----
" mort. 6s, '89	----	96⅛	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	22⅛	22⅛	22⅛	22⅛	22⅛	22⅛
" " 6s, '84	83⅛	84	83⅛	----	82⅛	----
" " Gold L.	----	90	90	89	89⅛	89⅛
Lehigh Valley R. R.	55⅛	55⅝	55⅝	55⅛	55⅛	55⅛
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	45	45⅛	45⅛	45⅛	45⅛	45⅛
" " 7s	----	----	----	----	----	----
Minehill	55	----	----	----	----	59
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	74	----	74
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	33	----
" 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	46⅛	----	----	----	46⅛	----
Pennsylvania R. R.	52⅛	52⅛	52⅝	52⅛	52⅛	52⅛
" 1st m.	----	103⅛	----	103⅛	----	103⅛
" 2d m.	----	----	98⅛	----	----	98⅛
Penn. State, 6s 1st series	----	----	----	----	----	----
" " 6s, 2d series	108⅛	----	----	----	109⅛	----
" " 6s, 3d series	110	----	----	----	112	----
" " 6s, W. L.	104⅛	----	----	104⅛	----	----
Philadelphia City, 6s	----	----	----	----	----	----
" " new	101⅛	101⅛	101⅛	101⅛	101⅛	101⅛
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	49⅛	49⅞	50	50⅛	51	51
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	103	----	103⅛	104	104	104
Philadelphia & Erie	27⅛	27	----	----	27	26⅜
" " 6s	----	----	----	----	----	91⅛
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	20⅛	20⅛	20⅛	20⅛	20⅛	21⅛
" " 6s '82	74⅛	----	74	74⅛	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	64	----	----
Union Canal, pref.	1⅛	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	10⅛	10⅛
Chestnut & Wal. "	----	----	----	----	----	46⅛
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	52⅛	----	51⅛	----	----
Spruce & Pine, "	----	23	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 23.

	W.17.	Th.18	F.19.	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875	----	97	98⅛	98⅛	----	98⅛
" " 1886	----	----	----	----	----	----
" " 1890	97⅛	----	----	97⅛	----	----
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	123	----
" " b'ds '75	99⅛	99	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	97⅛	----	----
Marietta & Cin. 1st m.	----	----	94⅛	----	94⅛	----
" " 2d m.	----	----	72⅛	72⅛	----	72⅛
Northern Central	46⅛	----	----	----	46⅛	----
" " b'ds, 1885	86⅛	----	----	----	86⅛	----
" " 1900	----	----	----	----	83	----
N. W. Va. 1st mort	----	----	97⅛	----	----	----
" " 2d mort	----	----	----	----	----	----
" " 3d mort	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W 24
Boston and Albany	146⅜	146	----	146⅛	146⅛	146⅛
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	----	----	----	----
Boston, Hartford & Erie	15⅛	15⅛	15⅛	15⅛	15⅛	15⅛
Cheshire, pref.	69	----	----	----	68⅛	68⅛
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	121⅛	----	----	----	----	x117⅛
Fitchburg	----	133	----	----	----	x128⅜
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	118x	117⅜
Northern, N. H.	116⅛	----	----	----	----	----
Ogdens. & Lake Champ	67⅛	67⅛	----	68	68	
Old Colony & Newport.	95	95⅛	96	96⅛	94	93⅛
Ph., Wil. & Baltimore	55	54⅛	----	55⅛	55	
Portl'd, Saco & Ports.	102	----	----	100	----	101⅛
Vermont & Canada	100⅛	100⅛	----	----	----	100
Vermont & Mass.	----	60	----	----	----	60
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	98⅛
Metropolitan "	67⅛	----	----	----	----	68
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	----	----	----
Franklin "	----	----	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	21	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities June 5th, and 12th:

	Closing Prices. June 5.	June 12.
United States, 5-20s, 6 per cent 1882	72⅜@ 72⅝	72⅛@ 72⅜
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	71⅛@ 71⅜	71⅛@ 71⅜
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	37 @ 38	35 @ 37
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	55 @ 60	55 @ 60
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	55 @ 60	55 @ 60
Do., consolid. mort. bonds, 1890	32½@ 33⅛	32½@ 33⅛
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Erie shares, $100 (all paid)	45 @ 46	45⅛@ 46⅛
Do., sterlg. 6 p. c. conv. bonds	70 @ 72	72 @ 74
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	97½@ 98⅛	100⅛@101
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	93 @ 95	93 @ 95

American Railroad Journal.

Saturday, June 27, 1868.

Stock Exchange and Money Market.

The Money Market has been unusually dull, throughout the week. There has been a very moderate call for aid from all sources, the street demand from the dealers in the public funds, and from the Stock and Gold Board firms having been the main reliance of lenders. Rates have quoted easy at 2@3 per cent. on the National interest bearing obligations, 3@5, generally 4 per cent. on railway and miscellaneous share property, and 4@6 per cent. per annum on choice to good mercantile paper. The banks are extraordinarily well up in their reserves, in preparation for the next quarterly return to the National Currency Bureau, and little apprehension is entertained of disturbance to the market, before the fall trade requirements begin to influence the supply at money centres. The city banks, last week, made a further addition of nearly 3½ millions to their legal tender reserve, and nearly a million to their deposit averages; while reducing their loans about a million, because of the diminished inquiry for accommodation. They lost about two millions of specie. The Sub-Treasury cash balance was cut down about half a million last week. The Office has been retiring 7-30s at the rate of about 1¼ millions a day, by conversions.

The specie reserve of the city banks is now $9,124,830, against $9,399,585 same time last year. The city bank deposits are now $211,484,387, against $179,477,170 week ending June 22, 1867. The legal tender reserve amounts to $72,567,582, against $62,816,192 same time last year. The circulation now stands at $34,119,120, against $33,633,171 same time last year. The loans are now $274,117,608, against $243,640,477 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $92,330,636 a day, against a daily average of $88,400,000 the preceding week, and $106,610,500 the week ending with June 6, 1868. The current week's exchanges average about $94,100,000 a day. The city banks, last week, gained $3,364,742 of legal tender, and $813,622 in the deposit line, while they lost $2,068,801 of their specie reserve. They reduced their loans, $1,021,416; and their circulation, $47,726.

The Philadelphia Bank movement the past week shows an increase in loans of $259,299; an increase of $7,403 in specie; an increase in legal tenders of $156,028; an increase of $503,309 in deposits; and an increase of $241 in circulation. The Bank Clearings show an increase of $3,112,479, and the balances, an increase of $50,558.

The New York Gold Exchange Bank reports for the week ending Saturday, the 20th day of June, 1868, the average amount of loans and discounts as $956,417; average amount of specie, $543,967; average amount of deposits, $860,834.

The U. S. Sub-Treasury receipts, week ending with June 20, were $25,523,529, including $1,835,671 from customs duties; payments, $25,947,576, including $658,758 of coin interest; balance at the close of the week, $95,636,220, against $96,060,267, at the close of the preceding week, showing a decrease of $424,047. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $988,570 including $253,905 from customs; and payments, $1,285,157; on Tuesday, receipts, $1,029,401 including $283,299 from customs, and payments, $658,417. The balance at the close of business on Tuesday stood at $95,710,617, against $94,579,204, a week previous; and $94,560,853 on June 9, 1868.

The coin certificates issued by the Sub-Treasury office, during May, reached $8,173,750; and the new three per cent. certificates, $21,670.000.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,900 on the 1st of May, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $605,000.

National Bank notes to the amount of $174,910 were issued last week, making the total issue to 1,673 banks thus far. $308,482,881, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,497,846, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,985,035. The United States bonds held by

Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,456,400; and for the public deposits, $38,437,950—making a total of $379,894,350. The Treasury Department last week redeemed and destroyed $503,181 of worn and mutilated fractional currency, and issued $657,000 of new. The outstanding amount of fractional currency on the 1st inst. was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been on a reduced scale, since our last. The excises, last week, yielded only about three millions; customs at the port of New York, $1,923,000, and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to about $6,620,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $186,500,000.

Gold has been much less spiritedly sought after, by the speculative element, and the price has yielded a fraction, under rather more liberal offerings, for immediate delivery. The extreme figures of the week have been 140⅛@140⅞, and the latest quotations were 140⅝@140½. The customs demand has been quite limited. The export inquiry has been less extensive. The specie shipments hence on Tuesday of the current week, were $809,000, and on Wednesday, $374,954. In addition to California treasure hitherto mentioned as on the way to this port, the North American Steamship Company's vessels—the Nebraska and the Nevada—sailed June 5th, and June 20th, respectively, with $120,000 and $500,000, and the Pacific Mail Steamship Company's steamer, the Golden Age, June 22d, with $527,000.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $3,549,181, against $1,462,224 same time last year. The customs demand for Gold last week, averaged $305,945 a day; thus far, this week, it has been equal to $268,602 a day, or equal to a weekly aggregate of $1,611,612. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $62,116 and from California, $1,063,051. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $111,129,794, against $120,791,905 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $35,805,613, against $37,300,597 same time in the preceding fiscal year, showing a decrease of $1,494,984 in 1867–'68. The exports of specie from this port, last week, were $1,890,532, against $582,390 same week last year. The exports of specie, hence, since July 1, 1867, have been $72,879,605, against $32,647,771 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $233,000, and since July 1, 1867, $73,225,637, against $54,115,710 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to June 6, 1868, were $18,264,137, against $16,455,406 same time last year.

Government received $3,466,993 from customs at the port of San Francisco, from Jan. 1, to June 6, against $3,088,008 same time last year.

Government disbursed $17,053,377 of coin interest through the local office, in May.

Foreign exchange has been in limited demand all the week at essentially unaltered quotations. Bankers' prime sixty day bills on London closed on Wednesday at 109⅞@110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,670,477, against $3,928,664 same week last year; total, since July 1, 1867, $174,217,883, against $188,927,433 same time in 1866–'67.

Government securities have further advanced in price, under the influence of reduced offerings of nearly all classes of the public funds, and of a brisk home and foreign investment demand, particularly for the coin bearing bonds. Registered bonds have attracted more attention than usual of late. The new issue of Five-twenties have been in decided favor with domestic buyers. There has likewise been a lively call, largely from banks and bankers, for the U. S. six per cent. currency bonds, issued in aid of the several branches of the Pacific Railroad enterprise.

U. S. sixes of 1881 closed here on Wednesday at 118@118⅛; U. S. Five-twenties of 1862, 113½@113¾; U. S. Five-twenties of 1864 at 111⅛@111¼; U. S. Five-twenties of 1865 at 111⅝@111¾; U. S. Five-twenties of 1865, consolidated, 114@114⅛; U. S. Five-twenties of 1867, 114⅛@114¼; U. S. Five-twenties of 1868, 110@110⅛; U. S. Ten-forties at 107¼@107⅜, and U. S. Seven-thirties at 110⅛@110¼; U. S. Six per cent. currency bonds, 102⅞@103. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....118½	October, 1865....117½
September, 1865..118	

U. S. three per cent. certificates 100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 10.	June 17.	June 24.
Consols.....	95	94⅞	94⅞
U. S. 5-20's of 1862...	73	73	73⅜
Erie.....	46¼	45½	45⅝
Ill. Central.....101¼		99¾	101⅜

Railway and miscellaneous share property has been quite active, most of the week, the speculative demand having been stimulated by the extraordinary ease in money. Prices have generally advanced, though closing with less buoyancy. A prominent firm in the Stock line was forced to suspend during the week. It was represented as being heavily short of a few of the speculative favorites.

The Union Pacific Railroad Company has advanced the price of its First Mortgage 6 per cent. coin bearing bonds to 102, or full 2 per cent. on the recent current rate. At the advanced figures subscriptions are being received in quite liberal sums. The bonds, which are now being subscribed for, will be dated July 1, 1868. The company expects to be able to deliver the new issue promptly.

There has been less activity at reduced figures, in nearly all kinds of domestic produce, since our last. Middling upland cotton closed heavily on Wednesday at 29½@30 cents, per lb. The stock of cotton now here is estimated at about 58,000 bales. The receipts at the port this week, have averaged only about 1,000 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,150,000 bales, against 1,795,000 bales same time last year; exports, same time 1,642,000 bales, against 1,420,000 bales same time last year stock on hand at latest dates, 123,000 bales, against 240,000 bales same date last year. At the Live Stock markets, this week, Beeves have been in less demand at from 14@17½c. per lb.; week's receipts, 6,243. Veal calves have been fairly active, at from 6@12½c. per lb.; receipts, 2,101. Sheep and lambs have been in request, at from 4@8c. per lb.; receipts, 18,102. Swine have been moderately freely dealt in at from 9@9¾c. per lb.; receipts, 15,755. Foreign merchandise has been in light demand and depressed in price. The total imports of foreign dry goods, last week, were $960,023, and the total amount marketed $888,256. The value of foreign merchandise imported last week, was $3,505,865—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,465,888, against $5,366,112, same week last year; total since July 1, 1867, $232,028,838, against $263,919,889 same time in 1866–'67. At the regular monthly auction sale of Scranton coal on Wednesday, 40,000 tons were disposed of at rather easier prices, ranging from $3.67½@$4.72½ per ton of 2,240 deliverable at Elizabethport, N. J. The ocean freight market has been more active. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 7½d. by steamer, per bbl.; grain at 3¾@ 4d. by sail, and 4¾@5d. by steamer, per bushel; cotton at $\frac{3}{32}$@⅛d. by sail, and ⅛d. by steamer, per lb.; and heavy goods at 10s.@25s. by sail, and 12s. 6d@30s. by steamer, per ton. Total number of vessels in port on Wednesday 502.

The New York exports, exclusive of specie, for the week ending June 23, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,928,664	$2,670,477
Prev. reported.....	90,307,132	80,404,521
Since January 1.....	$94,235,796	$83,074,998

The imports for the week ending June 20th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,034,989	$960,023
Gen. merchandise.....	4,331,123	3,505,865
Total for the week.....	$5,366,112	$4,465,888
Previously reported....	118,827,396	111,016,220
Since January 1.....	$124,193,508	$115,482,108

The balance in the Sub-Treasury on Wednesday was $96,156,918 51.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 6s, 1873, 101⅞; Georgia 6s, 89; do., 7s, 99; Alabama 5s, 63; U. S. 6s, Pacific R. R. issue, 102⅞; Hannibal and St. Joseph R. R., 87; do., pref., 88; Dubuque and Sioux City R. R., 78; Rome, Watertown and Ogdensburg R. R., 118; Indianapolis and Cincinnati R. R., 50; Rensselaer and Saratoga R. R., 95½;

Pacific 7s, guar. by Mo., 98¼; Toledo and Wabash Equipment bonds, 72½; Long Dock bonds, 99; Toledo, Peoria and Warsaw 1st mort., Eastern Division, 85; Boston Water Power Co., 18½; Adams' Express Co., 55½; Wells-Fargo Exp., 27; American Exp., 50; Merchants' Union Exp., 26¾; U. S. Exp., 51; Western Union Telegraph, 84½; do., 7s, 85; Union Navigation Co. 26¼; Brunswick City Land, 7½; Bank of Republic, 120; Bank of Commerce, 130; Ocean Bank, 110; Am. Ex. Bank, 121; Bankers' and Brokers' Ass., 106½; Merchants' Bank, 122; Fourth National Bank, 110; Fulton Bank, 160; Tenth National Bank, 105; Central National Bank, 110½; Phœnix Bank, 108½; Bennehoff Run, oil, 1.00; Buchanan Farm Oil, 0.45; Consolidated Gregory Gold, 5.50; Davidson Copper, 0.65; Empire Gold, 2.50; Edgehill Mining, 3.90; Grass Valley, 0.25; La Crosse Gold, 0.44; Liberty, 0.05; Montana Gold, 0.45; New York Gold, 0.70; Pit Hole Creek, oil, 0.90; Quartz Hill Gold, 1.15; Rynd Farm, oil, 0.14; Rocky Mt., Gold, 0.17; Smith and Parmalee, 3.60; United States, oil, 2.40; Wallkill Lead, 0.16.

Philadelphia.—Warren and Franklin 7s, 83; West Jersey R. R. 6s, 93; Lehigh Nav. 6s, R. R. Loan, 87¼; Union Pacific R. R. bonds, Eastern Division, 85; North Pennsylvania 7s, 87; Phila. and Reading 6s, 1843–'80, 94⅞; Harrisburg and Lancaster R. R. 6s, 91½; West Pennsylvania R. R. bonds, 81¾; Union Passenger R. R., 41⅜; Fifth and Sixth streets R.R., 36; Thirteenth and Fifteenth streets R. R., 16⅛; Morris Canal Boat Loan, 80¼; Schuylkill Nav. Imp. Loan, 80; do., Boat Loan, 75; Fulton Coal, 5¾; N. Y. and Middle Coal Fields, 3⅝; St. Nicholas Coal, ½; Clinton Coal, ¼; Green Mt., 3¾; Big Mt. Coal, 5½; Ocean Oil, 1¼; Philadelphia Bank, 160; Mechanics' Bank, 80¾; Farmers' and Mechanics' Bank, 128¼; Girard Bank, 61; First National Bank, 154. The latest quotations are: City 6s, 98½@98¾; do., free of tax, 101⅝@101⅝; State 5s, reg., 100@100¼; do., coupon, 98½@99½; do., 6s, W. L., 104½@104½; Reading, 51⅝@51¾; do., 6s, 1870, 104@104½; do., bonds, 94@95; Camden and Amboy, 130@130½; do., mort. 6s, 1889, 96@96½; do., 1883, 90¾@91½; Penn. R. R., 52¾@53; do., 1st mort., 103½@103¾; do., 2d mort., 98¼@98½; Little Schuylkill R. R., 45@45⅛; Morris Canal, 30@50; do., pref., 74@75; do., bonds, 86@90; Wyoming Valley Canal, 38@40; do., 6s, 78½@83; Susquehanna Canal, 15½@16; do., 6s, 63¾@64½; Sch. Nav., 10½@12; do., pref., 21¼@21½; do., 6s, 1882, 74½@75; Union Canal bonds, 10@12; Delaware Div. Canal, 48@50; do., bonds, 82@—; Elmira and Williamsport, 31@33; do., pref., 42@45; do., 7s, 1873,98@100; do., 5s, 60@62; Lehigh Coal and Navigation, 22¼@22⅜; do., bonds, 1884, 83@83; North Pennsylvania, 32½@34; do., 6s, 92@94; Philadelphia and Erie, 26¾@27; do., 6s, 91½@92; Minehill, 58½@59; Catawissa, 10¼@10½; do., pref., 28⅞@29; Lehigh Valley, 55⅞@56; do., bonds, 95@95½; Fifth and Sixth streets, (horse,) 36@37; Second and Third, 49@50; West Philadelphia, 65@66; Spruce and Pine, 23½@24; Green and Coates, 31@31¼; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 14⅛@14½; Girard College, 26½@27½; Tenth and Eleventh, 68@70; Union, 41@42½; Hestonville, 10@10⅝.

Boston.—Vermont Central 1st mort., consolidated, 77; do., 2d mort., 37; Vermont Central and Vermont and Canada 8s, 102¾; Vermont and Massachusetts 6s, 1883, 95¼; Central Pacific R. R. 6s, gold, 101¾; Union Pacific R. R. 6s, gold, 101¾; do., Eastern Division, 85; Western R. R. 6s, 1875, 99⅛; Old Colony and Newport 7s, 103¼; do., 6s, 97; Boston, Hartford and Erie 7s, 69¾; Ogdensburg and Lake Champlain Equipment 8s, 102; Rutland and Burlington 1st mort., 145; Burlington and Missouri River R. R. 8s, 90; Stanstead, Shefford and Chambly 7s, 80; Eastern R. R. 6s, 1874, 97; Ogdensburg 1st mort., 100; Indianapolis and Cincinnati R. R., 25¼; South Shore R. R., 17; Boston Water Power Co., 18½; Cary Imp., Co., 11¾; Ophir (N. S.) Gold, 1.25; Massachuchusetts 6s, 1876, gold, 120¼; do., 5s, 1883, gold, 112⅝; do., 1894, gold, 113⅛; do., 6s, 5-20s, currency, 103; New Hampshire 6s, 1870 @1884, 100⅛; Vermont 6s, 1871, 100⅜; Maine 6s, 1883@1889, 100; Cook Co., Ills., 7s, 96⅝; Portland 6s, 1887, Mun., 96⅜; do., R. R., 92⅛; Pittsfield, Mass., 5½s, 1883, 85¼; St. Louis 6s, Harbor Imp., 87; do., Mun., 86¼; Bangor 6s, 1874, 96⅛; Bath 6s, 1887, 96⅞; Hartford 6s, 1876, W. L., 99½; Chicago 7s, River Imp., 99⅛; do., sewerage, 98¾; Boston 6s, 1874, currency, 102¼; Hide and Leather National Bank, 91; Market National Bank, 109¼; Maverick National Bank, 112; Merchants' National Bank, 121; Suffolk National Bank, 118¾; Traders' National Bank, 101¼; Washington National Bank, 137; Allouez Mining Co., 3½; Hecla, 45; Hancock, 3½; St. Clair, 87½c.

Baltimore.—Virginia 6s, old, reg.. 47; do., coupon, new, 57; do., 1867, 45¼; Parkersburg R.R., 27¼; Central Ohio R. R., 36; do., 1st mort., 88; Atlantic Coal, 1.50; Balt. and Cuba S. & M. Co., 47; Susq. C. & C. M., 8⅛; Union Bank, 61½; Bank of Baltimore, 119; National Exchange Bank, 102½; Bank of Commerce, 28; Western Bank, 31; Citizens' Bank, 15½. The latest quotations are: Balt. and Ohio, 122¾@123; do., 6s, 1875, 98½@99¼; do., 1880, 98¼@98¾; do., 1885, 97@98; Northern Central, 46½@46¾; do., bonds, 1885, 85½@86½; do., 1900, 82@85; Parkersburg Branch, 27@28; N. W. Va., 1st mort., 97¼@—; do., 2d mort., 95@95; do., 3d mort., 1873, 94@95; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 94@94½; do., 2d mort., 72⅜@72½; Central Ohio, 35½@36; do., 1st mort., 87@88; Western Md. 6s, 1890, 80@81¼; do., guar., 96@97; Baltimore 6s, 1875, 98½@98⅝; do., 1886, 97@97; do., 1890, 97½@97¾; do., 1893, 96½@96½; do., 5s, 1838–'70, 80@80; City Passenger R.R., 19¼@20; George's Creek, 53@58; Santa Clara, 1.50@3.00; Atlantic Coal, 1.55@1.60.

The Public Debt.

No statement of the public debt will be published on the 1st of July, as the month will terminate the fiscal year, and the condition of the National debt will be included in the annual report of the Secretary to Congress. The result of the financial transactions of the present month, it is thought, will show a small reduction of the debt. On the 1st of July, however, about $35,000,000 in coin will have to be paid out of the Treasury, $28,000,000 of which is interest on the Five-twenties and six per cent. bonds of 1881, and $7,000,000 principal on the loan of 1848. These expenditures will cause the next fiscal year to begin with another large addition to the National indebtedness.

Brooks' Patent Paraffine Insulator.

It will be seen by reference to an extract which we give elsewhere from the N. Y. *Telegrapher*, that the English electricians have been experimenting in the fogs and mists of London with Insulators made at the Brooks' Paraffine Insulator Works, Philadelphia, in comparison with their own standard styles, and have announced as the result of one month's observations, that during greatest atmospheric humidtity, the poorest Brooks' exceeded the best English ten thousand times, and the best Brooks' exceeded the best English forty thousand, and the poorest sixty thousand times.

7-30 Notes.

The Secretary of the Treasury gives notice to the holders of 7-30 Notes who desire to avail themselves of their right to convert the same into 5-20 bonds, that the notes must be presented at the Treasury Department at Washington, or at the office of the Assistant Treasurer of the United States at New York, as follows:

The notes that matured on the 15th of June must be presented on or before the 15th of July. The notes that become due on the 15th of July must be presented on or before the 1st day of August.

The bonds to be issued in exchange for the notes will bear interest from the 1st day of July, 1868, and the interest on the notes will be calculated accordingly. The bonds will be of the issue of 1867 or 1868, as may be preferred, and they will be issued in the order in which the notes are presented.

☞ We invite attention to the advertisement of "Collinson's Patent Paragon Grate Bars," in another part of this week's issue. These bars, it is stated, have been proved to be superior to all others. Address Messrs. Hutchinson & Laubence, No. 8 Dey street, N. Y.

☞ The Commissioner of Internal Revenue has decided that the only sales made by wholesale dealers which are not required to be returned for tax as though made at the dealer's place of business are those sales made through *other* "wholesale dealers" on commission. Under the provisions of the law, as construed by that office, all sales made for wholesale dealers by brokers, on commission, are required to be returned for tax as though made by the dealer at his stated place of business.

Long Island Railroad.

It is said that fourteen new engines have been built, new cars procured, and heavy steel rails purchased, and that some of them are actually in use. The road has been extended, and the North Shore line will henceforth reach Northport and Huntington. In addition to this, it is said that arrangements have been perfected for running a through express train to Boston over this road by way of Greenport.

☞ The work of laying the track on the railroad from Broonville to Tipton, Mo., was commenced on the 10th inst. All the iron for the entire route has been purchased and paid for.

Railroad Earnings.—Weekly.

The earnings of the Chicago and Northwestern Railroad for the 3d week in June, 1868. $252,278 60
Corresponding week previous year .. 219,101 84

Increase $33,176 76

The earnings of the Atlantic and Great Western Railway for the second week in June, 1868, were $89,615 00
Corresponding week previous year... 102,394 00

Decrease $12,779 00

The earnings of the Michigan Central Railroad for the 2d week in June, 1868, were... $73,992 71
Corresponding week of previous year.. 67,186 47

Increase.... $6,806 24

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week in June, 1868, were $81,013 00
Corresponding week of 1867.... .... 72,874 00

Increase $8,139 00

The earnings of the Chicago and Alton Railroad for the 2d week in June, 1868 ... $93,843 50
Corresponding period previous year .. 91,566 66

Increase $2,276 84

The earnings of the Detroit and Milwaukee Railroad for the second week in June, 1868, were $34,064 14
Corresponding week of 1867.... .... 35,112 23

Decrease $1,048 09

The earnings of the Toledo, Wabash and Western Railroad for the second week of June, 1868, were $62,870 73
Same week in 1867.... .... 70,486 50

Decrease $7,615 77

The earnings of the Milwaukee and St. Paul Railroad for the second week in June, 1868, were $113,809 00
Corresponding week of previous year 101,716 00

Increase $12,093 00

The earnings of the Chicago and Rock Island Railroad for the second week in June, 1868, were $89,203 00
Corresponding week of previous year.. 61,518 00

Increase $27,685 00

The earnings of the Western Union Railroad for the 2d week in June, 1868.... .... $19,330 08
Corresponding week previous year.... 14,829 57

Increase.... $4,500 51

Cedar Rapids and Missouri Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: John I. Blair, Charles E. Vail, Blairstown, N. J.; Oakes Ames, North Easton, Mass.; W. T. Glidden, J. M. S. Williams, Boston, Mass.; William E. Dodge, Jr., New York; A. W. Johnson, Belfast, Me.; J. H. Scranton, James Blair, Scranton, Pa.; D. C. Blair, Belvidere, N. J.; W. W. Walker, J. F. Ely, John Wean, Cedar Rapids, Iowa; James Hawthorne, Nevada, Iowa; J. D. Vail, Moingona, Iowa.

☞ Arrangements for the construction of the Toronto and Nippissing Railway are being prosecuted with energy.

☞ Interest on the State debt of Tennessee, falling due July 1, 1868, will be paid at the Fourth National Bank of the City of New York.

☞ The July coupons on Missouri Railroad bonds, guarantied by the State, will be paid at the National Bank of Commerce, New York.

Journal of Railroad Law.

COMMON CARRIER OF GOODS—DELAY FROM PRESS OF FREIGHT—ORDER IN WHICH GOODS MUST BE CARRIED—MEASURE OF DAMAGES IN CASE OF LOSS FROM DELAY—CONTRACT CONSTRUED.

The recent case of Peet *vs.* The Chicago and Northwestern Railway Company (20 Wis., 594,) is one of remarkable interest. The questions involved are clearly stated in the following able opinion:

DOWNER, J.—At the trial, the Circuit Court gave to the jury among others, the following instructions:

"*Third.* That press of freight will not excuse failure to carry in ordinary time in cases where such press of freight was known by the company when they received the freight, and had existed a long time when the goods were received, unless they notified the shipper of the necessity of delay."

"*Fourth.* That press of freight will not excuse failure to carry in ordinary time, unless freight is carried in the order in which the same is received."

"*Fifth.* That in case of press of freight and consequent delay, a carrier has no right to give preference to freight of one person or company over that of another."

The appellant contends that each of these instructions was erroneous. The evidence tended to prove that the reason, or one of the reasons, why the respondents' flour did not reach New York sooner, was that preference was given to perishable property, such as dressed hogs and poultry; and it was proved that it was the general custom on all railroads in 1862 to give such perishable property preference over other freights. The fourth and fifth instructions are to the effect that such preference could not be legally given. Common carriers are bound to deliver goods within a reasonable time, and what is a reasonable time depends upon all the circumstances of each particular case. If by accident or misfortune, not amounting to an inevitable casualty or the act of God, the transportation of the goods is retarded, the carrier will not be responsible for such delay, if he has used due care and reasonable diligence, and the goods are finally safely delivered. Story on Bailm. § 545, a; Parsons *vs.* Hardy, 14 Wend., 215; Wibert *vs.* N. Y. and Erie R. R. Co., 12 N. Y., 245.

The rule then is, that the common carrier is to deliver the goods within a reasonable time. If the carrier received for transportation goods perishable, and those not so at the same time, and there was a press of freight, so that he could not transport and deliver all before the perishable goods would perish, but could deliver the perishable in time to save them, if the delivery of the others was delayed, can there be any doubt what his duty would be? Can there be any doubt that a preference in such a case would be reasonable, and if reasonable, that the perishable goods, if they did not have the preference, would not be delivered in a reasonable time, and the carrier would be liable? If not, there is no invariable rule, that freight of all kinds shall be transported and delivered in the order in which it is received. If the custom of giving such preference has been long established and is well-known, the parties are supposed silently to adopt the custom as part of the contract, unless it conflicts with its express terms. Cooper *vs.* Kane, 19 Wend., 386; 6 T. R., 14; i.d., 398. We doubt, however, whether the proof showed that this custom had been so long established as to make it part of the contract. But we think the practice reasonable, and not in violation of any rule of law. We therefore hold the fourth and fifth instructions erroneous.

We are also of opinion that there is no rule of law requiring the notice mentioned in the third instruction. We have seen that the general rule is, that the common carrier is to transport and deliver the goods within a reasonable time, and what is a reasonable time is to be determined by all the circumstances of each particular case. If the shipper has not all the information he desires as to the circumstances, or causes which will expedite or delay the delivery of the goods, it would be more reasonable that he should make inquiry, than to impose on the company or its agents the duty of giving unasked a statement of such circumstances.

The rule of damages as given to the jury by the Circuit Court was, that the plaintiff was entitled to recover the difference between the price of the flour when it should have arrived in New York, and the price at the time when it did actually arrive, if it was sold at the latter depreciated price. What is the measure of damages in such a case has been differently decided by different Courts of the State of New York, and each has supported its own views by learned and able opinions. See Wibert *vs.* N. Y. and Erie R.R. Co., 19 Barb., 36; Jones *vs.* N. Y. and Erie R. R. Co., 29 id., 635; 22 Barb., 278; 26 Barb., 564. The Circuit Court followed S. and M. R. R. Co., *vs.* Henry, 14 Ill., 156; I. and C. U. R. R. Co., *vs.* Rae, 18 Ill., 488, and Nettles *vs.* S. C. R. R. Co., 7 Richardson, 190. We think, on principle as well as authority, the ruling of the Circuit Court as to the measure of damages was right.

Again, it is contended by the appellant that the Court below in ruling out the evidence offered to explain the written contract. The construction of the contract on its face was settled by the decision of a majority of this Court when the case was before us on a former appeal, and that decision in this case is binding upon us. If there is an ambiguity in the contract, (and I am inclined to think there is,) the testimony should have been received. In the construction given to the contract by the majority of the Court, it appears to me that no force or meaning whatever was given to the words "agents and forwarders" in the contract. With the testimony offered they would be full of meaning. The majority of the Court, however, are of opinion, that there is no ambiguity, and that the offered testimony was rightly rejected.

By the Court.—The judgment of the Circuit Court is reversed, for errors in giving the third, fourth and fifth instructions asked by the plaintiff, and a *venire de novo* awarded.

☞ At the annual meeting of the stockholders of the Cleveland, Painesville and Ashtabula Railroad on the 10th inst., the old board of directors was re-elected with the exception of J. H. Wade, of Cleveland, vice Gilbert, deceased. The officers elected were A. Stone, Jr., President; J. H. Devereaux, Vice-President; George B. Ely, Secretary and Treasurer; H. Nottingham, Superintendent.

Central and Union Pacific Railroads.

A telegram from San Francisco, dated June 18, announced that the Central Pacific Railroad is now in operation from Sacramento to Reno Station, near Virginia City, a distance of 150 miles, and that by the end of the present month the cars will be running regularly to the Big Bend of the Truckee River, in Nevada, 37 miles further. The Union Pacific Railroad, which is to connect with the Central Pacific, is also completed to the Medicine Bow River, in Wyoming Territory, 645 miles west of Omaha, leaving less than 900 miles of track to be laid to perfect communication between New York and San Francisco by railroad.

☞ The Hagerstown *Mail* mentions the arrival at that place on the 17th inst., of a large number of railroad hands destined for the line of the Western Maryland Railroad. These hands were designed for Martin's section at Cavetown, one of the lightest on the road. We are glad, says the *Mail*, to see the work at this end being pushed with so much vigor, and will look for still greater activity now that the Baltimore ordinance is passed and no further impediment in the way of progress exists. The road from Hagerstown to the mountain ought to be graded in a couple of months, ready for the rails.

☞ We learn from Buffalo, that a new railway to be styled the Buffalo and Southern Railway, is projected to connect Buffalo and Baltimore by direct route, making the distance equal to that between Buffalo and Albany. The new road by proper connections will only require one hundred and twenty miles of new rails to be laid. The company has already organized, and the pioneer railway engineer, Wm. Wallace is instructed to survey the route.

☞ The Balttmore Central Railroad is being pushed forward toward completion; the road bed is nearly all ready for track laying. The track has been laid from Rising Sun to Liberty Grove. This road should have been finished as far as the river by the first of April last. The changing of grade and the hardness of the rock in the big cut, at Rowlandsville, have retarded the progress of the work.

☞ The work on the Albany and Susquehanna Railroad is making such rapid progress that the company are now considering the matter of building the depot in Binghamton, N. Y. The depot they propose erecting is to be a union depot, in which the Erie and Syracuse and Binghamton Railroad companies will have equal interest with the Albany and Susquehanna Railroad Company.

☞ The receipts of the European and North American Railway, from St. John to Shediac, for the month of May, 1868, were $14,872 89; for the corresponding month of the previous year $14,783 52—an increase of $89 37.

☞ Dr. J. T. B. McMaster has been elected President and W. J. S. Clarke, Esq., Treasurer of the Worcester and Somerset (Md.) Railroad Company.

☞ The town of Epsom, N.H., has voted $17,500 toward the construction of the Suncook Valley Railroad.

☞ The Baltimore and Ohio Railroad Company have subscribed $1,000,000 to the bonds of the Pittsburg and Connellsville Railroad, in aid of its construction. Mr. Garrett, President of the company, has also subscribed for himself, $60,000; and Mr. Johns Hopkins, a director, $30,000 more. Large subscriptions are also being received in Baltimore and elsewhere.

☞ Mr. J. P. Hely, Civil Engineer, has just finished the survey of a route for the Cairo and Vincennes Railroad, between Cairo and Mound City, and is engaged on the profile. It is not yet fully determined that the route surveyed will be the one that the company will adopt.

☞ The Chestertown *News* says that the contractors are making preparations for the speedy commencement of work on the Kent County Railroad between Duyer's and Kennedyville. Lumber is being hauled and tents erected on the line for the accommodation of workmen.

☞ The Pennsylvania Railroad has now a double track throughout, with the exception of two or three bridges, and a link between Middletown and Bridgeport, about 1¾ mile long. This gap will be closed up in a few months.

☞ The directors of the Atlantic Telegraph Company have declared a dividend, payable on the first of July, of six per cent. on their preference stock, and three per cent. on the original stock.

☞ The Knox and Lincoln Railroad route is now being surveyed for the purpose of settling definitely the route, and it is expected the work of grading will be entered upon this fall.

THE COUPONS
OF THE
First Mortgage Bonds
OF THE
UNION PACIFIC
RAILROAD COMPANY.
DUE JULY 1st, 1868.
Will be paid on and after that date,
In GOLD COIN Free of Government Tax,
At the Company's office, No. 20 NASSAU ST., New York.
Schedules with twenty or more coupons, will now be received for examination, and gold checks for the same will be delivered June 30th.
JOHN J. CISCO, Treasurer.

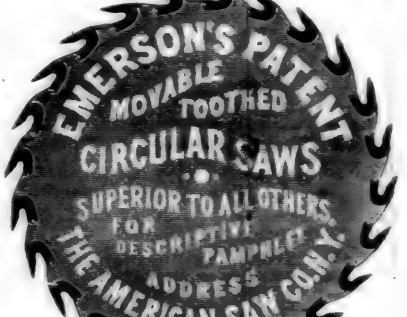
Mathematical Instruments.
OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.
T. H McALLISTER,
49 Nassau street, N. Y.

IMPROVED DOUBLE-ACTION PUMPS, SUITABLE for deep mines, railroad water stations, ships, breweries, distilleries, mills, factories, etc. Send for circular. Manufactured by G. MARSHALL,
3m14 21 Dunham Place, Brooklyn, E. D., N. Y.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.,
FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

TOLEDO, PEORIA AND WARSAW
RAILWAY COMPANY'S
FIRST MORTGAGE BONDS
FOR SALE.
300,000 on the Western Division, bearing interest at 7 per cent. Coupons Payable Semi-Annually, in February and August.
PRINCIPAL PAYABLE IN 1896.
This Company having disposed of all of the $1,800,000 bonds issued on the Western Division, between Peoria, Warsaw and Keokuk, except the amount now offered for sale, which has been reserved to pay for iron ordered to complete the line, now offer the same at 85, flat, that is to say, with the August coupon attached.
Capitalists desiring a safe, cheap and reliable investment, the mortgage being only $15,000 per mile, can be supplied with the Bonds, in amounts of not less than $5,000, by applying at the office of the Company, No. 28 Exchange-place.
CHARLES L. FROST, President.

PROPOSALS.
NOTICE TO RAILROAD CONTRACTORS.
OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., June 9th, 1868.
SEALED PROPOSALS WILL BE RECEIVED AT the office of the Company, in Oneida, N. Y., until the 25th day of July, 1868, at noon, for the Grading, Masonry and Bridging of that portion of the New York and Oswego Midland Railroad extending from Middletown, Orange County, to Westfield Flats, in Sullivan County, via Phillipsport, Liberty, and intermediate towns; also, including the Branch from the Main Line to Ellenville. The above work will include a Tunnel of about three thousand (3,000) feet in length, through the Shawangunk Mountain, for which separate proposals are invited.
The line will be divided into Sections, of convenient length, and Proposals may be made for separate Sections or for the entire work. The Company will entertain separate proposals for Bridging only. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Middletown, N. Y., where all necessary information may be obtained, on and after the 15th day of July, 1868.
Sealed Proposals will also be received at the office of the Company, in Oneida, N. Y., until the 30th day of July, 1868, at noon, for the Grading, Masonry, and Bridging of the New Berlin Branch, in Chenango County, extending from the Main Line, at East Guilford, to New Berlin, a distance of 22 miles. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Oneida, N. Y., where all the necessary information may be obtained, on and after the 23d day of July, 1868.
D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.



Factory, TRENTON, N. J.
Office, 2 Jacob st., New York.

ENGINEERS' STATIONERY
AND
MATHEMATICAL INSTRUMENTS of all KINDS, Long Profile and 8 Cross Section Paper, for sale by
JAMES W. QUEEN & CO.,
924 Chestnut, St., Phila.
A descriptive manual of Mathematical Instruments (a pamphlet of 112 pages) sent free on application.

FOR SALE.

Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1-2 in. Gauge—Cylinders 16×24, Drivers 5 ft. diam.

KASSON & CO.,
119 Broadway, N. Y.

P. O. Box 5,195.

LUBRICATING OILS.

FIRST PREMIUM. 1867.

Awarded by the American Institute to

CHESEBROUGH & CO., 132 Maiden Lane, New York.

"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,

HORACE GREELEY, President.

Perfectly pure (not mixed,) absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market. 3m25

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 11, 1868.

AT A MEETING OF THE BOARD OF Directors of this Company, held this day, it was

Resolved, That a dividend of 5 per cent. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 13th day of July next, and that the transfer books be closed on the said 13th day of July, and opened on the 5th day of August following.

Resolved, That in pursuance of the plan approved at the shareholders' meeting, May 27, 1868, the shares of this Company be increased by the issue of eight shares for every one hundred now outstanding, and the same be distributed to the holders of shares registered on the Company's books on the 1st day of August next, in the proportion of one share for every twelve and one-half shares then held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain such fraction and will pay therefor.

THOMAS E. WALKER, Treasurer.

640 MILES

OF THE

UNION PACIFIC

RAILROAD

Are now finished and in operation. Sixty miles of track have been laid this spring, and the work along the whole line between the Atlantic and Pacific States is being pushed forward more rapidly than ever before. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1869 instead of 1870. The means provided are ample and all that energy, men and money can do to secure the completion of this

GREAT NATIONAL WORK,

at the earliest possible day, will be done.

The UNION PACIFIC RAILROAD COMPANY receive:

I.—A Government Grant of the right of way, and all necessary timber and other materials found along the line of its operations.

II.—A Government Grant of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.

III.—A Government Grant of United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c. The interest is now much more than paid in this way, besides securing a great saving in time and money to the Government.

IV.—A Government Grant of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and *no more*. THE GOVERNMENT PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad, laid with a heavy T rail, and completely supplied with depots, stations, turnouts, car shops, locomotives, cars, &c.

V.—A Capital Stock Subscription from the stockholders, of which *over Eight Million Dollars* have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—Net Cash Earnings on its Way Business, that already amount to MORE THAN THE INTEREST on the First Mortgage Bonds. These earnings are no indication of the vast through business that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Secure beyond any Contingency.

The Union Pacific bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **109**, and at the present rate of gold, they pay a liberal income on their cost.

The Company believe that these bonds, at the present rate, are the cheapest security in the market, and reserve the right to advance the price at any time. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

MAY 25, 1868.

PENNSYLVANIA RAILROAD COMPANY, Treasurer's Department.

PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.

THOMAS T. FIRTH, Treasurer.

8t21

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH, Treasurer.

8t21

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & CO.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. R. L. HUTCHINSON,
R. S. MANNING. G. W. NORTON.

Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the ***MAIN TRACK IS NEVER BROKEN***, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns ***The Life and Limb of all Travelers upon Railroads.***

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,

Box No. 2745 Philadelphia, Pa,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

JOHN W. GOULD & CO.,

FOREIGN & AMERICAN

IRON & STEEL RAILS,

Of all Weights and Patterns.

RAILROAD SUPPLIES,

Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.

Iron Bridges and Roofing.

Plans and Estimates furnished on application.

65 WALL STREET, New York.

JOHN W. GOULD. EDWARD P. BIGELOW.

JOSEPH M. STRONG,

Successor to McCall & Strong, 64 Beaver St.,

TAKES ORDERS FOR

IRON AND STEEL RAILS,

And Negotiates MORTGAGE BONDS therefor.

IMPORTS ON ORDER,

Pig Lead, Tin, Iron & Zinc,

And opens Bankers' Credits when needed.

THOMAS FIRTH & SONS,

SHEFFIELD, ENGLAND,

Manufacturers of

HAMMERED CAST STEEL LOCOMOTIVE TIRES,

CRANKS AND AXLES.

ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

ABBOTT & HOWARD, AGENTS.

81 JOHN STREET, New York. 57 KILBY STREET, Boston.

U. S. RAILROAD SCREW SPIKE COMPANY,

NO. 45 CLIFF STREET, NEW YORK,

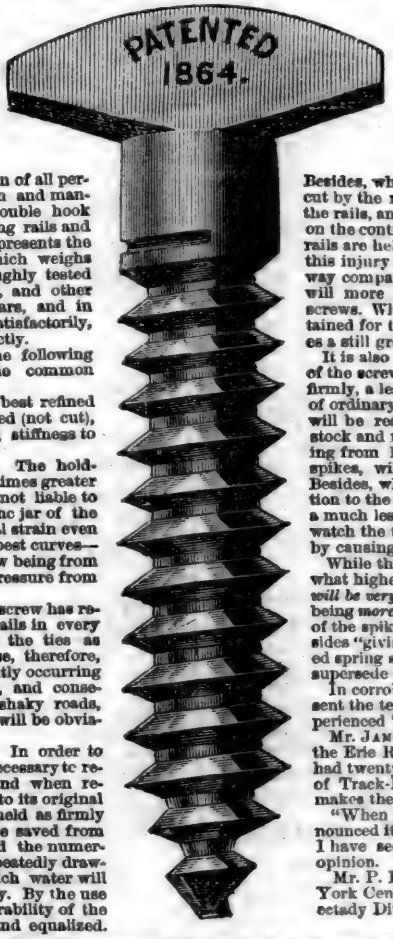
MANUFACTURERS OF MONTIGNANI'S PATENT

RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary

HUBBELL & VANHOESEN, Agents.



Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

MERRICK & SONS,

SOUTHWARK FOUNDRY,

430 WASHINGTON AV.,

PHILADELPHIA,

MANUFACTURE

Steam Engines—High and low pressure, for land, river, and marine service; Horizontal, Beam, and Vertical. Patterns on hand for 8x10, 14x12, 18x12, Oscillating; compact and cheap.

SOLE MANUFACTURERS IN PHILADELPHIA AND CHESTER OF WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STEAM-ENGINES.

Boilers—Plain cylinder, flue, and tubular.

Steam-Hammers, of Nasmyth & Davy patterns, with all the recent improvements.

Strahan's Drill Grinding Rest and Twist Drill-Holder.

Castings—Loam, dry, and green sand, brass, &c.

Roofs—Iron frames for covering with slate or iron—neat, durable, and economical.

Gas-Holders of every description. *Builders of Holders for the Philadelphia Gas-Works of 100 and 160 feet diameter.*

Tanks of every form, for sugar estates, refineries, oil, &c.

Gas Machinery of every description, including Retorts, Bench-castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Gas-Valves, Governors, Hoisting Machines, &c.

Manufacturers for the American Meter Company of their Patent Dry Center Valve for changing Purifiers.

Bartol's Patent Wrought Iron Retort-lid, durable, light and cheap.

Sugar Machinery, such as Vacuum Pans and Pumps, Defecators, Bone-Black and Bag Filters, Bone-Black Burners, Washers, and Elevators, Hydraulic Elevators, Sugar and Bone-black Cars, Strike Heaters, Open Steam Trains, &c.

Sole Assignees and Manufacturers in the United States of

Weston's Patent Self-centering Self-balancing Centrifugal Sugar-Draining Machine.

Glass & Bartol's improvement on Aspinwall & Woolsey's Centrifugal Sugar-Draining Machines.

N. Rillieux's Patent Sugar-Boiling Apparatus, applicable to Beet-Root and Cane Sugar.

Having had twenty years' experience in the manufacture of Sugar Machinery for Cuba, South America, and the United States, they are prepared to contract for the design and erection of apparatus for making Sugar from Beet-Root or Cane, and for Refineries for either Sugar or Molasses.

They are also in possession of plans of the most recent improvements in machinery used in France and Germany in the manufacture of Beet-Root Sugar.

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce** for **Railroad Cars, Bridges, &c., &c.**

BRADFORD & RENICK,

71 Broadway, New York.

RAILROAD CROSS TIES,

OF WHITE OAK, POST OAK AND CHESTNUT, in quantities to suit, for sale by

DARRELL & NASH,

83 Pearl Street,

8m36 **New York.**

COTTON CAR DUCK.

BEST 4 PLY, 100 TO 140 INCHES,

FOR CAR ROOFS.

For Sale by

WILLIAMS, PAGE & CO.,

91 Water St., Boston.

VAN ANDEN RAIL CHAIR COMPANY,



359 MAIN STREET,
POUGHKEEPSIE, N. Y.,

By their improved Machinery are enabled to offer

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American Railroad Journal.

New York, Saturday, July 4, 1868.

New Orleans, Opelousas and Great Western Railroad.

At a meeting of the board of directors of this company, held on the 14th of May, 1868, the following resolution was adopted:

Resolved, That a committee of three members of the board be appointed, who, together with the President and Chief Engineer, are requested to prepare a full, complete and accurate statement, showing the present condition of the affairs of the company, its liabilities and assets; its receipts and expenses for the past fiscal year; and also to prepare as reliable and accurate an estimate as can be made, of the cost of constructing the road from Brashear to the Sabine River, at or near Nibblitt's Bluff—the probable receipts from the road when completed, and all and any other information necessary to lay before the public in order to carry out the proposition, submitted by the committee, of leasing the entire road and its appurtenances.

In compliance with this resolution, your committee respectfully present their report, which they have carefully compiled from authentic sources, and claim that it is an accurate statement of the affairs of the company.

The total indebtedness of the company is as follows:

1903 First mortgage bonds of $1000 each, on 1st division, of 80 miles of road, Algiers to Brashear, maturing on the 1st day of April, 1889, and bearing interest at the rate of 8 per cent. per annum, payable semi-annually on the 1st of April and 1st of October of each and every year	$1,903,000 00
40 Second mortgage bonds of $1000 each, issued in settlement of past due coupons from first mortgage bonds	40,000 00
The outstanding and unpaid coupons on both 1st and 2d mortgage bonds up to 1st of April, 1868	498,120 00
Bills payable, secured by pledge of 97 first mortgage bonds	38,637 64
Balance claimed to be due to the U. S. Government, which is being liquidated by mail and transportation service	35,000 00
All other liabilities of every character amount to	60,035 90
Making together a total liability of	$2,574,793 54

Of this sum there is now due in cash:

Coupons for interest on bonds	$498,120 00
Bills payable (loans obtained on pledge of bonds)	38,637 64
All other debts	60,035 90
Total	$596,793 54

This sum of immediate cash liabilities, excepting the past due coupons, will be entirely liquidated by the earnings of the road within the current year, if operated by the company.

The present estimated cash value of the property of the company, as reported by G. W. R. Bayley, Esq., Engineer and Superintendent, is as follows:

For right of way, clearing, graduation, ditching, bridging, culverts and crossings, cross-ties, rails and fastenings, tools and implements for maintenance of way, and materials on hand, on 80 1-5 miles of main track and 12½ miles of branch track and sidings, from Algiers to Berwick's Bay, @ $35,000 per mile, 80 1-5 miles	$2,807,000 00
Locomotives and rolling stock	300,000 00
Lands, shops, depots, station and section buildings, wharves, platforms, tank houses, etc., on line	325,000 00
Machinery, tools and materials in Algiers shops	25,000 00
Gretna property—river front	25,000 00
Cocodrie cypress timber lands	2,000 00
Depot and station furniture, tools and implements	6,000 00
Right of way, lands for depots and stations, clearing, graduation, etc. beyond Berwick's Bay	350,000 00
Total valuation	$3,840,000 00

The gross earnings of the road to Berwick's Bay, for the year 1861, were	$401,783 00
The operating expenses, including maintenance of way, for same year was	199,054 00
Net earnings of the road in 1861	$202,729 00
The gross earnings of the road for the past four months, from 1st of January to 30th of April, were	$155,754 71
Total expenses for the same time, including maintenance of way, and general improvements to road buildings and property	115,669 84
Net earnings for four months in 1868	$40,084 87

Your committee are induced to present the statement of receipts and expenses for the year 1861, and for the first four months of the present year, in order to exhibit what were the earnings previous to the war, as well as what they now are, notwithstanding the small quantity of land in cultivation, and the total failure of the crops last year, in the country tributary to the road. Much more land is in cultivation this year than in 1867, and as the crops are promising, a considerable increase for the road may be anticipated with confidence. The country tributary to the road is now slowly but steadily recovering from the effects of the war, and there are indications of a large immigration into the beautiful and fertile Attakapas region, and a return of its former prosperity. In 1861 the country traversed by the line of our road produced over 100,000 hhds. of sugar and 130,000 bbls. of molasses—34,000 hhds. and 80,000 bbls. of which were transported over the road. In 1867 the same section of country barely produced 9,000 hhds. of sugar. The completion of the road up the Bayou Teche to New Iberia, and onwards across the prairies to Vermilionville, will give to it nearly if not quite the whole business, instead of only a part of it, as heretofore; and this portion being already cleared and graded, requires now but the track to be laid down. The construction of the railroad across the prairies from Vermilionville to the Sabine River, will be the signal for the influx of a large and industrious population along the whole line; thereby adding very much to the local business of the road. No country in the United States offers greater inducements to settlers than Southwestern Louisiana.

Nearly the whole travel from and to middle, western and southern Texas now passes over the road, and across the gulf, between Berwick's Bay and Galveston, and other Texas ports, by means of the Morgan line of splendid iron steamships. The time from New Orleans to Galveston

by railroad and steamship, is from 22 to 25 hours. The contract with Charles Morgan, for the running of this line of steamships between Berwick's Bay and Galveston, terminates on the 31st of March, 1871.

Since the restoration of the road to the company, by the U. S. military authorities, on the 1st of February 1866, a large proportion of the road earnings have been used for the repairs, reconstruction and general improvements of the company's property. The track has been thoroughly repaired, raised and ballasted, and many thousand new cross-ties (6 by 12 inches and eleven feet long,) have been placed in it, in lieu of decayed ones removed. Worn and damaged rails are being replaced with repaired iron. Nearly all the bridges, large and small, as well as culverts and road crossing, have been rebuilt with new materials. New station buildings, platforms, wharves, cattle-pens, water stations, wood stations, section-houses, etc., have been built and others repaired or reconstructed. The locomotives have been repaired, as well as the passenger and freight cars, and new passenger and freight cars have been built and added to the stock on hand in 1866.

The road and its appurtenances are now in excellent working condition, and will compare favorably with any other, south or north, in the U. States. The policy of the company is now and has been to maintain and operate a first-class road, and the best evidence of their success is, that no passenger has ever been killed or injured on their trains, through any fault of the company or of its employees, up to the present time. The earnings of the road have always been more than sufficient to pay promptly all expenses for working, maintenance and improvements, and the accumulation of the interest on the bonded debt is due entirely to the loss of the use of the road from 1862 to 1866, while in the possession of the U. S. military authorities. Now that the road and its equipments have been restored to their former good condition, and that the business of the country tributary to it is reviving, there is no doubt that the net earnings of the present eighty miles of road to Berwick's Bay, would be sufficient to meet all its current expenses, clear off its floating debt, and meet the current interest on the bonded debt, if the $498,-120 00 due on coupons which matured during and since the war, could be provided for or funded.

The damage done to the road and to its equipments and appurtenances during the time the U. S. authorities had possession of it, was very great, and the loss sustained by the company, by the destruction of its property, and by the removal, or sending away for military purposes to other railroads, of several of its locomotives, passenger cars, and many freight cars, was also great. From necessity the damages done and the losses sustained had to be made good out of the current earnings of the road, and this has to a very great extent been done, as before remarked. Whether the road is to be operated henceforth by the company or by lessees, the result will be a very considerable increase of business—due to the improved of the country tributary to the road, and increased quantity of land in cultivation—and a large increase of net earnings, owing to reduced working expenses and expenditures for renewals, reconstruction and repairs.

The completion of the road up the Teche and to Vermilionville, at a cost of $1,000,000, a distance of 63 miles would add very much to the gross and net receipts of the road; the gross earnings would be much larger, while the working expenses would be, comparatively, considerably less than at present.

The construction of the road thence, as a branch from the main line, from Vermilionville or near it, via Lake Charles, to the west bank of the Sabine river, opposite or near to Nibblitt's Bluff, 100 miles, at a cost of $2,000,000, while it would develope a very large and profitable way business —would by connecting it and New Orleans with the entire Texas railway system diverging from Houston, Texas, afford a through business equal to that of the great roads in the northern States; while the net earnings, owing to the comparatively small cost of operating, in consequence of nearly level grades, the absence of snows, reduced expense for construction and maintenance, etc., would undoubtedly exceed those of most if not all others.

The vast importance of completing this road, to every interest in the City of New Orleans, the State of Louisiana, Texas, and the whole southwest, can scarcely be over-estimated, and as offering inducements to capitalists to invest as proposed under the plan submitted for leasing, the right of way beyond Berwick's Bay, or the entire road and franchises, we do not hesitate to assert that there never has been presented to the public an investment offering such assurances and guarantees for large returns, as is presented in the plan for continuing the N. O., O. and G. W. Railroad to the Sabine River, for the purpose of establishing railroad communication with Houston, Texas.

In order to place before the public information with regard to the road, and its probable future connection with other roads, your committee submit the following statements prepared by Mr. Bayley, Chief Engineer:

"The New Orleans, Opelousas and Great Western Railroad company was chartered in 1852, by the Legislature of Louisiana, to build a railroad from Algiers, (opposite New Orleans,) to the Sabine River, or eastern boundary of Texas. The charter is perpetual, and its 'capital stock, works, fixtures, workshops, warehouses, vehicles of transportation and other appurtenances' are 'exempt from taxation for ten years after the completion of the road within the limits of this State.' The first division of 80 miles, extending to Brashear, or Berwick's Bay, was completed in 1857, and has been regularly operated since. This portion of the road, crossing as it does, the Mississippi valley, through and across numerous and extensive swamps of cypress, and sea marshes or marshy prairies, as well as numerous navigable bayous, was by far the most expensive and difficult part of the line to build. The embankments had to be formed of earth hauled, (after the track through the swamps and prairies had been laid upon timber cribwork, trestles or piling,) from long distances, together with what could be procured, in dry seasons, from side ditches. The whole of this portion of the road is now a solid embankment, well ballasted with sandy earth—the only material obtainable—and wholly above and independent of the temporary work of timber. It has acquired, with time, perfect solidity and firmness. The cross-ties used are of cypress, six inches thick by twelve inches wide, and eleven feet long; the length of the ties being double the gauge of the track, which is five feet six inches. This is the gauge of all (or nearly all of) the roads west of the Mississippi River and south of St. Louis, in Missouri, Arkansas, Louisiana and Texas. The rails used vary from 58 to 65 pounds per yard; the most approved being the heavy rail with bolted or fished joints. The weight of rail used, in connection with the large bearing obtained by means of the unusually large cross-ties, and sand ballasting, affords a smooth track, reliable at all times and easily maintained, particularly because we never have cold or frost sufficient to harden or disturb the road-bed.

"The passenger trains make the eighty miles run, between Algiers and Brashear, stopping at intermediate stations, (there are sixteen, including flag stations,) regularly and easily in four hours, with hardly ever a deviation from time of more than a minute or two. Texas express trains make the run easily in three hours, but are limited to three and a half. We claim that ours is a first class road in all respects, and the policy of the company has been to so maintain it. The locomotives and cars owned by the company are sufficient for its present business, but, if business increases as it promises to do, an addition to the rolling stock will be necessary. The company's shops are sufficient for their present needs, for the repairs and maintenance of the locomotives, and the building or repairs of passenger and freight cars. We have built passenger cars, first class, as well as freight cars since the war, as good and cheaper than we could buy them. A first class locomotive, now in use on the road, was built in our shops during the war, by the U. S. military authorities during their possession of the road.

"At Brashear, the present terminus of the road, the line crosses Berwick's Bay, or the Atchafalaya River, which is here 1,740 feet wide, with an average depth of about fifty feet, the maximum depth being 64 feet. A plan and estimate have been made for a piled trestle bridge, with thirty-three feet spans, and a revolving Howe truss draw to cross this river. This kind of bridge can be built for about $150,000. With spans of about one hundred feet, piled piers, and a wooden truss, with necessary draw-bridge, the cost would be, according to plan adopted, from $175,-000 to $200,000.

"From Berwick's Bay the line passes up the right bank of Bayou Teche, through what were, before the war, almost continuous sugar plantations, through or near Pattersonville, Centreville, Franklin, Jeanerett's to New Iberia, on the Teche, a distance of 45 miles by the road and about 75 miles by the bayou. This portion of the road, with the exception of some unfinished work in two of the swamps, is graded and ready for the track.

"Nine miles southwest from New Iberia, is the celebrated Avery salt mine. This salt is found in what seems to be inexhaustible quantity, and is said to be the purest article known, containing but one per cent. of foreign substances. Some time since a company was organized to mine this salt, at the rate of 1,000 tons per day. It is stated that another company are about to begin the work of mining and shipping salt from this place.

"A branch track, if extended to the mine, will afford to the railroad a large and profitable item of business.

"At New Iberia the railroad line leaves the Teche, and crosses the beautiful and fertile prairie upland country, 18 miles to Vermilionville, in the Parish of Lafayette. This portion of the line is continuously graded and all ready for the work of track-laying, with the exception of a few and unimportant culverts and trestles, and the bridge over the Bayou Vermilion.

"From Vermilionville to the west bank of the Sabine River, opposite to Nibblitt's Bluff, or near Orange, the distance is a hundred miles. For nearly the whole distance the country is a gently rolling and beautiful prairie. No embankment will be needed except to secure drainage and a dry road-bed, the land being almost level. Very little timbered land will be found, except on the banks of the few small streams crossed, and near the Sabine, Calcasieu, Lacassine and Mermentau; but these streams are the best lumber regions in the State. On the Calcasieu alone, twenty steam saw-mills are in active operation. All these streams, and also the Vermilion, are navigable, and will be valuable feeders to the railroad.

"The country along the line is but sparsely settled at present, and nearly all of the lands belong to the State and the United States, and are subject to entry and homestead settlement on Government terms. It only needs the completion of this railroad to open up many thousands of square miles of new lands, in one of the very best agricultural and grazing regions in the world.

"I estimate the cost of building and completing the road, exclusive of equipment, from Brashear to Vermilionville, or point of divergence near it, at $1,000,000.

"And the cost of building and completing the road, exclusive of equipment, thence to the Sabine river, near Nibblitt's Bluff, at $2,000,000.

"The distances from Algiers, opposite New Orleans, on the route to Houston, are as follows:

Algiers to Brashear, in operation..... 80 miles.
Brashear to Vermilionville, graded..... 63 "
Vermilionville to Sabine, new work....100 "

"Total distance in Louisiana.....243 miles.

This distance, by a slight change in location, may be reduced to somewhat less than 242 miles.

"From Orange, on the Sabine river, a little below Nibblitt's Bluff, the distance to Houston, Texas, is, from the best information we can obtain, 108 miles, making the through distance, from Algiers to Houston, Texas, about 351, or say 350 miles.

"A railroad, the "Texas and New Orleans Railroad," is built from Houston to the Sabine river at Orange, but, at present, it is only operated to Beaumont, on the Neches river, about 30 miles west of Orange.

"The completion of the Louisiana portion of the line to the Sabine river, will ensure the immediate putting in order and equipment of the "Texas and New Orleans Railroad," and the opening of the route through from New Orleans to Houston, for the passenger and freight traffic of nearly the whole of Texas.

"The following is a brief notice of the railroads built, in progress and projected, from Houston, Texas, with which the road from New Orleans would connect:

"*Houston and Texas Central Railroad*, already in operation from Houston to Bryan City, in Brazos County, 100 miles. Road in construction northwards rapidly. One thousand laborers, to work on this road, were recently advertised for in New Orleans. Expected to be completed and in operation to Horn Hill, 170 miles from Houston, before the close of 1869. Located to Dallas, the center of the great Texas wheat region, and thence north to Red River, near Preston. A branch of this road is already in operation from Hempstead to Brenham, 25 miles, and the route thence to Austin, about 85 miles further, or 110 miles from Houston, has recently been surveyed and is about to be built by the H. and T. C. Company. Several other branches are chartered, from different points on the line of the Texas Central R. R. The earnings of this road, for the year ending July 1st, 1867, on the 80 miles, from Houston to Millican, were, gross, $532,000, net $220,000.

"*Galveston, Houston and Henderson Railroad.*—Built and in operation from Houston to Galveston, 50 miles.

"*Buffalo Bayou, Brazos and Colorado Railroad.*—Built and in operation to Alleyton, opposite to Columbus, 80 miles. To be extended to Lagrange, Bastrop and Austin; about one-third of the grading already done. Now being built from Alleyton to Columbus, two miles.

"*Columbus and San Antonio Railroad.*—A Company to build this road was organized in July, 1867. The line is fixed to extend from Columbus, by way of Gonzales, Seguin, New Braunfels and San Antonio to the Rio Grande, near Eagle Pass. Distance from Columbus to San Antonio 140 miles; from Columbus to Eagle Pass, 280 miles; distance from Eagle Pass to Mazatlan, on the Pacific Coast of Mexico, 480 miles.

Distance, New Orleans to Houston	350 miles.
Houston to San Antonio	222 "
San Antonio to Eagle Pass	140 "
Eagle Pass to Mazatlan	480 "
New Orleans to Mazatlan	1,192 miles.

"Another road, the *Houston Tap* and *Brazoria Railroad*, is built, connecting Houston with the lower Brazos at Columbia, about 60 miles in length.

"Many other railroads are chartered, and some of them are in progress, which, when built, and built they will be, sooner or later, will intersect Texas in all directions.

"The increase of population, of agricultural and manufacturing wealth, will be immense throughout this great State. Its peculiar adaptability for the raising of beef cattle, horses, mules and sheep are well known, and this industry is yet but in its infancy.

"It is reported that 40,000 head of Texas beeves were driven from Texas to Missouri and shipped over the Southwest Branch Pacific Railroad to St. Louis last year. Mr. Sullivent, the great Illinois farmer, recently came to New Orleans and purchased several thousand Texas beeves for his farms. Many thousand head have been purchased and shipped up the river to the Northwestern States this year by other parties. Most of these were driven to Morganza, or to the mouth of Red River, and there shipped. To raise cattle in the Northwestern States requires at least three years stall-feeding during the winter months. The experiment has been tried of buying, transporting to those States and fattening Texas raised cattle, and it is found to be successful and far more profitable than to raise them there. When the line of railroad is completed to Houston, and thence to San Antonio, Austin and other points, it will be found that the cheapest route is by rail to New Orleans, or to Stock Landings opposite to it, and thence by river steamers to Illinois, Indiana and other States. Cattle thus conveyed will be still fat and in good condition on arrival at their destination. This business is destined to be of vast extent. Texas will supply cattle horses and mules to all the States in the Mississippi Valley.

"It has been remarked by a prominent and enterprising western man, who is now engaged in developing a new and important shipping business in New Orleans, that the shipment of stock alone, over the railroad line from Texas to New Orleans, would pay for the cost of building or completing it in a year or two.

"From 'Ashcroft's Railroad Directory' for 1868, we extract the following: 'An application is before the Mexican Congress for concessions to build a railroad from the city of Mexico to the United States line. The report of the company's engineer has been made, and it shows no serious engineering difficulties in the way of the enterprise. This scheme has excited the lively interest of the Mexican Minister of Fomento, or public works, which fact will guarantee the necessary concessions being granted by their Congress.'

"This project has also been recently mentioned in the English papers.

"The distance from New Orleans, via Houston, to the city of Mexico, will not exceed 1,200 miles.

"Considering the railway progress of the United States within the last ten years, it is not too much to assume that within the next ten years, there will be continuous railroad lines from New Orleans, by way of Houston and San Antonio, to Mazatlan, and via Houston and Camargo to the city of Mexico. The line to Mazatlan must necessarily become one of the main lines for the great traffic from China, Japan and Australia.

"The charter of the New Orleans, Opelousas and Great Western Railroad Company, while it gives the right to locate, construct and operate branches, when and where deemed necessary or desirable, requires the building of the main line beyond Vermilionville, by way of Opelousas, to the Sabine River. From Pine Prairie, 47 miles beyond Vermilionville, a branch of 35 or 36 miles in length will connect New Orleans by rail with Alexandria, on Red River.

"A railroad will, in all probability, be constructed from Alexandria to Little Rock, in Arkansas, and thence to St. Louis. We shall then have a continuous line from New Orleans to St. Louis, west of the Mississippi River.

"It cannot be doubted that the time is not far distant when the Opelousas Railroad will be completed to its upper terminus on the Sabine River, 258 miles from Algiers, and extended, as contemplated by its charter, to Dallas, the centre of the great wheat region of Texas, and distant from New Orleans only 500 miles.

"It has been estimated that the wheat region of Texas is capable of producing one hundred millions of bushels annually. This wheat weighs from five to ten lbs. to the bushel more than northwestern wheat, and matures from four to six weeks earlier. What with the recently developed advantages of shipping wheat by means of barges, floating and fixed elevators, from the northwestern States, via New Orleans, to the eastern States and Europe, and the future great traffic in wheat from the region of which Dallas is the centre, when the railroad reaches that point, New Orleans will become the great exporting point for wheat, as she has heretofore been for cotton and sugar.

"How can we over-estimate the vast importance to New Orleans and the Southwest, of the completion of the Opelousas Railroad to Texas? When, as in a few years must be the case, the immense area of Texas is covered with a dense population, what immense quantities of cotton, wheat, corn, sugar, wool, beeves, horses, mules, etc., must reach New Orleans over the Opelousas Railroad, from that State alone.

"The great advantages and national importance of the route for a Pacific Railroad from the Mississippi River to Mazatlan, are generally admitted. It is true that other interests, perhaps not favorable to New Orleans, point to Vicksburg, Memphis, Cairo or St. Louis, as the terminus on the Mississippi; but the natural advantages of New Orleans, as the eastern terminus, cannot be overcome.

"The shortest distance is to New Orleans—about 1,200 miles—and here we have a great commercial emporium, where steamboats from all parts of the Mississippi Valley meet steamships and sailing vessels from all the seaports of the United States and Europe. Here they will exchange cargoes, and here, at the railroad wharves on the Mississippi River, steamboats and barges navigating the river, and steamships and sailing vessels, navigating the ocean, will deliver and receive cargoes for and from the great western interior country and the Pacific. No snows or frost will ever disturb or interrupt the traffic, and nowhere can railroads be constructed, maintained or operated so cheaply and profitably.

"The future outlined above is a magnificent one indeed, but who will say that it is in the least exaggerated, or that it will not be realized within the next ten or fifteen years?"

In obedience to a resolution of the Board of Directors, the Chief Engineer has submitted the following estimates of cost for building the road from its present terminus at Berwick's Bay to the Sabine River, based upon current rates of labor and material, and upon the dimensions and weight of rail, size of cross ties and plans of construction adopted by the company. Perfect accuracy is not claimed for them, but they are believed to be sufficiently full, and as nearly correct as can be made by one who has a thorough and complete knowledge of the country through which the lines pass, and who has been in the employ of the company from its organization, and connected with the building of railroads in the United States since 1837.

From Brashear to Vermilionville, 63 miles, with 5 miles added for sidings, or 68 miles of track.

For pile bridge across Berwick's Bay	$150,000
Clearing and preparing roadway graded in 1860; for unfinished work in Pattersonville and Bayou Sale Swamps, and for culverts and trestles	50,000
For cross ties, lumber, and laying 68 miles of track	188,000
For rails, fastenings and contingencies	612,000
Total	$1,000,000

From Vermilionville to the Sabine River, near Nibblett's Bluff, or near Orange, 100 miles, with 10 miles added for sidings, or 110 miles of track.

For clearing and graduation, 100 miles of road	$550,000
For bridges, trestles, culverts, etc	100,000
For cross ties, lumber and track laying 110 miles	310,000
For rails, fastenings and contingencies	1,040,000
Total	$2,000,000
Total cost, Brashear to Sabine, 163 m.	$3,000,000

The following estimate of the business of the road, when opened to the Sabine and connected with the Texas system of railways, based upon the best information obtainable, from parties thoroughly competent to judge, is submitted by the Committee as a fair average of what may be expected for the first five years, annually, after

the completion of the line, with the certainty of a gradual and steady increase, as the railroad system is developed westwards:

From passengers	$1,500,000
Live stock, beeves, horses, mules, sheep, swine, etc.	1,200,000
Miscellaneous freights, merchandise, cotton, sugar, molasses, wheat, wool, hides, corn, pork, beef, lumber, machinery, agricultural implements, etc.	1,500,000
Express freight for Middle, Western & Southern Texas	100,000
Mail service	50,000
Government transportation	75,000
Salt from Avery's mine	75,000
	$4,500,000
Deduct 50 per cent. for total operating and working expenses, and experience has shown that they need not exceed this proportion, and we have, for net earnings	2,250,000
	$2,250,000

In conclusion your Committee have only to add, that in the preparation of this report, they have sought to present all the information in reference to the condition and future prospects of the company that may be deemed necessary; and confidently hope and believe it presents such inducements for investment as will insure the receipt of proposals for leasing the road, either under the propositions submitted by the Committee, or upon some other plan that may suggest itself to capitalists, which will result in an early completion of the road to the Sabine River.

Respectfully submitted,

W. S. PIKE,
S. O. NELSON,
I. N. MARKS,
} *Committee.*
A. B. SEGER,
President.
G. W. R. BAYLEY,
Chief Eng. & Gen'l Sup't.

New Orleans, June 17, 1868.

Mobile and Ohio Railroad.

The earnings of this road for the years ending December 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$902,719 04	$742,530 49
" freight	1,433,491 15	1,400,815 97
" mails	42,794 00	49,900 00
" express	70,281 90	109,050 00
	$2,449,286 09	$2,300,269 46
And the expenses were:		
Repairs of roadway	$344,032 43	$371,804 29
" rolling stock	304,207 93	385,427 81
Conducting transp.	742,158 10	766,558 73
	$1,390,398 46	$1,523,790 83
Leaving a net revenue of	$1,058,887 63	$776,505 63

The equipment of the road December 31, 1866 and 1867, was as follows:

	1866.	1867.
Locomotives in order	50	69
" under repairs.	12	10
" requiring "	24	15
" condemned	6	8
Total	92	102
Passenger cars	30	28
Sleeping cars	4	4
Baggage cars	10	10
Freight cars	652	799
Total	696	841

In addition to the freight cars at the close of the past year, there were the trucks and iron work and other materials for 94 box and 52 platform, which are nearly finished, and will be ready for the business of next fall.

Ten freight locomotives have been purchased of the Rhode Island Locomotive Works and placed on the road. With the completion of the freight cars, the equipment will be sufficient for the business of the present year.

The earnings per mile of road in 1866 and 1867, were as follows:

	1866.	1867.
From passengers	$1,857	$1,588
" freight	2,949	2,882
" mails and express	231	323
	$5,037	$4,783

The earnings per mile run by trains were:

	1866.	1867.
Passenger	$1.97	$2.45
Freight	2.45	2.29
All	2.35	2.34

The mileage of trains was as follows:

	1866.	1867.
Passenger	455,997	367.165
Freight	585,870	613,097
Gravel and construction,	198,039	186,944
Total	1,239,806	1,167,204

The cost of motive power per mile run was as follows:

	1866.	1867.
Repairs of locomotives	0.243	0.287
Fuel	0.127	0.104
Pay of engineers & firemen.	0.118	0.140
Oil, tallow, waste & cleaning.	0.018	0.023
Total	0.506	0.554

The movement of cotton from April 1, 1867, to April 1, 1868, in comparison with the corresponding period of the previous year was as follows:

	1866–'67.	1867–'68.
Transp. to Mobile	84,313	120,804
" Corinth for Memphis	1,864	653
" Humboldt "	1,367	454
" Jackson "	43	54
" Humboldt for Louisv	931	15,117
" Columbus	9,063	4,584
	97,581	141,666

Of the cotton grown in Tennessee there went to Columbus in 1867–'68, 3,690 bales; to Humboldt, 5,813; to Jackson, 54; to Mobile, 3,499—total, 13,566, against 10,093 in the previous year. Of the cotton raised in Alabama and Mississippi there went from Memphis to Corinth in 1867–'68, 603 bales; to Memphis and Louisville from Humboldt, 9,754; to Columbus, Ky., 814—total, 11,171, against 3,175 in 1866–'67. In the movement northward, there is an increase of 1,088 bales raised in Tennessee, and 7,996 bales raised in Alabama and Tennessee, and an increase of 2,375 bales in the movement of Tennessee cotton to Mobile. There is an increase in the shipments north, *via* the Memphis and Louisville Line of 14,186 bales, and a decrease *via* Columbus, Ky., of 4,497 bales.

The great increase in the quantity moved is not so much due to the large crop, as to the close and entirely satisfactory working arrangements with the Selma and Meridian Railroad by which nearly 25,000 bales were received from that road, which formerly reached Mobile through other channels.

It will be seen that there has been an increase in repairs of roadway and machinery of $108,991 74. This increased expenditure was incurred in the renewal of cross ties, bridges, labor of section hands, and restoration of engines from the deterioration of former years. Had the usual course been pursued of charging these items to construction, the net income for 1867 would have been $885,497 37.

The amount expended by the company to January 1, 1868, in repairing the damages of war and reinstating the road, has been $3,872,943 78, of which $1,131,654 18 was expended during the last fiscal year. The roadway is now in good order generally, while portions of it are not excelled, if equalled by any road on the continent.

The company are now in possession of a larger and more complete equipment than at any previous period in its history. In 1861 they had 67 locomotives, and 628 passenger and freight cars. They now have 94 locomotives, and 841 passenger and freight cars, besides 141 in course of construction and nearly completed. The number of locomotives in order is 79, against 64 at the date of the last report.

The floating debt of the company Jan. 1, 1867, was $1,756,441 74. Of this sum $468,691 56 was due to parties at the east for rolling stock purchased previous to the war. An arrangement had been made with these creditors on 8th August, 1865, by which a portion of the cotton belonging to the company at the close of the war was transferred to them, to be sold and divided, with the agreement that whatever balance might remain due should be paid in equal installments of one, two, and three years. The proceeds of the cotton amounted to only 10¾ per cent. of the debts. The first year's papment under the contract had matured at the date of your last meeting, while the second was fast running to maturity. As might be expected, these creditors were pressing in their demands for payment. The President was sent to New York for the purpose of negotiating a settlement. A full and frank statement of the condition of the company, made to gentlemen of high intelligence, coupled with a disposition to aid, rather than oppress us, resulted in their acceptance of second mortgage bonds at par in payment, thus relieving the company from a pressing liability, and reducing the floating debt to $1,287,750 24

The floating debt 1st January, 1868, was $1,433,081 85

Deduct amount included in this statement for machinery purchased this year and not paid for 369,417 99

1,063,663 86

Showing an absolute reduction of this account $224,086 38

In addition to this, $762,236 19 of the $1,131,654 18 incurred in reconstruction the past year, has been paid, while the interest due the State of Tennessee has been regularly met.

In the floating debt is included the amount due the Government of the United States on rolling stock purchased at the close of the war. The balance due on 1st January, 1868, was $165,089 03, having been reduced during the year 1867, $55,000, since which time $23,399 76 more has been paid.

The floating debt 1st April, 1868, was—

Pay rolls	$365,629 50
Individual balances	153,082 56
Bills payable	420,299 95
Balance due United States	141,689 27
Old floating debt, as per statement	106,061 45
Change bills	86,869 55
	$1,223,632 28

Showing a reduction in first quarter of current year of $209,449 57. The usually dull months of summer will, it is believed, enable us to do but

little in the way of payment of debts, but present prospects justify the belief that our Fall and Winter business will be unusually heavy.

The department at Washington has been fully advised, by personal interviews, of the crippled condition of the company, and are extending to us a liberal forbearance. It is believed that their confidence can be retained by continuing to deserve it, while the postal and other transportation service of the Government is constantly diminishing the debt.

The promise to resume interest payments on our bonds, on 1st May, 1868, it was forseen would not be met, and the President was instructed to confer with the bondholders in New York and London, upon the subject. Inability to meet engagements promptly, is always embarrassing to the debtor, while in this case, it was surrounded with peculiar difficulties, arising from the fact that resumption had first been proposed for May, 1867, and many American holders had acceded to it, but before that time, it was clear to the managers that it could not be done, and the former President had visited London, for the purpose of negotiating with the English holders for a suspension to May, 1868, and which had been granted upon the condition that American holders would do likewise. The larger portion of these on this side readily consented, believing that this indulgence would certainly enable the company to meet the payments. It will thus be seen that those on this side were asked for a third extension, while those abroad, were called on for a second. It was true that our inability could reasonably be accounted for, from the fact that reconstruction has cost the company a much larger sum than was expected, while the failure of two successive crops had seriously diminished the earning of the road. But, would those who were unacquainted with facts, and who had no interest either in the company or country, and who received no payments for seven years, be willing longer to postpone the enforcement of their just debts, in order to enable the stockholders to save for themselves the ultimate profits that might attach to the ownership of the road. Fortunately for you, the large bondholders, both in this country and Europe, were men, not only of large means, but of large intellects and generous impulses. The result was, they agree to fund, as per contract with Hon. Milton Brown, of February 4th, 1867, all coupons up to, and including November, 1867, in interest arrearage bonds, and that for all coupons on interest and sterling bonds, due in 1868 '69, they will take the sterling bonds at par. This arrangement is of course, based upon the condition that American holders should agree to do the same. The large holders in New York, so far as seen, have readily consented. It will be seen that by this plan we are to resume interest payments on 1st May, 1870, leaving to the company its earnings for two years, with which to discharge the floating debt, nearly all of which has been contracted for account of reconstruction; and thereafter be fully able to meet not only its interest, but provide a sinking fund for the ultimate payment of the bonds, as it would then be able to operate the road with cash, and at a reduced rate, while the increasing prosperity of the country must add largely to your earnings.

The four years of terrible war through which the country has passed, not only involved the entire loss of the earnings of your road, but entailed an absolute expense of nearly four millions of dollars in the destruction of property, while the two succeeding years were marked by an unusual failure of crops, to which may be added, the epidemic of last fall at Mobile. Thus has your enterprise been compelled to struggle at one and almost the same time, with war and pestilence, while famine stood at no very respectful distance.

One gratifying fact has, however, been shown, which is that the road has developed an earning power, which even its most sanguine friends had not supposed.

Loss of earnings by Confederate & State securities, as per report of 1866		$5,228,562 23
Expense of reconstruction		3,872,843 78
Making a total loss by the war		$9,101,506 01

Thus showing a loss of about 65 per cent. of our entire capital; and yet to-day your road, with its equipment and property, could not be replaced with gold, for the amount of our indebtedness and par for the stock, as shown by the following valuation and liabilities of the Mobile and Ohio Railroad Company, April 1st, 1868;

ASSETS.

486 miles of railway and its equipment, comprising 102 locomotives, 42 passenger and baggage cars, 799 freight cars, (and material for 146 freight cars,) with repair shops, water fixtures and depots, value in gold		$15,552,000 00
1,100,000 acres land, rated at original minimum valuation of 10 shillings sterling per acre, £550,000 sterling, or gold		2,684,888 50
Valuation of station and town lots in gold		75,000 00
Total gold valuation		$18,311,888 50

LIABILITIES.

Funded debt—		
Total bonds outstanding	$7,904,021 06	
Arrearages of int.	1,372,900 00	
	$9,276,921 06	
Capital stock—		
Consolidated	$2,532,600 00	
Unconsolidated	737,220 70	
Floating debt—		
Due in currency	$1,223,632 28	14,770,374 04
Excess of assets		$3,541,514 46

It may well be asked, whether any other enterprise in the country can make a stronger showing.

Our relations with all connecting roads are of the most friendly character, and we have been able to establish through tariffs to and from the great cities of both the West and East. The early completion of the St. Louis and Iron Mountain road is a fixed fact, and we may confidently expect to reap advantage from a direct rail communication with St. Louis, especially, during the winter season, from which we have heretofore been shut out by ice. The railroad from Indianapolis to Vincennes is in course of construction, and contracts have been made for its extension from Vincennes to Cairo, which opens to us the rich valley of the Wabash, and gives us a direct rail route to Lake Erie; thus we have in immediate prospect, a connection through St. Louis, with the Great Pacific and Lake Superior, and through Indianapolis with Lake Erie; while by the Illinois Central, we have Lake Michigan. Our commanding position promises indeed a prosperous future. With the country along the line of your road settled, and in full connection with the Great Western Empire, its earnings in the no distant future, must be large.

The financial condition of the company as shown in the general account made up to May 1, 1865, was as follows:

Capital stock		$3,588,299 85
Bonds & State loans	$6,640,805 01	
" paid off	1,303,119 00	5,337,686 01
Sales of lots and donated lands		275,952 38
Transportation	$15,860,896 83	
Less expenses	8,448,107 60	7,412,789 23
Requisitions		66,419 42
Bills payable and change notes		642,656 89
Cars, iron, contracts, etc., balances.		87,900 79
Local balances		226,617 08
		$17,638,321 65

Against which are charged—

Construction		$11,247,563 83
Donated lands, surveys, maps, etc.		27,427 50
Interest on bonds, etc		2,433,974 54
Paducah branch: superstructure..		114,894 08
U. S. bonds and securities	$899,821 56	
Alabama State bonds.	125,000 00	
Due from C. S. Gov.	1,367,278 88	2,392,100 44
Dividend, State tax, etc.		176,785 84
Purchase of cotton		739,829 02
M., G. & T. R. R. bonds.		30,000 00
Negroes for road repair		119,691 00
Due from other roads.		45,665 74
Bills receivable		2,937 65
C. S. taxes		206,493 04
Cash on hand		100,958 97
		$17,638,321 65

The following is a supplemental statement of the receipts and expenditures from May 1, 1865, to December 31, 1866 and 1867:

	1866.	1867.
Capital stock, consolidated	$105,700 00	$174,100 00
Bonds & State loans.	1,419,442 55	2,216,121 06
Lands sold	6,204 11	10,734 19
Transp. receipts	3,855,852 80	6,102,914 77
Bills payable	247,769 88	559,027 58
Sales of cotton	321,105 93	413,288 36
Unpaid balances on mach'y purchased.	239,411 44	173,683 77
Due individuals, etc.	469,209 34	557,439 50
Iron sold	20,074 95	74,539 39
	$6,684,770 50	$10,281,848 62
Construction, old liabilities paid	$59,491 09	$96,479 54
Reconstruction	1,519,259 42	1,905,737 59
Rails and fastenings.	358,312 56	367,312 78
Rolling stock purchased	863,717 62	1,570,095 31
Shop machinery, etc.	90,414 95	120,213 05
Materials on hand	103,016 70	117,084 05
Bonds redeemed	316,000 00	385,000 00
Interest on bonds, etc.	1,032,753 61	1,316,620 73
Transportation exp.	2,069,744 88	3,510,759 19
Change notes redeemed	36,567 35	38,638 45
Old pay rolls paid	30,316 94	30,332 29
Old floating debt funded	.....	640,145 76
Stock scrip consolidated	105,700 00	174,100 00
Ballasting road	.....	1,918 45
Uncurrent funds	.....	2,221 24
Cash on hand	99,475 38	5,190 19
	$6,684,770 50	$10,281,848 62

The funded debt of the company December 31, 1867, was as follows:

Income bonds of 1861, 8 per cent.		$67,000 00
" 1862, 8 "		42,000 00
" 1865, 8 "		49,000 00
" 2d mort., 1867, 8 "		228,900 00
" " 10 yrs, 8 "		556,421 06
Sterling bonds, 1882, (1st mortgage)	8 " / 6 "	4,593,000 00
Tennessee State bonds, 1882	6 "	1,281,000 00
State of Tennessee, interest funded	6 "	388,800 00
Interest bonds	8 "	697,900 00
Total		$7,904,021 06

President.—ABRAHAM MURDOCK.

Vice President.—C. E. RUSHING.

Directors.—Abraham Murdock, Charles E. Rushing, A. S. Humphries. Thomas Brown, James A. McDearman, W. K. Walsh, Robert W. Smith, James Crawford, Francis B. Clark, John J. Walker, Peter Hamilton, James M. Muldon, Freemam Clark.

Chief Eng. and Gen'l Sup't.—L. J. FLEMING.

Secretary.—A. L. WILLOUGHBY.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	------	------
Allegheny Valley 50	1,498,400	------	------
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225	------	------
Atlantic & Gt. Western ... 50	11,522,150	------	------
" " " pref. 50	1,919,000	------	------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,660,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	------	Jan. '68 3
Bay de Noquet & Marq...100	------	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112	------	------
Berkshire* 100	600,000	J.A J&O	Jul.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,800	------	------
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....100	1,830,300	J. & D.	Jun. '68 4
Boston and Maine.....100	4 076,974	I. & J.	July '68 5
Boston and Providence ...100	3,600,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800	------	------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	------	------
Cape Cod Branch 50	721,926	J. & J.	Jul.'68 3½
Catawissa, ... 50	1,150,000	------	------
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	------	Jul.'68 4½
Central of Georgia.....100	4,666,300	J & J	Jul. '68 7
Central of New Jersey...100	13,768,000	J.A J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....	------	J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	------	Oct.'67 2½
Charlotte & S Carolina....100	1,201,000	------	------
Chemung*.....100	380,000	------	July '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. '68 5
Chicago, Bur. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	------	------
Chicago, Iowa & Nebras*.100	1,000,000	------	Jul. '68 5
Chicago and Milwaukee*.100	2,227,000	------	------
Chicago & N. Western....100	18,180,927	June	Jn'68 10s
" " pref.100	12,994,719	June	Jn'68 10s
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5
Cin , Ham. & Dayton 100	3,129,100	M. & N.	M. '68 5
Cincinnati City Passenger...	------	J'n &J'ly	Jan.'68 2
" Street	------	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,250	------	------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J AJ &O	July '68 2
Cleveland and Toledo* 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4½
Concord 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	800,000	------	------
Conn. & Passump. Rivers.100	------	------	------
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900	------	------
Dayton and Michigan*....100	2,384,941	------	------
Delaware..... 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050	------	------
Detroit & Milwaukee.....100	452,359	------	------
" " pref.100	1,500,000	------	------
D. Dock, E. B'dw. & Bat..100	1,200,000	------	------
Dubuque and Sioux City..100	1,673,641	------	------
Do. do. pref 100	1,987,351	------	Jul.'68 3½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600	------	------
East Tenn. and Georgia....100	------	------	------
East Tenn. and Virginia...100	------	------	------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	2,142,834	------	------
Fitchburg 100	4,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly	------	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,166,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	------	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	July '68 3
Hannibal and St. Joseph..100	1,900,000	------	------
Do. do pref.100	5,253,830	------	------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000	------	------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,390	------	------
" " pref. 50	199,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind.....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	------	------
Leeds and Farmington*.....	------	------	Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 5
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	------	------
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	------	------
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000	------	Apl.'68 4
Mahanoy & B'd Mount n* 50	921,615	------	------
Maine Central.....100	1,600,860	------	------
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	------	------
" " 1st pref. 50	6,586,185	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000	------	------
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	9,811,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	------	------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	------	------	------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3.627,000	J. & J	------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3.775,000	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	------	------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Nashua and Lowell..... 100	600,000	M. & N.	May'68 5
Nashville & Chattanooga..100	2,056,544	------	------
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul.'68 4
New Haven & N. London..100	738,538	------	------
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey.....100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,255,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 5
Ninth Avenue.....100	797,400	------	------
North Carolina.....100	4,000,000	------	------
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	------	May '67 4
Northern of N. Hampsh...100	3,06 ,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800	------	------
North Missouri 100	2,369,807	------	------
North Pennsylvania..... 50	3,150,150	------	F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	July'68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	------	------
" " pref.100	3,607,197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R.100	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4,848,300	J. & J.	July '68 3
Orange and Newark 100	281,550	------	------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri.....100	3.581,000	------	------
Panama.....100	7,000,000	J.A.J&O.	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'65 2½
Pennsylvania 50	20,000,000	M. & N.	May '68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,366,000	------	------
Philadelphia and Erie*.... 50	5,069,450	------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,00	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apl.'68 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec....100	579,500	F. & A.	Feb.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	------	------	Jul. '68 3
Reading and Columbia 50	665,019	------	------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	------	------
Richmond and Petersb g..100	847,000	------	------
Rich., Fred. and Potomac.100	1,041,800	------	------
Rockport 100	88,400	------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,285,500	J. & J.	July'68 5
Rutland preferred..... 100	------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute..100	2,800,000	------	------
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	------	------
Sandusky and Cincinnati.100	2,089,000	------	------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	------	------
Saratoga and Hudson R...100	1 020,000	------	------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	------	------
Schuylkill and Susqueh'a. 50	1,289,150	------	------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	------	------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	6 5,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000	------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '68 3
South Carolina 100	2,819,275	------	------
South Shore 100	259,685	------	Jul.'68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000	------	------
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130	------	------
Taunton Branch 100	250,000	J. @ J.	Jul.'68 4
Tennessee and Alabama ..100	595,922	------	------
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)....100	1,750,000	------	------
Thirteenth and Fif. (Ph.). 50	------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	------	------
" " " 1st pref.100	1,700,000	------	------
" " " 2d pref.100	908,176	------	------
Tol., Wabash and West.... 50	5,400 000	------	------
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111	------	------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	------	------
Union (Phila.) 50	291,475	J. @ J.	Jan.'e8 2
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000	------	------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley.....100	516,164	------	------
Virginia Central 100	3,353,679	------	------
Virginia and Tenn essee..100	3,452,815	------	------
Western Union 100	2,687,237	------	------
West Jersey 100	731,050	------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester...100	1,130,470	------	------
Wilm. and Weldon.....100	1,340,203	------	------
Worcester and Nashua .. 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	------	------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '68 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb. '68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000	------	------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,808,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	------	------
Union..... 50	2,907,850	------	------
" preferred 50	------	------	------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul.'68 3
Mt. Pleasant Coal.....	300,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	------	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr. '68 5
American Express 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	------	------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	------	------

Rockford, Rock Island and St. Louis Rail-Road Company.

By act of the Legislature of Illinois, approved February 15th, 1865, the Rockford, Rock Island and St. Louis Rail-Road Company is authorized to construct a line of rail-road from Rockford, in that State, to a point on the Mississippi River opposite St. Louis; also to acquire and own real estate, &c., &c.

The Company propose to construct the line of railway from Rockford, a thriving city situated upon the Rock River, and upon one of the upper lines of the Chicago and North Western Road, to a point on the Mississippi opposite Burlington, a distance, including tracks to mines, &c., of 200 miles, and to prosecute the work as vigorously as may be consistent with a due regard to economy.

A considerable amount of stock subscriptions have already been secured towards the construction of the road and the purchase of coal lands; and a much larger amount can and will be secured, all which will be applied in constructing and equipping the line, and in the purchase of coal lands.

The Company will not commence work on any division of its line until *bona fide* stock subscriptions equal to at least $10,000 per mile shall have been secured, applicable to the construction of such division.

The estimated cost of the line completed in a thorough manner, with not less than 20,000 acres of coal land, is $10,000,000.

This estimate includes equipment and the cost of opening mines, &c.

The Company is organized on the principle or plan of the Delaware, Lackawanna and Western Rail-Road Company, *i. e.*, it proposes to combine with the ordinary operation of a rail-road, the possession of coal land, and the mining, transportating and selling of coal, for the supply of fuel to connecting rail-roads, to steamers plying on the Mississippi River, and to the population of the country within reach of its operations.

For this purpose it has already secured control, by purchase and leases of fifty years' duration, of a large body of very valuable coal lands, lying either contiguous to or near the line of the road, sufficient to furnish full employment to the road for a century or more, and it is proposed to acquire control of still more of such lands.

It is well known that the rail-roads of Illinois and Iowa are obliged to pay a very high price for fuel; and that, in fact, the whole region is almost wholly destitute of timber either for fuel or other purposes. It cannot be doubted, therefore, that this Company can do do a very large and profitable business in supplying the country with an article so much in demand as fuel. It is estimated that the rail-roads connecting with our line, and the country within the reach of its operations, will at once take at least 300,000 tons of coal per annum from this Company, at a profit to the Company, over the cost of mining and transporting the same, of at least $2 per ton; and that this amount will steadily increase.

The coal produced from the fields traversed by this road is equal to the best produced in the State; and a wide region in Illinois, Wisconsin and Iowa can be supplied from our mines at a much less cost than from any other quarter.

It is also true that the region through which the Company's line will pass, from Rockford to Burlington, is one of the finest in the State of Illinois. It has a dense and enterprising population, and is rich in all the products of the soil; it will undoubtedly furnish a very large business to the Company in transportation of passengers, grain, cattle and miscellaneous goods.

The Rock River and its tributaries furnish an immense water power which, when improved, as it soon will be on the completion of this road, will furnish it with a large business.

To provide a portion of the means required for the construction and equipment of the line from Rockford to Burlington and for the purchase of coal lands, the Company has mortgaged its entire line of road, together with all its coal and other lands, its mining rights and entire property of every sort, to the Union Trust Company of New York, to secure the payment of $5,000,000 of bonds, said bonds having fifty years to run, bearing seven per cent. interest, payable semi-annually, 1st of February and 1st of August, in the City of New York, or City of London, at the option of the holder, *free of any government tax.* First coupon payable February 1st, 1869.

Each bond is for $1,000, or for £200 sterling, *and both principle and interest are payable in coin.* The bonds are also convertible into stock, at the option of the holder.

It is the intention of the Company to construct, first and immediately, the portion of the road between Sterling, on the lower line (Dixon Air Line) of the Chicago and North Western Road, to the junction with the Rock Island Road, with tracks to several coal mines already opened and controlled by the Company, giving in the aggregate 50 to 52 miles of road; and it is proposed to issue of the above described bonds, to aid in the construction of said 50 miles of road and in the purchase of coal lands, $1,500,000, and the remainder will be issued as the work proceeds upon the other divisions.

This amount of bonds is offered at 95 per cent. of the par value thereof, payable in currency.

It will observed that these bonds rest not only upon the road, its franchises, &c., &c., but also upon the Company's coal lands. Of these it owns many thousands acres in fee; and it has secured leases and contracts giving the Company all the coal and mining rights, to an amount which will place within the control of the Company from 20,000 to 25,000 acres. These lands, *with the road completed,* will be worth to the Company, at a low estimate, $300 per acre; or, for 20,000 acres, $6,000,000, an amount greater than the whole mortgage.

The earnings of this line of road, traversing as it does one of the finest regions of the West, and giving as short a line from Burlington and intermediate points, over this Company's road and the Chicago and North Western, to Chicago, as any other, it is reasonable to believe wil be equal per mile to those of any line connecting with Chicago. But placing them at only $8,000 per mile, nearly $4,000 less than the average of the Chicago and North western, we shall have gross earnings on 200 miles of road, $1,600,000 per annum. Allowing 60 per cent. for operating expenses, which, considering that the Company will furnish its own fuel at only the cost of mining, is very high, we shall have net earnings of $640,000. The interest on $5,000,000 of coin bonds at seven per cent. and with gold at forty per cent. premium, is $490,000. This sum taken from $640,000, leaves $150,000 for the stock-holders.

But in this estimate we have taken no account of coal. The Engineer of the Company estimates that the lands controlled by the Company contain 100,000,000 tons of coal, and that the Company can mine and find a market for 1,000,000 tons per annum for a century to come.

Estimating, however, at only 300,000 tons, at a profit of $2 per ton, which is doubtless far within the true figure, we have an addition of net earnings from this source alone of $600,000, per annum, which, with the $150,000 surplus, as above shown, gives, applicable to stock, over and above coin interest on bonds, $750,000, or 15 per cent.

N. B.—Nearly one-half of the Division now under construction is graded and ready for the superstructure.

The Bonds are for sale at the office of the Company, 12 Wall Street, N. Y.

☞ H. F. Royce has been appointed Assistant Superintendent of the Western Division of the Chicago, Rock Island and Pacific Railroad between Des Moines and Council Bluffs, with headquarters at Des Moines.

Walkill Valley Railroad.

The following is a copy of an act passed by the New York Legislature on the 24th of April 1868, to amend an act incorporating the Walkill Valley Railroad Company, by authorizing said corporation to extend its road to Kingston, Ulster County, and (Sections 2 to 12 inclusive, omitted,) to authorize certain towns in Ulster County to issue bonds to aid in the construction of said road.

SECTION 1. The Walkill Valley Railroad Company is hereby authorized to extend their road, with a single or double track, from its northern terminus, in the town of New Paltz, to Kingston, Ulster County; and all the sections of the general railroad law, authorizing the formation of railroad corporations, and all the amendments thereto in relation to acquiring the title to land for railroad purposes, are hereby made a part of this act, and the Walkill Valley Railroad Company is hereby authorized at any time to proceed, under said sections, to acquire and hold any real estate that may be necessary for the construction and use of their road, for a single or double track, with all necessary turnouts, depots, storehouses, machine shops, or other buildings, as provided in said sections of the general railroad act, and the several acts amendatory thereto.

SEC. 13. The Walkill Valley Railroad Company is authorized to connect its road with or intersect any railroad now in operation, or which may hereafter be constructed in the State of New Jersey, including the Erie Railroad, or any portion thereof, or any railroad or bridge company, now in operation or constructed, or which may be hereafter constructed, or terminate between New Jersey and Kingston, Ulster County, upon such terms as shall be agreed upon and approved by a vote of two-thirds of the directors of the several corporations interested.

SEC. 14. The Walkill Valley Railroad Company is hereby authorized to use an iron rail, on their said road, that shall not weigh less than fifty pounds to the lineal yard.

SEC. 15. The directors of the Walkill Valley Railroad Company shall have the power, by a vote of a majority, to increase the capital stock of said company, from time to time, as circumstances may require, to a sum not to exceed two millions of dollars.

SEC. 16. This act shall take effect immediately.

Western Union Telegraph.

The Western Union Telegraph Company, at their recent half yearly meeting, presented the following statement of revenue and expenses for six months, ending July 1, 1868:

	Gross Receipts.	Current Expenses.	Net Profit.
January.....	$539,894	$366,447	$173,347
February	600,183	345,855	254,328
March	587,962	335,947	252,015
April.....	602,257	356,349	245,908
May estimated	575,000	350,000	225,000
June do.	550,000	350,000	200,000
Total...	$3,455,196	$2,104,598	$1,350,598

Of which has been appropriated for construction, six months, to June 30, (two months estimated)....	$135,564	
Purchase of telegraph stocks.	42,587	
Sinking fund, six months, at $20,000 per month.....	120,000	
Interest on bonds, six months.	171,000	
Purchase of real estate..... ...	3,011	
		472,162
Balance of net profits for the six mos., over all expenses, available for July dividend....		$878,436

The net earnings for the six months ending Jan. 1, 1868, were mainly appropriated in payment of bonds maturing in 1867, as per statement published in January, 1868.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest—Rate.	Interest—Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1868.					
Loan of Jan. 28, 1847 registered	8,582,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	129
" " " coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	120
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	125
" " " coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113½
" " " coupon		6	" "	1881	118½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	113½
" " " " " yearly		6	July.	1881	
Loan of July 17, 1861 registered	264,246,200	6	Jan & July.	1881	113½
" " " coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) registered	1,494,756,600	6	May & Nov.	1882	109½
" " " (5-20s) coupon		6	" "	1882	113
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	111
" " " (5-20s) coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	109½
" " " (5-20s) coupon		6	" "	1885	110½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	109½
" " " (5-20s) coupon		6	" "	1886	109½
" " 3d series (5-20s) registered		6	" "	1887	109½
" " " (5-20s) coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) registered	193,790,400	5	Mar. & Sept.	1904	107
" " " (10-40s) coupon		5	" "	1904	107½
Pacific R. R. Bonds (currency)	25,902,000	6	Jan. & July.	'95-'97	102½
Treas'y Notes (7-30s) June 30, '64: 2d series	105,610,650	7.3	June & Dec.	1868	109½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	110
Matured Debt not presented	8,578,202	---	presentation.		
Gold Certificates of Deposit	20,298,180	---	presentation.		
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 y'rs	
United States Notes (greenbacks)	356,144,212	---			
Three per cent. certificates	50,000 000	---			
Fractional currency	32,531,589	---			
Navy Pension Fund	13,000,000	---			
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63½
" — " " (extended) "	1,941,000	5	" "	1883	
" — " " (funded coup.) "	437,850	5	" "	1887	
" — " " (sterling) "	648,000	5	Jan. & July.	1876	
" — " " (") "	688,000	6	" "	1876	
Arkansas—*Bank Loan (real estate) coupon	809,000	6	April & Oct.	1861	
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	
California—Civil Bonds of 1857 "	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 "	198,500	7	" "	1880	
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	
" — " " Nov., 1863	2,000,000	6	" "	1883	
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	
" — " " "		7	" "	var.	
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	96
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	89
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	
" —State Bonds coupon	948,910	6	" "	'60-'70	
" — " " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	
" — " " " "	3,829,936	5	" "	1866	93½
" — " " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	
" —War Loan Bonds "	300,000	7	" "	1881	
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	
" —War Loan Bonds "	500,000		" "	'78-'81	
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " " "	1,421 000	6	April & Oct.	'70-'71	
" — " " " "	415,800	6	May & Nov.	1870	
" — " " " "	253,000	5	April & Oct.	'67-'73	
" —Military Bonds "	636,000	6	various.	'80-'95	
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	
" — " " (Levees) "	1,000,000	6	various.	1886	
" — " " (New) "	892,800	6	"	'86-'87	
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	
" — " 1857-'61 "	171 000	6	various.	'75-'78	
" —War Loan of 1861 "	800,000	6	"	1871	99
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	445,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,623	5	" "	1865	
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	
" — " " (R.R. various) "	120,000	5	" "	1889	
" — " " (") currcy.	159,974	5	" "	'89-'90	
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	
" — " " (Ches. & Ohio Can.)	2 000,000	6		1870	98
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	98
" — " " (Bounty)	501,000	6	"	abt '74	
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	
" — " "	21,000	5	" "	1870	
—General Statutes Loan	150,000	5	Jan. & July.	1870	
—Funding Loan	17,000	5	June & Dec.	1872	
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	
" —S. Almsh. and State H. Loan	276,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	
" — " "	172,000	6	" "	'70-'73	127
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	125
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	
" —Coast Defense Loan	888,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" — " " "	4,379,500	5	May & Nov.	1894	113½
" — " " " sterling	3,996,000	5	" "	1894	
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	126
" — " " "	2,150,000	6	" "	'74-'76	120½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " " (etg.)	554,180	5	" "	'88, '90	
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6			'41-'71
" — " " (Union Bank)	5,000,000	6			Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	91
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	92½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	93½
" —Southwestern R.R.	4,500,000	6	" "	'86-'87	
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	
" —Platte County R.R.	700,000	6	" "	1887	
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	107
" — " " " registered	27,726,500	7	" "	1877	107
" —General Fund Bonds	1,189,780	6	" "	pleas.	
" — " " "	500,000	6	" "	1868	
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " " "	6,000,000	6	" "	1873	101½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	6	Jan. & July.	pleas.	
" — " "	442,960	6	May & Nov.	1868	
" — " "	900,000	6	Jan. & July.	1875	91
" — " "	800,000	6	" "	1878	
" —Canal Bonds	1,163,000	6	J. A. J. & O.	1868	
" — " "	167,000	6	" "	1871	
" — " "	4,500 000	6	" "	1874	93
North Carolina—State Bonds	366,000		Various.	'69-'78	65
" — " "	3,334,000	6	Jan. & July.	'81-'90	
" — " "	650,000	6	April & Oct.	'90-'91	
" — " " (new)	3,500,000	6	Jan. & July.	1900	73
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,133,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	
Pennsylvania—State Bonds coupon	4,998,000	5	Various.	'77-'82	98½
" — " " registered	5,083,052	5		'68-'70	95
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	
" — " " 2d series	99,480	5	" "	1882	
" — " " 3d series	720,983	5	" "	1892	
" — " " 1st series	4,907,150	6	" "	1877	107½
" — " " 2d series	7,909,520	6	" "	1882	109½
" — " " 3d series	9,270,017	6	" "	1892	112
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	104½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	
" — " " (new)	1,210,803	6	" "	1887	
Tennessee—State Bonds	1,949,450	5	April & Oct.	1868	60½
" — " "	289,187	5½	" "	Var.	
" — " "	1,706,000	6	" "	1868	
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	
" — " endorsement	2,207,000	6	" "	Var.	
" —New Bonds	6,000,000	6	" "	1882	69
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,866,000	5	Jan. & July.	long.	
" — " " (sterling new)	486,250	5	" "	long.	
" — " " registered	106,000	5	" "	long.	
" — " " "	21,469,398	6	" "	long.	
" — " " (coupon	10,900,000	6	" "	long.	
" — " (new) registered	1,379,500	6	" "	1876	
" — " (") coupon	489,300	6	" "	1886	55
" — " (")	89,800	6	" "	1890	
Wisconsin—State Bond	405,100		Jan & July	'77-'89	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	654,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	553,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407.018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	421 008	356,447	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,749	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,610	342,358	354,244	415,982	408,999	426,762	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130.225	122,512	126,798	144,995	170,937	139,142	160,306	210.729	216.030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,816	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251.916	261,488	274,800	404,600	566,403	558,200	416,400	351,600	4,183,912
1868	383,600	281,900	262,800	288,700	308,891	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	856,611	1,068,959	1,206,796	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39.600	40,458	39,630	41,212	43.580	65,035	80,588	73,140	50,296	580.271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	73,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,846	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343.929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799.236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,857	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	450,620	578,253	571,348	661.971	588,219	504,066	6.546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	526,242	709,327	738,530	822,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	467,754	496 666	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,520	98,482	108,461	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1864	256,600	304,445	328,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	443,934	411,806	4,129,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351.799	4.826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352.218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,853	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,489	265,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,219	362.783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	069,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,863	1,075,773	1,227,286	1,098,731	934,586	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	228,242	268,177	302,596	332,400	278,006	345,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247.262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,906	252,149	204,620	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	486,557	454,826	4,088,837
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,163	956,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,736	555.222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	578,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,064,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,427	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180.971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	155,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,542
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354.631	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	361,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	35,972	63,862	82,147	68,180	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	38,006	39,301	43,332	86,913	92,918	85,276	60,698	84,462	100,313	76,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	67 852	60,558	58,262	73,525	126,496	120 268	79,431	54,719	774 987
1868	46,415	40,703	39,198	49,231	70,163	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850.	602.000	6	Jan. & July.	"	1880	98½
" " " 1855.	894,250	6	Jan. & July.	"	1875	99
" " " 1834.	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1856	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	84
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (¼ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	90
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	98
" " $675,000	675,000	6	April & Oct.	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	91½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	85
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	960,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,500,000	7	"	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1865	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort & M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	106
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	73
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	96
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99½
General 1st Mortgage	3,600,000	7	" "	" "	1885	96½
Funded Coupon Bonds	755,000	7	May & Nov.	" "	1885	93
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	95
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1890	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	93
4th Mort. (M. L.) or 3d Extension	1,106,439	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	136,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	83½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1870	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	800,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	159,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,999,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						83½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
1nternal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101¼
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88¾
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76¼
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'75-'78	91½
Land Security	3,344.60a	7	April & Oct	" "	1881	96¼
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91¼
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210.000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102¼
2d Mortgage (S. F.)	2.000,000	7	June & Dec.	" "	1885	102
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2 499,000	6	" "	New York.	1875	118
Redemption bonds	2,563,060	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66¾
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester.						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	94½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		72½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksev. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Sl'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1886	101¼
2d General Mortgage	2,693,000	7	" "	" "	1877	96
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	96½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500				1874	
Milwaukee and Pacific.						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,800	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	6		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		90
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
***New Albany and Salem:**						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	800,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,800	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " " "]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,560	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	" "	1876	103
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	94
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,500	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	97½
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1875	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86
North. Cen., 3d Mort. ($2,500,000)	1,064,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	93½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1893	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80½
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	104
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	94½
" 1844, "	804,000	6	" "	"	1880	94½
" 1843, "	101,000	6	" "	"	1880	94½
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	100½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	95
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	20
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,008	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	69½
Mortgage (Registered)	504,000	7	"	"	1875	69½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	176,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	830,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'72-'74	
Domestic Bonds,	643,500	7	April & Oct.		'69-'91	
Steri. 8kg t'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	96
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	86
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	259,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	78
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	35
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden, Philadelphia.	1883	93
2d Mortgage	780,000	7			1896	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	81
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	696,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	....	101,102	37,586	—	—
28 Feb. '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,966	30.3	....	55,791	31,562	—	—
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	....	207,626	111,232	—	—
30 Jun. '59	57.0	—	—	171.3	....	....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
31 Dec. '58	469.3	13.5	....	49.4	21	20	283	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	215,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	....	....	.....	Memphis and Little Rock	558,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	....	230,251	104,894	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	845,798	66,483	8,256	306,900	100,000	—	.....	23.8	52,885	103,333	26,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,433	644,725	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,118	1,685,334	592,288	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	160 848	2,787,594	124.0	192,989	478,096	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,466,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	126,922	10	—
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	.....	62.0	—	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,311	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	706,016	10	145
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	680,438	204,086	8	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	—	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	....	150	....	....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	....	7,847	3,535	—	—
— — '62	59.9	—	5.0	—	....	....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	—	—	—	—	—	—
— — '62	100.0	2.9	10.0	153 5	....	....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	55,500	56,575	1,346,632	86.7	....	391,477	68,880	3½	—
— — '62	92.6	—	8.7	70.9	....	....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	....	.....	.....	—	—
31 Dec. '60	53.0	—	....	—	....	....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	....	168,988	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	....	....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	....	.....	.....	—	—
30 Nov. '66	191.0	—	....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,949,923	4,666,800	786,000	183 940	6,686,956	229.0	....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,176,281	242.0	....	1,136,142	246,356	6½	—
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	—
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	38	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,667	3,855,721	228.8	306,335	1,006,953	332,561	6	—
30 Sep. '59	188.0	—	....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '67	280.0	—	....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,963	3,892,961	1,743,733	10	138
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,248 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400 0	2,421,566	6,146,862	2,793,463	20	154
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,125,476	45,864,322	1,152	.....	10,161,735	2,226,967	—	73½
31 Mar. '67	181.8	181.5	....	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,574,034	1,413,999	10	105
31 May, '63	174.6	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec. '67	454.8	252.5	—	—	150	94	3,776	*Illinois Central*	21,328,478	*	10,233,807	23,415,780	10,544,500	.....	41,562,280	708.3	3,766,216	7,160,992	3,512,366	10	158
31 Dec. '67	111.0	—	....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,336,269	111.0	297,509	754,463	187,005	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	....	2,218,402	.....	—	43
								INDIANA.													
— — .	224.0	—	....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	37½
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	25½
31 Dec. '64	84.0	—	....	—	15	....	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	11.0	—	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,228	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	—	—	....	....	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371,402	—	80½
30 Nov. '66	73.0	—	....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	161,417	—	—
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	960,000	653,955	5,429,203	156 5	319,880	805,271	237,861	—	78
31 Dec. '67	162.0	—	....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820 200	2,892,000	795,004	5,507,204	162.0	....	735,587	309,585	—	—
30 Jun. '65	135.0	95.0	....	312.0	....	....	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	.....	Covington and Lexington	3,742,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,821	510,319	153,217	7	—
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4.275	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	354 0	929,486	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628 793	80.0	106,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	....	205.0	21	22	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,638	206.0	.....	1,633,042	386,268	—	—
31 Aug '60	53.7	—	—	135.3	....	....	.....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	....	....	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	....	....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,006,369	188.0	.....	340,896	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8 070.685	7,268,989	234,438	16,017,548	329.3	1,902,098	4,325,490	1,496,713	10	117½
29 Feb. '68	246.0	277.8	....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,538,230	10,646,200	9,035,840	267,478	20,762,567	523.8	2,387,388	4,747,219	1,860,932	—	91½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,829	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	796,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	....	60.4	....	....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,963,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	430,026	—	86
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	236,715	2,469,540	4,400,000	106,235	8,026,361	182 0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	—	....	....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,635	2,049,674	431,089	3,609.115	9,200.000	1 358,135	16,593,448	309.0	1,199,663	2,675,875	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,392,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.5	3.6	8 2	....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,929	—	1,971,229	3,501,000	49 868	6,352,199	90.1	388,188	899,891	337	—	60½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,986,870	7,952,330	149.0	878,873	1,116,113	177,878	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,225	230,825	6	101
								MARYLAND.													
30 Sep. '66	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,551	3,621,755	13,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	122½
30 Sep. '66	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	584,848	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,868	1,212 159	8	47½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,031	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,687	369,577	50,770	—	15
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,167	481,471	10	137
30 Nov. '67	47.0	7.0	48.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	121½
30 Nov. '67	44.6	24.0	66.6	—	40	71	642	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	80,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,931	61,251	6	64½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	125
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	119
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	360,149	463,637	3,540,000	—	—	4,050,280	93.5	506,332	1,101,444	354,744	9	129½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	308,503	(O.b	y B. & L.)	21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,725	74.*	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,682	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	906,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,381,065	336,310	6	94½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	480	470,692	(O b y	B & L.)	17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	86	Taunton Branch	250,000	*	43,730	250,000	—	4,292	298,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.6	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,342	93,908	2,860,000	550,345	2,827	3,500,337	77.3	199,126	461,424	62,594	1½	60
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391.983	173.6	1,849,291	4,086,707	1,249,295	10	.....
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	481,345	1,799,000	1,050,000	30,974	3,231 345	93.5	.....	467,714	147,123	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433.650	688,500	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	135
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,640	681,201	242,998	8	117½
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3 673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	586,278	163,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	98	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124 2	.....	3,408,511	781,801	10	180
31 Dec. '67	20.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,084,380	127,871	2,265,294	60.2	.....	325,497	147,928	—	69½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768, 00	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,395	1,472,376	10	124
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,493,012	1,018,617	3,616,350	6,347,437	1,513,438	11,477,225	87.7	827,528	1,382,840	164,54	3½	65
31 Dec. '67	33.8	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,893	846,150	10	183
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	159,100	300 000	62,145	496,044	35.0	125,394	252,366	48,469	—	—
31 Dec '67	65.0	16.0	7.9	—	—	—	—	Raritan and Delaware Bay	4,098,592	—	—	2,530,700	1,664,500	1,066,867	5,262,067	81.0	—	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.3	.....	458,906	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,630	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	289,767	5,465,947	103.0	287,170	484,228	220,215	—	.....
30 Sep. '67	36.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43 2	20,783	49,159	28,880	—	.....
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	—	233,100	7	85
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,109,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,352,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	6,837	Erie	49,247,770	*	5,071,492	25,111,210	22,429,922	3,524,813	54,319,262	784.0	6,458,279	14,317,213	2,062,141	—	69½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018,602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	6	140½
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	298.0	452.0	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,089,820	688,879	46,023,535	692.0	6,401,420	13,979,514	3,109,801	6	134
30 Sep. '67	130.8	2.1	45.6	—	41	71	633	New York and Harlem	10,491,685	1,663,697	1,109,365	6,785,050	5 933,625	37,000	12,816.675	162.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	113.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,954,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,645	86.515	—	68
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	op	r. by R.,	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	129,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	61,630	8	—
30 Sept. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	95½
30 Sept. '67	55.2	—	1.2	—	—	—	—	Rochester & Genesee Valley	666,026	*	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	43.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g.	4.000,724	*	587,519	2,400,000	1,834,600	353,643	4,588,243	218 6	—	1,215,471	449,003	10	118
30 Sept. '67	34 0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	460,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	880,000	13.0	49,747	668,896	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,095	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	195,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	962,732	*	—	831,300	—	121,432	952,732	34.9	88,168	160,376	83,679	7½	—
30 Sep. '67	12 0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	185,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	.....	—	—	—	—	Warwick Valley	172,577	*	11,673	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,983	35,572	—	—
31 May, '67	223.0	—	.....	25	15	223		North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	'59	97.0	.....	—	—	—	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 866	1,147,018	1,201,000	671,984	3,778,589	171.9	.....	432,050	162,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463.775	674,664	823,468	3,560,528	171.0	.....	611,599	256,351	—	—
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	361,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	35
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197 537	202.0	.....	2,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	564,507	8	90
31 Oct. '67	95.5	—	54.0	—	43	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,600	2,500,000	—	11,250,000	95.5	804,876	2,659 346	973,518	10	101
30 Nov. '67	101 0	102.5	.....	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	6,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	87½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,073,764	188.6	1,223,523	2,492,278	1 107,377	14	103½
30 Nov '67	54.5	16.5	12 8	—	—	—	—	Columbus and Xenia	1,464,078	—	736,66	1,786,200	243,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	35,935	5,479,886	153.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '65	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,558	3,688,385	315.434	17.429,777	250.8	739,960	1,224,058	445,302	—	—
31 Dec. '67	340.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	25,940,335	1,707,000	461,583	23,560,000	3,888,000	598,693	28,108,918	340.0	.....	3,459,319	286,455	—	29½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,986,354	595 400	391,992	3,382,163	1,218,972	109,813	4,972.746	206.9	346,371	694,520	184,681	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,868,436	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	454.8	45.2	—	—	105	49	2,189	Toledo, Wabash & Western	20,999,000	*	1,755,133	6,700,000	15,494,000	68,670	22,764,183	424.0	1,259,485	3,800,353	1,002,471	—	48½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,870,342	44.0	184.201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	93	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,990,900	1,049,166	58,838,989	565.7	———	5,195,265	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	10½
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,000	709,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	123
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,992	—	—
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,376	395,149	4,238	5	31½
31 Oct. '67	81.6	2.0	8.4	—	19	11	640	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	133,284	7	—
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	—	2,341,375	58.8	149,189	186,451	52,343	—	66½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,296	68,850	3,753,130	80.0	508,071	790,908	233,845	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	534,154	193,776	8	—
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	886,111	14,867,142	161.2	1,224,375	3,580,764	1,272,089	10	55½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	868,000	—	3,514,100	oper	by Read	ing R.R.	—	—	46½
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	—	302,048	8	59
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	68.9	343,012	898,574	361,604	5	28½
31 Oct. '67	354.9	34.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311,810	591,455	34,949,145	561.5	7,740,290	16,340,156	4,151,521	11	52
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,956,993	24.2	815 164	634,717	298,818	10	97
31 Oct. '67	287.5	—	70.4	—	90	38	1,462	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 760	13,000,000	22,473	19,019,173	287.5	1,604,825	2,334,731	loss.	—	27
31 Oct. '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	11,459,652	3,407,490	3,099,019	23,856,101	6,580,825	—	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	51
31 Oct. '67	26.5	—	32 2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,116	33.3	—	863,705	299,326	10	1294
31 Oct. '67	96.0	3 8	108.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432,531	890 730	9	84½
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,129	1,500,000	74.863	3,429,992	70.9	339,804	608,596	270 419	—	—
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,560	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382 623	10	109½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,903	280,452	107,811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,888	180,693	10,000	684,036	962,600	133,966	880,602	35.4	167.552	875,650	189,705	—	16
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,926,990	(ope	rated by	Penn.	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,569	133,671	8	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,835	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	106	North-Eastern	2,148,131	*	51,078	898.950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,667	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,827,575	242.0	.....	1,812,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Penn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,167	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,451,517	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.0	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	.....	.....	.....	.....	—	—
30 Sep. '66	99.2	—	.....	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	662,039	3,01[illegible],107	99.2	.....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	237,364	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— —	32 0	—	.....	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— —	56 0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— —	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32.670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	106,568	—	—
— —	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	16.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	oper	r. by Vt.	Central	180,000	8	161½
30 Jun. '65	23.6	—	0.9	—	4	6	89	Vermont Valley	1,212,274	*	—	616,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,630	—	2,969,561	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep '65	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	694,000	.....	.....	103.5	436,729	758,883	42,878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	*	—	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000.000	1,994,300	1,025,781	7,581,446	190.5	310,294	639,692	280,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,386	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	—	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	220,526	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,514	296,428	3,353,679	1,919,550	57[illegible],297	6,479,046	221.8	800,405	554,611	135,648	—	—
0 Jun '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,922	7,362,250	214.9	278,839	856,022	93,832	—	—
								WISCONSIN.													
1 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,574	275.0	966,727	2,538,800	934,103	—	65
1 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan. '63	161.0	.....	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	226,798	67,652	—	15
31 Dec. '62		—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.798	117,842	—	68
30 Jun. '63	49.0	.....	.....	—	—	—	—	Grand Trunk	[illegible],210.345	*	—	15,123,430	54,750,510	7,336,405	77,210.345	1,099	.....	4,368,510	1,164,855	—	—
31 July '63	1,096	137.0	.....	78.0	204	130	2,399	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec. '64	229.0	115.5	63.0	—	92	126	1,689	Northern (O. S. & H.)	5,456,615	—	—	.....	4,999,980	768,959	5,678,939	96.1	402,670	467,266	191,122	—	—
	94.5	1.6	.....	—	18	20	337	NEW BRUNSWICK.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108 0	.....	148,339	55,777	—	—
July,'61	60.0	—	.....	.....	.....	.....	.....	New Brunswick and Canada	1,402,748	02,338	—	1,380,000	13,100	136,000	1,709,232	60 C	.....	132 [illegible]	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	.....	—	20	18	160	Nova Scotia	4,273,401	*	—	[illegible],273,281	—	—	4 276,281	92.0	158,416	139,107	87,181	—	—
	8.			—	11	12	120	NEW GRANADA.													
								Pan ma	5,000,000	*	—	[illegible],000,000	—	—	10,768,72[illegible]	48.	.....	287,438	1,198,938	—	.....

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	18
Catawissa (preferred)	1,150,000	7	---	29½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	68½
Chicago & Alton (preferred)	2,425,400	7	7	136
Chicago & Northwestern (pref.)	14,789,125	7	7	79½
Coonecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,500	10	10	88½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	---	87
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	29
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	105
" " " (2d pref.)	841,400	7	7	98
Milwaukee & St. Paul (preferred)	7,370,900	7	---	78½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	69½
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	678,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86
2d Mortgage	3,980,670	6	J. & J.	1882	74½
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	----	42
Chesapeake and Ohio	100	8,226,595	----	----
Delaware Division	100	1,633,350	----	----
Delaware and Hudson	100	10,000,000	10	140
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	22½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	74
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	----	11
" " (preferred)	50	2,888,988	----	21½
Susquehanna and Tide Water	50	2,048,260	----	15½
Union	----	----	----	½
Union (preferred)	50	2,787,000	----	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	10	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

		Store Prices.
Pig, Scotch, No. 1	per ton. 39 — @ 42	—
Pig, American, No. 1	---- — @ 39	—
Pig, American, No. 2	36 — @ 36	—
Bar, Refined, English and American	81 — @ 87 50	—
Bar, Swedes, assorted sizes	(gold). 87 50 @ 90	—
Bar, Swedes, ordinary sizes	— —	@150 —
Bar, English and American, Refined	95 —	@100 —
Bar, English and American, Common	85 —	@ 90 —
Scroll	125 —	@170 —
Ovals and Half-round	120 —	@150 —
Band	125 —	@ — —
Horse Shoe	125 —	@ — —
Rods, ⅜ @ 3-16 inch	100 —	@160 —
Hoop	133 —	@185 —
Nail Rod	per lb. — 9	@ — 10
Sheet, Russia, Med. No.'s	---- — 18½	@ — 19½
Sheet, Single, D. and T. Common	---- — 5	@ — 7
Rails, English	(gold) per ton. 51 50	@ 52 —
Rails, American (at works)	---- 79 —	@ 80 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb. — 18	@ — 22
English Spring.(2d and 1st qlty.)	---- — 10	@ — 12½
English Blister.(2d and 1st qlty.)	---- — 11½	@ — 20
English Machinery	---- — 13½	@ — 16
English German. (2d and 1st qlty.)	---- — 14	@ — 16
American Blister, "Black Diamond"	---- — 11½	@ — 17
American, Cast, Tool, do.	---- — 21	@ — 22
American, Spring, do.	---- — 10	@ — 13
American Machinery, do.	---- — —	@ — 14
American German do.	---- — 10	@ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New	per lb. — — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 22½ @ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb. — —	@ — —
Spanish	(gold) 6 35	@ 6 37½
German Refined	(gold) 6 25	@ 6 50
English	(gold) 6 30	@ 6 87½
Bar	(net) 10 —	@ — —
Pipe and Sheet	(net) 12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — —	@ — 27
Straits	(gold). — 24	@ — —
English	(gold). — —	@ — 24

	Gold.	Currency.
Plates, I.C.Charcoal.p.box	8 25 @ 8 37½	11 50 @ 12 50
Plates, I. C. Coke	6 75 @ 7 50	9 50 @ 10 50
Plates, Coke Terne	— — @ 6 25	9 — @ — —
Plates, Charcoal Terne	7 87½ @ 8 12½	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — —	@ — 16½
Crude, 40 @ 47 gravity (in shipping order)	— 21	@ — —
Refined, free, S. W.	---- — 33	@ — 34
Refined, in bond, prime L. S. to W. (110 @ 115 test)	---- — —	@ — 29½
Refined, in bond, Standard White	---- — 32	@ — —
Refined, in bond, prime White	---- — 33	@ — —
Naptha, Refined, (60 @ 63 gravity)	---- — 15½	@ — —
Residuum	per bbl. 3 —	@ 3 75

New York Stock Exchange.

Actual Sale Prices for the week ending July 1.

	Th. 25.	F. 26.	Sat. 27.	M. 29	Tu. 30.	W. 1
Atlantic M. S. S. Co.	----	----	----	----	----	----
Boston, Hartford & Erie	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co. 50	49½	50	----	----	----	49
Central of N. Jersey	124½	----	----	124½	----	----
Chicago & Alton	135½	135½	----	138	----	138
" " pref.	136	136	----	----	----	----
" " 1 M.	105½	----	----	----	----	106
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	94	----	----	----	----	----
Chicago, Burl. & Q.	----	154	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	81½	81	----	----	----	----
Ohio. & Northwest'n	69½	69½	71	72	71½	73½
" " pref.	79½	79½	79½	79	77½	79½
" " 1st M.	----	96½	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol	----	----	----	----	----	96
Chicago & Rock Isl.	105	105½	105½	104½	103½	105
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	98½	----	99½	----	----	x96
Clev., Col. and Cin.	----	90	----	90	90½	----
Clev. and Pittsburg	90½	90½	90½	90½	89	x87½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	93	----	----
" " 4 M.	----	----	80	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	103½	103½	104½	104½	104	103½
" "S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	----	----	----	----	100½	100½
Cumberland Coal, pref.	----	----	----	----	33	33
Del. & Hudson Canal	134	135	134½	----	----	----
Del., Lack. & West.	123	----	----	----	----	----
" " 1M.8p.c.'71-5.	----	----	----	----	----	----
" " 2M.8p.c.'81	----	----	----	----	----	----
Erie	68½	68½	71½	70½	69	70
" pref. 75	----	----	76	75	----	75
" 1 M. 7 p.c. '67	----	----	----	----	----	103½
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	97½	----	98
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	----	77½	78	----	77	----
Hudson River	140	140	----	140½	----	----
" 1M.7p.c.'69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	----	----	----	----	----	----
Illinois Central	----	----	----	----	157½	158
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	28½	----	----	----	----
" " 2d "	----	19½	----	10	----	----
Mariposa Mining Co.	----	----	----	----	----	4
" " pref	9	8½	8½	8½	----	----
Michigan Central	117½	----	----	----	----	----
" S.F.8pc.'82	----	----	----	----	----	----
" conv.8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	91½	92	93	92½	91½	92½
" " 1M.S.F.	----	----	101½	----	101½	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	98	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	64½	65½	67	66½	65½	66
" " pref.	77½	78	79	79	78	78½
" " 1st mort.	96½	----	96	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	94½	----	----	94½	94	x91
" 1ss. to H. & St. J. R.	----	94½	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	93½	----	----	93½	----	----
" " 2d mort	----	90	----	90	90	----
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	134	134½	135½	135½	134½	134½
" " 7s.S.F.'76	----	----	----	----	----	----
" " 7s.conv.'76	----	----	----	----	----	----
" " 6s, S.F.'83	----	----	----	94	94	----
" " 6s, S.F.'87. 94	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M.7p.c.'73	----	----	----	----	----	----
N. Y. and N. Haven	145x	----	----	----	----	----
N. Carolina 6s ex-coup.	76½	78	77½	76½	71	73
" new	76	76½	----	75½	72½	73
Ohio & Miss.	30½	30½	30½	30½	29½	29½
" " pref.	----	----	----	----	----	----
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co.	101½	102½	102½	101½	98½	100½
Panama	----	----	----	----	330	----
Phila. and Reading	104	104½	105½	106½	105	x101½
Pitts. Ft. W. & Chicago	111½	112	112½	112½	111½	x110
" " 1M.105	106½	----	----	----	106½	----
" " 2M.	----	----	----	----	----	----
" " 3M. 94	94½	----	95	----	----	----
Quicksilver Mining Co.	25½	25	23½	----	23½	22½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	82	----	82½	----	----	----
Tennessee 6s. ex-coup.	77½	77½	76	75½	72½	69½
" new	77	76½	74½	74½	72½	68½
Tol. Wab. & Western	47½	47½	48½	48½	48½	----
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	82½	----	82
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	58½	58½	59	----	58	57
" new	57½	58	58	58½	57	56

New York Stock Exchange.

Actual Sale Prices for the week ending July 1.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 1
Federal Stocks:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	107¼	107¼	----	107¼	107¼	107¼
U. S. 5s, 10-40s, reg.	107¼	----	----	----	107	----
U. S. 6s, 1881, reg.	113¼	113¼	----	----	113¼	----
U. S. 6s, 1881, coup.	115¼	117¼	----	117¼	----	x113¼
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	----	----	----	109¼	----	109¼
U. S. 6s, 5-20s, c. '62	113¼	113¼	----	113¼	113¼	113
U. S. 6s, 5-20s, reg. '64.	----	111¼	----	----	----	----
U. S. 6s, 5-20s, c. '64	110¼	110	----	110¼	110¼	110¼
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	----	110¼	111¼	111¼	111¼	110¼
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	113¼	114	113¼	114¼	114	x109¼
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '67	114	----	----	114	114	x109¼
U. S. 6s, 5-20s c. '68	----	110x	----	110	----	----
7.30 Notes, 2d series	110	----	----	----	----	109¼
" " 3d series	----	----	110	----	----	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 30.

	W. 24	Th 25	F. 26.	Sat. 27.	M. 29.	Tu. 30
Catawissa	----	----	----	----	----	10¼
" preferred	29¼	28¼	28	27¼	29¼	29¼
Camden & Amboy	130	130	129¼	129½	----	130
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	96¼	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	22¼	22¼	22¼	22¼	----	----
" " 6s, '84	----	82¼	83	----	82¼	----
" " Gold L.	----	88¼	88¼	88¼	88¼	89
Lehigh Valley R. R.	55¼	55¼	----	55¼	55¼	55¼
" " 6s	----	96¼	----	----	----	----
Little Schuylkill R. R.	45¼	----	----	45¼	----	45¼
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	33	33	----	33¼	33	33¼
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	47¼	----	----	----	47¼	47¼
Pennsylvania R. R.	52¼	52¼	52¼	52¼	53	52¼
" 1st m.	103¼	103¼	----	----	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 6s 1st series	107	107¼	----	----	----	107¼
" " 6s, 2d series	----	----	----	109¼	----	109¼
" " 6s, 3d series	----	----	----	----	111	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	----	----	----	98¼	98¼
" " new	101¼	101¼	101¼	101¼	101¼	101¼
Philad. Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	51¼	50¼	52¼	52¼	53	52¼
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	104	----	----	----	----	----
Philadelphia & Erie	26¼	----	----	27	27	27
" " 6s	----	----	----	----	----	91½
Schuylkill Navigation	----	----	11	----	----	----
" " pref.	21¼	----	21¼	21¼	21¼	----
" " 6s '82	----	----	----	----	----	72
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	15¼	----
" " 6s '78	63¼	63¼	64	----	----	----
Union Canal, pref.	1	----	----	----	----	----
" " 6s '88	----	12	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	46¼	----	47
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	50	50	----	----	50	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 30.

	W. 24.	Th. 25	F. 26.	Sat. 27.	M. 29.	Tu. 30
Baltimore City 6s, 1875	98¼	----	98¼	98¼	98¼	98¼
" " 1886	----	----	----	----	----	----
" " 1890	97¼	97¼	----	----	97¼	97¼
" " 1893	----	97	----	----	----	----
Balt. and Ohio	----	----	----	122¼	122¼	----
" " b'ds '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Marietta & Cin. 1st m.	----	----	----	----	----	----
" " 2d m.	72¼	72¼	72¼	72¼	----	72¼
Northern Central	46¼	----	----	47¼	----	86
" " b'ds, 1885	----	----	----	----	86¼	----
" " " 1900	82¼	----	----	----	----	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 1.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 1
Boston and Albany	----	----	----	----	147	----
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	137	----
Boston and Providence	135¼	----	130x	----	131¼	----
Boston, Hartford & Erie	15½	15½	15	15	15½	15
Cheshire, pref.	----	----	----	----	----	----
Concord	----	72½	72½	----	----	----
Connecticut River	----	----	----	----	----	125
Eastern	118¼x	----	119¾	119	119¾	119
Fitchburg	129x	----	----	----	----	129⅝
Manchester & Lawr'ce	----	----	----	----	----	135
Michigan Central	----	----	117¾	118¼	----	118¼
Northern, N. H.	----	----	117¾	----	----	----
Ogdens. & Lake Champ	68	68	----	----	68	----
Old Colony & Newport	94¼	----	95	94	94	94¼
Ph., Wil. & Baltimore	----	----	----	----	54¾	----
Portl'd, Saco & Ports.	101	----	----	101	----	----
Vermont & Canada	----	----	101¼	----	101	101¼
Vermont & Mass.	----	----	----	----	----	----
Broadway (Horse)	57	----	----	----	----	----
Cambridge "	----	----	98¼	----	----	98¼
Metropolitan "	----	----	66	63¼	----	66¼
Middlesex "	----	----	52	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	----	19¼	----
Franklin "	----	----	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	21¼	21¼	----	----	21¾
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities June 12th, and 19th:

	Closing Prices. June 19.	June 12.
United States, 5-20s, 6 per cent 1882	73 @ 73¼	72¼@ 72¾
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	71¼@ 72¼	71¼@ 71¾
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	36 @ 38	35 @ 37
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	55 @ 60	55 @ 60
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	55 @ 60	55 @ 60
Do., consolid. mort. bonds, 1890	33¼@ 34	32¼@ 33¾
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Erie shares, $100 (all paid)	45¼@ 46¼	45¼@ 46¼
Do., sterlg. 6 p. c. conv. bonds	72 @ 74	72 @ 74
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	100¼@101	100¼@101
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	93 @ 95	93 @ 95

American Railroad Journal.

Saturday, July 4, 1868.

Stock Exchange and Money Market.

There has been a little more activity in Money, since our last, but under the influence of a very liberal offering, and in view of the impending heavy interest and dividend disbursements, rates have been quite steady and easy for responsible borrowers at from 3@5 per cent. on call, and 4@6 per cent. per annum in the discount line. The speculative demand has been the main source of custom for lenders, who have promptly met all applications of the established street firms within our range. There has not been anything like a noticeable mercantile inquiry. Prime business paper has been scarce and wanted. Some drain of currency westward, for use chiefly in the wool growing regions, has been mentioned, but it has been of little significance. The city banks have made a further addition of over 1¼ millions to their legal tender reserve, and nearly three millions to their deposit averages. Their specie hoard has been diminished 1⅜ millions. Their loans have been augmented some 2⅜ millions. The U. S. Sub-Treasury disbursed, during the week, about 1¾ millions more than it received. Thus far in the current week, the receipts of the office have been far lighter than its payments, the latter, especially on account of interest on the public debt, having been of extraordinary magnitude. The office held on Tuesday of this week a cash balance full 6½ millions under that of the preceding Tuesday.

The specie reserve of the city banks is now $7,753,300, against $7,768,996 same time last year. The city bank deposits are now $214,302,207, against $186,213,257 week ending June 29, 1867. The legal tender reserve amounts to $72,567,582, against $62,816,192 same time last year. The circulation now stands at $34,048,721, against $33,542,560 same time last year. The loans are now $276,504,036, against $242,547,954 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $86,121,000 a day, against a daily average of $92,330,636 the preceding week, and $88,400,000 the week ending with June 13, 1868. The current week's exchanges average about $101,000,000 a day. The city banks, last week, gained $1,285,721 of legal tender, and $2,817,820 in the deposit line, while they lost $1,371,530 of their specie reserve. They increased their loans, $1,021,416; and reduced their circulation, $70,399.

The Philadelphia Bank movement the past week shows a decrease in loans of $308,942; an increase of $15,852 in specie; an increase in legal tenders of $421,732; an increase of $464,791 in deposits; and a decrease of $913 in circulation. The Bank Clearings show a decrease of $4,713,223, and the balances, a decrease of $457,039.

The New York Gold Exchange Bank reports for the week ending Saturday, the 27th day of June, 1868, the average amount of loans and discounts as $916,304; average amount of specie, $200,160; average amount of deposits, $749,107.

The U. S. Sub-Treasury receipts, week ending with June 27, were $12,694,791, including $1,598,059 from customs duties; payments, $14,428,298, including $203,000 of coin interest; balance at the close of the week, $93,902,718, against $95,636,220, at the close of the preceding week, showing a decrease of $1,733,502. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,189,976 including $322,287 from customs; and payments, $3,936,035; on Tuesday, receipts, $1,054,078 including $339,003 from customs, and payments, $6,085,075. The balance at the close of business on Tuesday stood at $89,125,661, against $95,710,617, a week previous; and $94,579,204 on June 16, 1868. The aggregate receipts of the office from all sources in June, were $87,512,859; aggregate payments, $93,065,184. The balance on the 1st inst., was over 5½ millions below that on the 1st ult., which amounted to $94,677,986.

The coin certificates issued by the Sub-Treasury office, during June, reached $3,543,860.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,900 on the 1st of May, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,004,000.

National Bank notes to the amount of $99,-

170 were issued last week, making the total issue to 1,673 banks thus far, $308,582,051, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,608,146, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,973,905. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,621,900; and for the public deposits, $38,477,956—making a total of $380,099,856. The Treasury Department last week redeemed and destroyed $409,100 of worn and mutilated fractional currency, and issued $757,490 of new. The outstanding amount of fractional currency on the 1st of June was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been comparatively light, in all forms, since our last. The Customs are usually low in yield at this season of the year. The excises are exceptionally moderate. The excises, last week, yielded some 2½ millions; customs at the port of New York, $1,598,059, and at the outports about $550,000 (in coin) more, making the grand total income for the week equal to about $5,510,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $189,000,000.

Gold has been remarkably uniform in price, most of the week, the extremes having been 140 @140½, and the latest quotations on Wednesday were 140⅛@140¼. The speculation has been wholly free from excitement, and even vigor. The offerings have been more liberal. They were particularly heavy on Tuesday and Wednesday of this week, partly in the form of July coupons on the U. S. Sixes of 1881, the consolidated Five-twenties, the Central, and the Union Pacific R. R. First Mortgage bonds, most of which coin interest collections were speedily marketed at the offices of the leading private banking firms on Wall and Nassau street, and a considerable part of the proceeds re-invested in the securities, whence this coin income was derived. The export demand has been fair. It absorbed a million and a half on Tuesday and Wednesday. The Customs inquiry has been light. The Customs at the port in June were $8,206,097, against $8,040,114 in June of last year, showing a slight increase this year.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $3,903,296, against $1,554,989 same time last year. The customs demand for Gold last week, averaged $266,343 a day; thus far, this week, it has been equal to $330,645 a day, or equal to a weekly aggregate of $1,983,870. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $354,115 and from California, $118,108. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $113,451,084, against $122,667,016 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $35,928,720, against $38,838,762 same time in the preceding fiscal year, showing a decrease of $1,140,098 in 1867–'68. The exports of specie from this port, last week, were $2,530,134, against $1,140,098 same week last year. The exports of specie, hence, since July 1, 1867, have been $75,409,749, against $41,871,932 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $203,000, and since July 1, 1867, $73,428,637, against $54,218,392 same time in 1866–'7. The specie exports from San Francisco, from Jan. 1, to June 13, 1868, were $18,305,640, against $18,080,059 same time last year.

Government received $3,601,638 from customs at the port of San Francisco, from Jan. 1, to June 13, against $3,088,008 same time last year.

Government disbursed $1,779,749 of coin interest through the local office, in June.

The foreign exchange market has shown a little more firmness and buoyancy, this week, on a somewhat livelier demand, chiefly from parties having remittances to make, partly of interest collections on the funded debt of the country. Bankers' prime sixty day bills on London closed on Wednesday at 110@110⅜, and on Paris to 5.11c.@5.11⅞; sight bills on London to 110⅛@110¾, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,113,799, against $3,541,893 same week last year; total, since July 1, 1867, $177,331,682, against $192,469,326 same time in 1866–'67.

Government securities has been less active, as a rule, and a fraction cheaper in price. There has been very little speculative call. The main inquiry has been from investment sources, and for the later issues of the Five-twenty bonds. The very significant vote in the House of Representatives on Monday, in favor of a proposition to tax the interest on the public debt, at the rate of 10 per cent., or equal to nearly ⅝ of one per cent. on the principal, tended to check the demand, as it unquestionably operated against the public credit home, and is very apt to be more gravely felt by our funded obligations in foreign markets. But it is confidently believed by leading street houses that the proposition will fail to be enacted into a law, the project being regarded mainly in the light of a speculative scheme, with an ulterior political effect.

U. S. sixes of 1881 closed here on Wednesday (ex July 1, coupon,) at 113¼@113½; U.S. Five-twenties of 1862, 113@113⅛; U. S. Five-twenties of 1864 at 110⅜@110¾; U. S. Five-twenties of 1865 at 111@111⅛; U. S. Five-twenties of 1865, consolidated, 109¼@109⅜; U. S. Five-twenties of 1867, 109¼@109⅜; U. S. Five-twenties of 1868, 109¼@109⅜; U. S. Ten-forties at 107@107⅛, and U. S. Seven-thirties at 109⅛@109¾; U. S. Six per cent. currency bonds, 102¾@103. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....118½	October, 1865....117½
September, 1865..118	

U. S. three per cent. certificates 100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 17.	June 24.	July 1.
Consols.....	94⅞	94⅞	94⅞
U.S. 5-20's of 1862....	73	73⅜	73¼
Erie.....	45½	45⅝	45½
Ill. Central.....	99¾	101⅜	101½

Railway and miscellaneous securities have been more variable in price, on a more active market. The general tendency of values has been against the operators for a rise. The renewal of litigation in the Erie interest has tended to disturb confidence, yet the later dealings indicated a fair measure of animation, with some buoyancy in prices.

It has been officially announced that an additional section of twenty miles has been accepted by the Government Commissioners, upon the Union Pacific Railroad, making a total distance of 660 miles of the road now in actual operation. The work of construction is being pushed forward very vigorously. The first mortgage bonds of the company are meeting with a ready sale in this market at the advanced price of 103 per cent., at which rate the bonds yield interest at the rate of nearly 5.90 per cent. per annum, in coin, or with gold at 140, equal to about 8¼ per cent. per annum in currency.

Domestic produce has been generally in light demand at lower prices, since our last, the main exception having been Cotton, which has been more active and much firmer. Middling upland cotton closed buoyantly on Wednesday at 31½ cents, per lb. The stock of cotton now here is estimated at about 55,000 bales. The receipts at the port this week, have averaged only about 1,300 bales a day. The receipts at all the ports since Sept. 1, 1867, have been 2,161,000 bales, against 1,819,000 bales same time last year; exports, same time 1,669,000 bales, against 1,445,000 bales same time last year; stock on hand at latest dates, 115,000 bales, against 225,000 bales same date last year. At the Live Stock markets, this week, Beeves have been in moderate demand at from 11@16¾c. per lb.; week's receipts, 6,892. Veal calves have been in request, at from 7@12c. per lb.; receipts, 2,177. Sheep and lambs have been rather more sought after, at from 5@7½c., and 9½@12½, respectively, per lb.; receipts, 20,637. Swine have been less freely dealt in at from 8@9¼c. per lb.; receipts, 19,557. Foreign merchandise has been in quite moderate request, but quoted generally firm. The total imports of foreign dry goods, last week, were $1,123,989, and the total amount marketed $912,382. The value of foreign merchandise imported last week, was $4,139,840—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,263,829, against $4,371,547, same week last year; total since July 1, 1867, $237,392,667, against $268,320,436 same time in 1866–'67. The freight market has shown more activity, and has been quoted stronger, chiefly in the cotton and breadstuffs lines. For Liverpool we quote flour at 1s. 4½d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 4d.@4½ by sail, and 5½@6d. by steamer, per bushel; cotton at $\frac{3}{16}$@¼d. by sail, and ¼d. by steamer, per lb.; and heavy goods at 10s.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday 504.

The New York exports, exclusive of specie, for the week ending June 30, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,541,893	$3,113,799
Prev. reported.....	94,235,796	83,074,998
Since January 1.....	$97,777,689	$86,188,797

The imports for the week ending June 27th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,138,165	$1,123,989
Gen. merchandise.....	3,233,382	4,139,840
Total for the week.....	$4,371,547	$5,263,829
Previously reported....	124,193,508	115,482,108
Since January 1.....	$128,565,055	$120,745,937

The balance in the Sub-Treasury on Wednesday was $89,527,920 75.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Galena and Chicago 2d mort., 96; Chicago and Milwaukee 1st mort., 91½; Toledo, Peoria and Warsaw 1st mort., E. D., 86; do., W. D., 182; Mil. and St. Paul 1st mort. Iowa Div., 91; Chicago and Northwestern Interest bonds, 93; N. Y. and New Haven 6s, 97½; Pacific 7s, guar. by Mo., 98½; Indianapolis and Cincinnati, 50; Norwich and Worcester, 92; Hannibal and St. Joseph, 86; do., pref., 87; Rensselaer and Saratoga, 95¾; Georgia 7s, ex-int., 96; Adams' Express Co., 53¾; Wells-Fargo Exp., 24⅝; American Exp., 48½; U. S. Exp., 49⅝; Merchants' Union Exp., 25; Cary Imp. Co., 11¼; Brunswick City Land, 10; Union Navigation Co., 26¾; Boston Water Power, 19; Western Union Telegraph, 84⅞; do., 7s, 85; Bank of New York, 118; Central National Bank, 106¾; Tenth National Bank, 97; Fourth National Bank, 105; Am. Ex. Bank, 121; Ocean Bank, 110; Shoe and Leather Bank, 115; Bank of America, 145; North River Bank, 108½; Bennehoff Run, oil, 0.95; Buchanan Farm Oil, 0.48; Burroughs Gold, 0.11; Benton Gold, 0.35; Consolidated Gregory Gold, 5.00; Corydon, 0.34; Davidson Copper, 1.00; Edgehill Mining, 4.25; Gunnell Gold, 1.00; La Crosse Gold, 0.43; Montana Gold, 0.56; New York Gold, 0.71; Quartz Hill Gold, 1.15; Rynd Farm, oil, 0.15; Rocky Mt., Gold, 0.14; Smith and Parmalee, 3.70; United States, oil, 2.40; Wallkill Lead, 0.19.

Philadelphia.—Lehigh Navigation 6s, R.R. Loan, 87½; Warren and Franklin 7s, 88; Belvidere Delaware 3d mort., 84; West Jersey R. R. 6s, 93; Connecting R. R. bonds, 86½; Phila. and Sunbury 7s, 65½; Phila. and Erie 7s, 80½; Camden and Atlantic 2d mort., 85; Fifth and Sixth streets R. R., 36½; Cheapeake and Delaware Canal 6s, 92; Schuylkill Nav. 7s, Boat Loan, 74¾; Penna. State 5s, 1870, 95; Ocean Oil, 1⅛; Dalzell Oil, ¼; Green Mt. Coal, 3¾; Big Mt., 5¼; N. Y. and Middle Coal Fields, 3⅝; Penn. Bank, 52¾; Girard Bank, 61; Manuf. Bank, 30⅜; Farmers' and Mechanics' Bank, 128; City Bank, 72¼. The latest quotations are: City 6s, 98½@99; do., free of tax, 102@102¾; State 5s, reg., —@—; do., coupon, 95@95; do., 6s, W. L., 104½@104½; Reading, 50@50⅛; do., 6s, 1870, 104⅜@105; do., bonds, 91½@—; Camden and Amboy, 129½@130; do., mort. 6s, 1889, 96¼@97; do., 1883, 91@91¼; Penn. R. R., 52⅝@52¾; do., 1st mort., 100¼@—; do., 2d mort., 98@98½; Little Schuylkill R. R., 44¾@45; Morris Canal, 31@50; do., pref., 74@75; do., bonds, 86@90; Wyoming Valley Canal, 38@40; do., 6s, 79@83; Susquehanna Canal, 15½@16; do., 6s, —@61; Sch. Nav., 11⅛@12; do., pref., 21@21½; do., 6s, 1882, 70@75; Union Canal bonds, 10@12; Delaware Div. Canal, 48@50; do., bonds, 82@—; Elmira and Williamsport, 31@33; do., pref., 42@45; do., 7s, 1873, 96@97¼; do., 5s, 60@62; Lehigh Coal and Navigation, 22¼@22½; do., bonds, 1884, 82@83; North Pennsylvania, 33@34; do., 6s, 88½@—; Philadelphia and Erie, 27@27¼; do., 6s, 91@91½; Minehill, 58@59; Catawissa, 10@10¼; do., pref., 29⅜@29½; Lehigh Valley, 55⅞@56; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 49½@50; West Philadelphia, 65@66; Spruce and Pine, 23@24; Green and Coates, 31@31¼; Chestnut and Walnut, 49⅞@—; Thirteenth and Fifteenth, 15⅜@16; Girard College, 26@27½; Tenth and Eleventh, 67½@70; Union, 41@42½; Hestonville, 10@10⅜.

Boston.—Boston, Hartford and Erie 7s, 70; do., new, 53¼; Vermont Central 1st mort., consolidated, 78; Burlington and Missouri River R. R. 7s, 90; Old Colony and Newport 6s, 96⅞; do., 7s, 103¼; Western R. R. 6s, 1875, 99¼; Central Pacific R. R. 6s, gold, ex-coup., 100⅝; New York and Boston Air Line 6s, 59¼, Eastern R. R. 6s, 1874, 96; Stanstead, Shefford and Chambly 7s, 77; Union Pacific R. R. 6s, ex-coupon, 100⅜; do., Eastern Division, 86; Vermont Central and Vermont and Canada 8s, 103; Ogdensburg 2d mort., 70; Ogdensburg and Lake Champlain pref., 103; Summit Branch R. R., 18; Cape Cod R. R., 64¾; Eastern (N. H.) R. R., 117; Indianapolis and Cincinnati R. R., 25½; Concord and Portsmouth R. R., 112; Rutland pref., 81½; Connecticut and Passumpsic Rivers R. R., 88¾; South Shore R. R., 17½; Boston Water Power Co., 18¼; Cary Imp., Co., 11¾; Ophir (N. S.) Gold, 1.25; Massachuchusetts 6s, 5-20s currency, 103; do., 6s, 1875, gold, 123; do., 5s, 1891, end., 111¼; New Hampshire 6s, 1873, 100; Maine 6s, 1889, 100¼; Rhode Island 6s, 100; Portland 6s, 1870, 97⅛; do., 1882, 95; do., Water Works, 100; Augusta 6s, 1870, 97; do., 1887 94; Gardner 6s, 1870, 97¼; Bath 6s, 1870, 98½; Chicago 7s, sewerage, 99¼; Boston 6s, 1875, currency, 102½; Cambridge 6s, W. L., 98; Albany 6s, 1879, 94¾; Lynn 6s, 1885, 99⅞; Hallowell 6s, 1870, 97¼; St. Joseph 10s, 1879, 98¼; Blackstone National Bank, 133; City National Bank, 109; Eliot National Bank, 110¾; Hide and Leather National Bank, 91¼; Hamilton National Bank, 123; Merchants' National Bank, 121¼; National Bank of Commerce, 122; Second National Bank, 149¼; National Bank of North America, 108; Pawners' National Bank, 104½; State National Bank, 107¼; Traders' National Bank, 101; Webster National Bank, 110½; Washington National Bank, 136; Allouez Mining Co., 3½.

Baltimore.—Virginia 6s, old, reg., 47⅛; do., 1867, reg., 44½; do., 1866, reg., 45½; Maryland 6s, 1870, 97; Atlantic Coal, 1.60; Virginia Coal and Iron, 0.82; Central Ohio R. R., 35; Western Maryland bonds, 81; St. Louis 6s, 86; National Exchange Bank, 103; Bank of Commerce, 28; Union Bank, 61½. The latest quotations are: Balt. and Ohio, 122¼@122½; do., 6s, 1875, 98¾@99; do., 1880, 98½@98¾; do., 1885, 97@98; Northern Central, 47@48; do., bonds, 1885, 86@86; do., 1900, 83@85; Parkersburg Branch, 27@28; N. W. Va., 1st mort., 97@98; do., 2d mort., 95@95; do., 3d mort., 1873, 94@95; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 94@94½; do., 2d mort., 72⅜@72½; Central Ohio, 35@36; do., 1st mort., 87@88; Western Md. 6s, 1890, 80@81¼; do., guar., 96@96¾; Baltimore 6s, 1875, 98@98¾; do., 1886, 97@97; do., 1890, 97¼@97⅝; do., 1893, 96½@97; do., 5s, 1838-'70, 80@80; City Passenger R.R., 19@19½; George's Creek, 57@58; Santa Clara, 1.50@3.00; Atlantic Coal, 1.60@1.65.

Saginaw and Port Huron Railroad.

This company has been fully organized, and the following directors elected: Charles K. Robinson, James L. Ketchum, Joseph E. Shaw, Jefferson E. Bundy, Franklin P. Sears, Chas. H. Morley, Michael Jefferson, Wellington N. Burt, East Saginaw; David G. Slafter, Tuscola; J. G. Hubinger, Frankemuth, Saginaw County. The road will be fifty miles in length, and will pass through the Counties of Saginaw, Tuscola, Lapeer and St. Clair.

Sioux City and Pacific Railroad.

Work on the line of the extension of this road between De Soto and Tremont, in Nebraska, has been commenced. W. W. Walker, of Cedar Rapids, Iowa, has general charge of the work as Superintendent and Chief Engineer of the company, with L. Burnett, as Superintendent of construction. Douglas, Brown & Co., also of Cedar Rapids, have the contract for grading. The distance is about 35 miles, which finishes the Sioux City Branch of the Pacific, and gives the Cedar Rapids and Missouri River road a connection direct with the main line of the Pacific at Fremont, west of Omaha, on the Platte River.

☞ We give elsewhere the report of the committee of the New Orleans, Opelousas and Great Western Railroad Company, appointed to present a statement of the condition of the affairs of the company; together with the proposals for leasing and completing the road from its present terminus, at Berwick's Bay, to the Sabine River.

☞ The following gentlemen have been elected directors of the Morris and Essex Railroad for the ensuing year, viz: Messrs. Theo. F. Randolph, Beach Vanderpool, Robert Hamilton, Edwin A. Stevens, Asa Packer, Edward H. Wright, Francis S. Lathrop, Aaron Robertson, J. Couper Lord, Charles A. Lighthipe, George Opdyke, Wm. H. Shippen and George Bliss.

☞ The prior liens of the City of Baltimore and Washington Co., Md., upon the Western Maryland Railroad have both been waived in favor of a mortgage or mortgages to be executed by said Company to an amount not exceeding six hundred thousand dollars.

☞ The contract for building the Belfast and Moosehead Lake Railroad in Maine has been awarded to Messrs. Willson, Tennant, Hogan & Co., of Canada, at the rate of $25,900 per mile. The work will be commenced immediately.

☞ Cars have been recently run over a portion of the European and North American Railway near Bangor.

Railroad Earnings.—Weekly.

The earnings of the Detroit and Milwaukee Railroad for the third week in June, 1868, were $31,800 24
Corresponding week of 1867 ..... 33,821 54

Decrease $2,021 30

The earnings of the Toledo, Wabash and Western Railroad for the third week of June, 1868, were $70,608 86
Same week in 1867 ..... 69,636 78

Increase $972 08

The earnings of the Atlantic and Great Western Railway for the third week in June, 1868, were $92,043 00
Corresponding week previous year ... 90,825 00

Increase $1,218 00

The earnings of the Western Union Railroad for the 3d week in June, 1868 ..... $18,208 72
Corresponding week previous year 14,340 11

Increase $3,868 61

The earnings of the Chicago and Alton Railroad for the 3d week in June, 1868 .. $115,787 40
Corresponding period previous year . 83,440 79

Increase $32,346 61

The earnings of the Michigan Central Railroad for the 3d week in June, 1868, were... $66,660 00
Corresponding week of previous year.. 59,113 00

Increase $7,547 00

The earnings of the Marietta and Cincinnati Railroad the 3d week in June, 1868.. $17,737 00
Corresponding week previous year 21,446 00

Decrease $4,709 00

Stony Brook Railroad.

At the recent annual meeting of the stockholders of this company at Lowell, Mass., the following gentlemen were unanimously chosen directors: John W. P. Abbot, William A. Burke, Benjamin F. Clark, James B. Francis, Sewell G. Mack, S. W. Stickney, John Wright. The board at once organized by the choice of J. W. P. Abbot, as President, and S. W. Stickney, as Clerk and Treasurer. The two acts passed by the recent Legislature, viz: the act allowing the Stony Brook Railroad to hold its meetings at Lowell, and the act to allow the road to extend its lease to the Boston and Lowell road until 1890, were both accepted unanimously.

☞ The directors of the New York and Oswego Midland Railroad having let the contracts for grading, masonry, and bridging from Sidney Plains, Delaware County, to Oswego, are now advertising for proposals for the Eastern Division, from Middletown to Westfield Flats, in Sullivan Co., including a tunnel 3,000 feet in length, the contracts for which will be let on the 25th of July.

☞ Russell Houston, Esq., has been elected President of the Louisville and Nashville R. R. Co., vice Hon. James Guthrie, resigned.

☞ Hon. A. G. Angle has been re elected President of the St. Louis and Cedar Rapids Railroad.

☞ John W. Van Valkenburgh has been appointed Superintendent of the Albany and Susquehanna Railroad.

☞ E. L. DuBarry, Esq., has been appointed Assistant Superintendent of the Susquehanna Division of the Northern Central Railway.

Journal of Railroad Law.

WHEN LIABILITY OF RAILROAD, AS COMMON CARRIER OF PASSENGERS CEASES—WHAT IS REASONABLE TIME WITHIN WHICH PASSENGERS MAY LEAVE A CAR.

The facts in the recent case of Imhoff *vs.* The Chicago and Milwaukee R. R. Co., (20 Wis., 344,) were, that the plaintiff, a passenger on the defendant's road, while getting off the cars, after their arrival at Milwaukee, which was about one o'clock at night, was thrown down by the motion of the train, which had commenced backing, and received severe personal injuries. This action was brought to recover damages.

The following is the able opinion of the Court:

DOWNER, J.—At the trial, the following instructions given to the jury at the request of the respondent's counsel were excepted to by the appellant:

1. "If both parties were guilty of negligence, and the negligence of each party was the proximate cause of the injury, the plaintiff cannot recover; but if the negligence of the railroad company, the defendant, was proximate—that is, negligence occurring at the time the injury happened, and that of the plaintiff was remote, then the plaintiff may recover."

2. "If the jury find from the evidence, that ordinary and reasonable care and attention to the safety of the passengers on the train arriving in Milwaukee at one o'clock in the morning, required that, before backing up the train and putting it away, the company should see to it by examination of the passenger cars, that the passengers were all out, and that this was not done on the night when the plaintiff was injured, then the defendant was guilty of negligence; and if the injury to the plaintiff was occasioned by backing the train without such examination occur, the defendant is liable, unless the jury should also find that the plaintiff also was guilty of negligence, which contributed to produce the injury."

Each of these instructions assumes that at the time of the accident the contract of common carrier between the plaintiff and defendant was in force. Whether it was or not, was a severely contested point. It is error for the Court to assume a fact which the jury ought to determine. It is true, the Court afterwards when asked by the defendant's counsel, instructed the jury, "That if the jury believe from the evidence that the train had arrived at the end of the route, and that a reasonable time had elapsed for the plaintiff to get out of the cars after their arrival before the injury to the plaintiff occurred, then the relation of common carrier between the parties had ceased, and the defendant cannot be held liable for the injury as a common carrier of passengers." The giving of this instruction did not cure the error in the others. Where erroneous instructions are given for one party, the error is not corrected by giving for the other party instructions explanatory inconsistent with, or contradictory to those first given. The erroneous instructions should be withdrawn from the jury. Jones *vs.* Talbot, 4 Mo., 279; Hickman *vs.* Griffin, 6 Mo.-37; Clay *vs.* Miller, 3, Mon., 146. There may be an exception to this rule, where it is clear to the Court that the erroneous instruction did not mislead the jury.

But in this case, the erroneous instructions being given, the jury might have considered the first, and if they found those facts on the finding of which they were told by that instruction, the plaintiff was entitled to recover they might well have concluded they were not bound to examine further, except as to the amount of damages. The same may be said of the second instruction given: for each professes to give all the facts necessary for the jury to find to entitle the plaintiff to recover. And all such facts should be stated in every hypothetical instruction, which disposes of the entire case in favor of one party, or the other. For the error in such instruction is not ordinarily corrected by giving other instructions based upon the omitted facts. According to the instructions in this case, if the jury had found the facts set out in either of the plaintiff's instructions they must find for him, and if they found the facts stated in the instruction given at the request of the defendant, they must find for him. They might have found from the evidence the facts mentioned in all three of the instructions. It is obvious the two first instructions tended to mislead the jury, and to divert their attention from some of the facts on which their verdict ought to rest. And for this reason the judgment of the Circuit Court must be reversed.

It appears to us, that when the train arrived at Milwaukee and the plaintiff knew it, and a reasonable time had elapsed thereafter for her to get off the cars, the relation of common carrier ceased, and a reasonable time is the time within which persons of ordinary care and prudence under like circumstances get off the cars.

By the Court.—The order of the Circuit Court is reversed, and a *venire de novo* awarded.

Cedar Rapids and Burlington Railroad.

From the report of the Chief Engineer, which was presented at the recent annual meeting of the stockholders of this company at Burlington, Iowa, it appears that the right of way has been obtained for a distance of 80 miles north from Burlington, and the following contracts let: To grade, tie and bridge the road from Burlington to Wapello, a distance of 29 miles, to be completed next August; to grade and bridge from Wapello to Iowa River, 12 miles, grading to be completed by December 31, 1868. The cost of grading, tieing and bridging the entire line to the junction with the Northwestern road is estimated at $486,179, including the bridge over the Iowa River, which will cost $45,000. There has been expended the past year, $31,088 for engineering, right of way, construction, account, etc. The average cost for the right of way has been about $225 a mile in Des Moines County, the property owners in many cases granting the right of way free thus far.

The enterprise is in a prosperous and satisfactory condition. The work is being vigorously prosecuted, and will be pushed to an early completion.

☞ At a recent meeting of the directors of the Peoria and Rock Island Railroad, it was unanimously decided that the road be located by Princeville, Toulon and Galva, and resolutions were adopted authorizing estimates and contracts for grading, bridging, and securing right of way. The road will be 90 miles in length, and the estimated cost $2,031,169. Subscriptions, including right of way, now amount to $658,500.

20,000 MOBILE AND OHIO RAILROAD Sterling Bonds for sale low.
L. S. LAWRENCE & CO.,
164 Nassau Street, N. Y.

To Tunnel Contractors.

THE Commissioners of the Troy and Greenfield Railroad and Hoosac Tunnel, acting for the State of Massachusetts, invite proposals until the 12th day of August next, for completing said Tunnel, either in separate contracts for three different sections of the work, or in one contract for the whole.

The Tunnel when completed will be 4¼ miles long.

From the **East End** the mountain has been penetrated about one mile, and for a portion of that distance the section has been enlarged to the full width of 24 and height of 20 feet. The enlargement is required to be finished, and working continued westward.

The **Central Shaft,** 27 by 15 feet, has been sunk 583 feet, and remains to be sunk 447 feet to grade; and the Tunnel is to be driven in each direction therefrom.

The **West Shaft Workings,** located about half a mile from the west portal, embrace two auxiliary shafts used mainly for pumping and ventilation, and the headings driven in each direction make an aggregate length of about 2300 feet.

The depth of the west shaft to grade is 318 feet.

The **West End,** where arching is required, is already under contract to a point about 930 feet from portal, and from this point a draining drift is to be run eastward to meet workings from west shaft, which will obviate the necessity of pumping probably by the close of the present year.

The existing buildings, and fixed machinery provided by the State for hoisting, pumping, ventilation, and supply of compressed air to the drilling machines, now successfully operating in the rapid advance of the work, will be turned over to the contractors as they are.

A sufficient appropriation has been made by the State for the completion of the whole work.

Ample sureties will be required from parties who may be contracted with, and the Governor and Council reserve the right to reject all offers that may be made.

Plans may be seen, and specifications obtained, on application to B. D. FROST, Superintending Engineer, at the Engineers' Office in North Adams, Mass., or to B. H. LATROBE, Consulting Engineer, at his office, 49 Lovington street, Baltimore, Md. Specifications and other information may be had at the State House, in Boston, from TAPPAN WENTWORTH, Commissioner, to whom proposals will be addressed

ALVAH CROCKER,
TAPPAN WENTWORTH,
S. W. BOWERMAN,
} Commissioners.

PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., June 9th, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the office of the Company, in Oneida, N. Y., until the 25th day of July, 1868, at noon, for the Grading, Masonry and Bridging of that portion of the New York and Oswego Midland Railroad extending from Middletown, Orange County, to Westfield Flats, in Sullivan County, *via* Phillipsport, Liberty, and intermediate towns; also, including the Branch from the Main Line to Ellenville. The above work will include a Tunnel of about three thousand (3,000) feet in length, through the Shawangunk Mountain, for which separate proposals are invited.

The line will be divided into Sections, of convenient length, and Proposals may be made for separate Sections or for the entire work. The Company will entertain separate proposals for Bridging only. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Middletown, N. Y., where all necessary information may be obtained, on and after the 15th day of July, 1868.

Sealed Proposals will also be received at the office of the Company, in Oneida, N. Y., until the 30th day of July, 1868, at noon, for the Grading, Masonry, and Bridging of the New Berlin Branch, in Chenango County, extending from the Main Line, at East Guilford, to New Berlin, a distance of 22 miles. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Oneida, N. Y., where all the necessary information may be obtained, on and after the 23d day of July, 1868.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

Mathematical Instruments.
OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.
T. H McALLISTER,
49 Nassau street, N. Y.

SPECIFICATIONS
FOR
PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.
New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermillionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermillionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermillionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermillionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgon for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

C. P. LEVERICH,
President Bank of New York.
JOSEPH C. BUTLER,
President Lafayette Bank, Cincinnati, Ohio.
CHAS. PARSONS,
Cashier State Savings Association, St. Louis, Mo.
GEO. STURGIS,
President Northwestern National Bank, Chicago, Ill.

Or to the undersigned,

A. B. SEGER, *President.*

RAILROAD IRON.

1700 TONS T RAILROAD IRON—ERIE PATtern, 56 lbs. per yard, Bailey Bros. & Co's make for sale by

J. BOORMAN JOHNSTON & CO.,
90 Broadway.

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THE undersigned, Agents for Messrs. Bailey Brothers & Co., are at all times prepared to contract for Railroad Iron of their manufacture at a sterling price delivered on board vessels in Wales.

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Office, 2 Jacob st., New York.

ENGINEERS' STATIONERY
AND
MATHEMATICAL INSTRUMENTS of all KINDS,
Long Profile and 8 Cross Section Paper, for sale by
JAMES W. QUEEN & CO.,
924 Chestnut, St., Phila.
A descriptive manual of Mathematical Instruments (a pamphlet of 112 pages) sent free on application.

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Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1-2 in. Gauge—Cylinders 16×24, Drivers 5 ft. diam.

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LUBRICATING OILS.

FIRST PREMIUM. 1867.

Awarded by the American Institute to CHESEBROUGH & CO., 132 Maiden Lane, New York.

"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,
HORACE GREELEY, President.

Perfectly pure (not mixed,) absolutely free from gum; manufactured without acids; will stand any temperature: cheaper than any other good oils in market. 3m25

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 11, 1868.

AT A MEETING OF THE BOARD OF Directors of this Company, held this day, it was

Resolved, That a dividend of 5 per cent. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 13th day of July next, and that the transfer books be closed on the said 13th day of July, and opened on the 5th day of August following.

Resolved, That in pursuance of the plan approved at the shareholders' meeting, May 27, 1868, the shares of this Company be increased by the issue of eight shares for every one hundred now outstanding, and the same be distributed to the holders of shares registered on the Company's books on the 1st day of August next, in the proportion of one share for every twelve and one-half shares then held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain such fraction and will pay therefor. THOMAS E. WALKER, Treasurer.

PENNSYLVANIA RAILROAD COMPANY, Treasurer's Department. PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street. THOMAS T. FIRTH, Treasurer.
8t21

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares. THOMAS T. FIRTH, Treasurer.
8t21

A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

660 MILES

OF THE

UNION PACIFIC RAILROAD

Are now finished and in operation. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1869 instead of 1870.

The UNION PACIFIC RAILROAD COMPANY receive:

I.—**A Government Grant** of the right of way, and all necessary timber and other materials found along the line of its operations.

II.—**A Government Grant** of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.

III.—**A Government Grant** of United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c.

IV.—**A Government Grant** of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and *no more*. THE GOVERNMENT PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad.

V.—**A Capital Stock Subscription** from the stockholders, of which *over Eight Million Dollars* have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—**Net Cash Earnings** on its Way Business, that already amount to MORE THAN THE INTEREST on the First Mortgage Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Secure beyond any Contingency.

The Union Pacific bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annnal interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **102**, and at the present rate of gold, they pay a liberal income on their cost.

The Company believe that at the present price these bonds, are the cheapest security in the market, and reserve the right to advance the price at any time. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by leading Bankers generally throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
JUNE 18, 1868

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN*, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

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FOREIGN & AMERICAN

IRON & STEEL RAILS,

Of all Weights and Patterns.

RAILROAD SUPPLIES,

Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAINS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.

Iron Bridges and Roofing.

Plans and Estimates furnished on application.

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TAKES ORDERS FOR

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IMPORTS ON ORDER,

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And opens Bankers' Credits when needed.

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ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

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U. S. RAILROAD SCREW SPIKE COMPANY,

NO. 45 CLIFF STREET, NEW YORK,

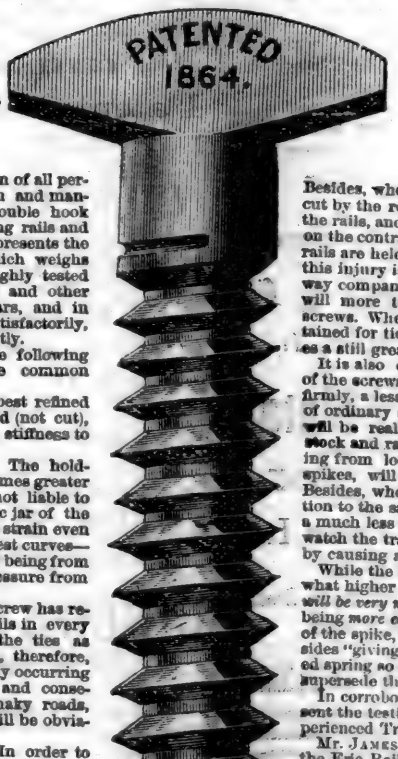
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HENRY YOUNG, President.

G. B. HUBBELL, Secretary

HUBBELL & VANHOESEN, Agents.



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OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical,* and by its use in place of the spike, *making the roads more secure,* besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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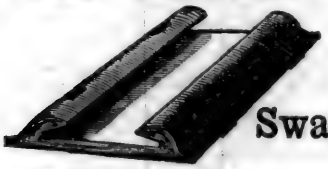
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, July 11, 1868.

Adirondack Railroad.

The following is a copy of an act passed by the Legislature of the State of New York on the 8th of May, 1868, to amend an act entitled "An act to encourage and facilitate the construction of a railroad along the valley of the Upper Hudson, into the wilderness in the northern part of this State, and the development of the resources thereof," passed April 27, 1863, and for the relief of the Adirondack Company formed under said act:

SECTION 1. The time allowed the Adirondack Company to construct the 35 miles of its road, mentioned in section 5 of chapter 236 of the laws of 1863, is extended to the 31st December, 1870, and if said company shall construct ⅓ of said 35 miles of road in each of the years, 1868, 1869 and 1870, continuously northward from the present northern extremity of the 25 miles of said road already constructed, it shall be relieved from all forfeitures imposed by said act, and shall be entitled to all the rights and privileges, exemptions and franchises granted by said act; but in case said company shall fail to construct and complete by the 31st of December, 1868, one-third of said 35 miles of its road, northward from its present terminus, this act shall be of no force and effect, any thing herein contained to the contrary notwithstanding.

SEC. 2. The Twenty United States Government bonds deposited with the Comptroller of the State, pursuant to section five of said act, shall remain in his hands as security for the taxes upon the lands mentioned in said act for the years 1863 to 1870, inclusive, in case said corporation shall not complete said 35 miles of its road, as provided by the first section of this act; but in case said 35 miles of road shall be constructed, the said bonds shall be retransferred to said company, and until default shall be made in the performance of the conditions aforesaid, said company shall be authorized to collect and receive the interest on said bonds, and the Comptroller shall give to said company the requisite authority to receive the said interest.

SEC. 3. The said company may construct a branch of its road from some point on its line between the north line of the town of Thurman, in the County of Warren, and the southerly line of the County of Essex, to connect with the Whitehall and Plattsburgh Railroad, at some point in the County of Essex, and so much of said branch railroad as shall be constructed by said company, continuously northward from the main line of said company's road, shall be deemed a part of the 35 miles of the road required to be built by the first and second sections of this act, and of the 85 miles of said road required to be built by chapter 236 of the laws of 1863.

SEC. 4. This act shall take effect immediately.

Oil Creek and Allegheny River R. R.

The Oil Creek and Allegheny River Railroad Company, which has recently declared a quarterly dividend of two and a half per cent., or at the rate of ten per cent. per annum, was formed by a consolidation of the Oil Creek railroad with the Warren and Franklin and Farmers' Railroad Companies. The main line of the Farmers' Railroad is 7¾ miles in length, connecting Oil City with Petroleum Centre. It was consolidated in 1867 with the Warren and Franklin, which connects Irvineton, or Irvine, with Oil City, the length of its main line being 51 miles. The Oil Creek road connects Corry with Petroleum Centre, the length of its main line being 37 miles. The bulk of the freight on all these roads last year consisted of petroleum. Out of 126,978 tons carried by the Farmers' road, 96,638 tons consisted of that product; of 129,280 tons of freight carried by the Warren and Franklin, 101,937 tons were petroleum, and of the 221,577 tons of freight by the Oil Creek road, 164,406 tons were petroleum. The consolidated railway formed of these three roads forms a connecting line leading southward and in a southwestern direction from Irvine, on the Philadelphia and Erie railroad, through the oil region, along the line of the Allegheny river to Oil City, and thence north, via Petroleum Centre, to Corry. Over its lines petroleum is shipped not only to the Philadelphia and Erie railroad, but by the line of the Atlantic and Great Western to the Erie railroad, as well as to the New York Central, after transhipment on the lines leading from Corry north to Buffalo.—*U. S. R. R.*

Western Maryland Railroad.

The following financial statement, with which we have been furnished, shows the loans and capital of the road:

First mortgage—		
Baltimore City guarantee		$200,000
Private bondholders		400,000
		$600,000
Second mortgage—		
Baltimore City guarantee	$300,000	
Washington County guarantee	300,000	
		600,000
Total bonded debt		$1,200,000

Of which there is in the sinking fund nearly $90,000, applicable to the redemption of city guaranties.

The stock subscriptions are:	
Baltimore City	$200,000
Washington County	150,000
Private subscriptions—	
8,000 shares	400,000
	$750,000

Of this there remains unexpended about $100,000.

The Western Maryland Railroad has been in operation from the Relay House on the Northern Central Railway to Union Bridge (a distance of forty miles) since 1863. During the present year five miles more of track have been laid westward from Union Bridge and opened to trade. The next three miles are nearly ready for the track, which, upon the completion of the bridge over Big Pipe Creek, can be very soon laid. With this bridge and the Monocacy Bridge to be completed at the same time, the road will reach across the Monocacy River into Frederick County. From this point to Mechanicstown, at the foot of the South Mountain, six miles further, a large portion of the work has been done, and can be finished and put in running order by the first of November of this year.

Of the balance of the work to Hagerstown (27 miles) about two-thirds of the graduation and masonry are said to be done, and the whole can be finished in ten months from the present time. It is estimated that the amount of $600,000 will

complete the entire work to Hagerstown. The total distance from the Relay House to Hagerstown will be 81 miles.

As before stated by us, the liens of both the city of Baltimore and Washington County have been waived in favor a mortgage or mortgages to be executed by the company to an amount not exceeding the sum of $600,000.

Pittsburg and Connellsville Railroad.

The Somerset *Herald* says that work will be immediately resumed on the Connellsville Railroad. An engineer corps has gone into the field for the purposes of resetting the stakes, &c., along the line. The contractor at the Sand Patch Tunnel has been instructed to resume work at once, and forty miles, composing the heaviest sections between the Tunnel and Connellsville, will be let to contract, as soon as proper notice, inviting proposals can be advertised, and bids examined. Heavy subscriptions to the bonds of the company are being made in Baltimore, and at other points along the line, and in a few days all the money necessary to insure the completion of the road within twenty months will have been obtained.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$204,790 10	$190,103 26
" merchandise	467,961 52	415,743 47
" mails	.....	11,197 55
" rents	1,603 76	1,850 30
" express	6,562 50	6,000 00
" miscellaneous	383 20	423 00
	$681,301 08	$625,317 58
Expenses, viz:		
Passenger department	$22,370 38	$23,415 50
Merchandise "	48,766 05	44,843 58
Locomotive "	134,794 97	116,661 55
Maintenance of way	85,952 88	83,610 24
General expenses	14,782 09	15,375 37
Miscellaneous expenses	31,373 34	33,415 18
State tax	46,146 34	53,033 07
U. S. tax	10,675 23	5,007 70
	$394,861 28	$375,362 19
Balance of earnings	$286,438 80	$249,955 39
Less new rail account	43,443 03	30,669 97
Net earnings	$242,996 77	$219,285 42
Add balance of income per last report		320,008 89
Add balance of interest account		649 95
Total income		$539,944 26
Dividends December 1, 1867, and June 1, 1868, 4 per cent. each, and U. S. tax		252,030 05
Leaving		$287,914 21
Add amount received from P. O. Department, for transp. of mails to March 31, 1867		23,705 60
Add amount reserved from U. S. Internal tax on amount of dividends of last year taken from surplus		284 48
Balance of income account		$311,904 29

Considered as represented by the following assets, viz:

Agents' department	$24,705 11
Rails, fuel, shop stock, oil and waste	163,472 75
703 shares Northern Railroad, at cost	37,228 34
Balance in contract accounts	86,498 09
Total, as above	$311,904 29

There have been purchased and cancelled during the past year $19,500 of the bonds of the company, leaving outstanding, March 31, 1868, only $125,900.

The contingent fund has increased to the sum of $73,232 84, and continues, as heretofore, safely invested.

During the past year a contract has been made with the U. S. Post Office Department for the transportation of the mails during the present term, or until June 30, 1869; and we have received from the department payment of all arrearages, as claimed by us to be due for mail service up to March 31, 1867; and the amount has been carried to General Income Account.

The gross receipts were—

For the year ending March 31, 1867	$681,301 08
For the year ending March 31, 1868	625,317 58
Decrease in receipts	$55,983 50

The expenses for same time were:

Year ending March 31, '67	$438,304 31
Year ending March 31, '68	406,032 16
Decrease in expenses	32,272 15
Decrease in net income	$23,711 35
The receipts from transportation of merchandise were less than the previous year by	$52,218 05
And of passengers by	14,686 84
And from miscellaneons items there was an increase of	10,921 39

We have used, during the year, in the repairs of the track, 638 tons of new rails, and 44,474 new sleepers, and have repaired about 2,800 tons of rails. These, with other repairs of road bed, track, bridges, and stations, have kept the property in a very good and safe condition.

Our motive power is sufficient for the present business of the road, but some additions to our merchandise cars may be necessary the present year, and also one first class passenger car.

The amount paid to the State and to the United States for taxes, under all heads, is $70,913 98, which is equal to about one-third of the balance of the net profits of our road.

The net profit the past year, as appears by the Agent's statement, is somewhat less than eight per cent. on the capital stock of the company; but, as we have received the considerable sum due us for arrearages for mail service, it has been thought best by the Directors to divide that amount, and make up the remaining deficiency from the earnings of previous years.

No further progress has been made, since the last report, in regard to the realization of the interest of this company in the Concord and Claremont Railroad. In 1866, a charter was granted by the Legislature for the construction of a railroad from Bradford to Claremont, with authority to unite with the Concord and Claremont road, and form one corporation. If such a road be built, it would probably be for the interest of all concerned to have the roads united as authorized by the act. The people of Sullivan County are taking steps to secure the construction of the road to Claremont, and it may be for the interests of those now concerned in the Concord and Claremont road to assist in that enterprise. With this view, your Directors have thought it advisable to defer further action with regard to this company's interests in the Concord and Claremont road, until it shall appear what would probably be the result of the movements for the construction of the road beyond.

The Treasurer has received from the Trustees of the Sullivan Railroad the portion of the sum of $36,725 93 to which this company was entitled, as stated in our last report, being $32,842 71; and it has been credited to contract account, against the amounts disbursed as the cost of the investment. There is now in the hands of the Treasurer of the Sullivan County road, assets, to which this company will be entitled as shareholders, to the amount of $69,729 20, arising from sales of locomotives, cars, tools, &c., rent of the road, from the time of the purchase of the road by the company to March 1, 1868, and interest on the same, to March 31, 1868, less expenses, viz:

Sales of property	$34,118 37
Rent	33,679 17
Interest, less expense	1,931 66
	$69,729 20

The amount derived from rent of road and interest will, when received by the Northern road, be carried to income account; but the amount derived from sales of property should be carried to contract account, in reduction of the cost of investment.

On the evening of July 19, 1867, a serious fire originated in the shed adjoining our engine house in Concord, and spread with such rapidity that in a few hours the engine house and part of the repair shop, with the contents, including ten locomotives in the engine house and shop, and a considerable quantity of lumber in the yard, the wood sheds, and wood, and the bridge over our track on the Free Bridge road, were entirely destroyed, or greatly injured. The property was mostly covered by insurance. The amount recovered from the insurance offices for the loss, was $18,033 80 for damages to locomotives and tenders, and $41,000 06 on account of other property.

A new engine house, that will accommodate fifteen locomotives, has been built in the place of the one destroyed, in a new location, and upon a more economical and convenient and less expensive plan. The risk from fire is very much less than in the old building. The repair shops have been fully repaired, and at the same time enlarged, so as to give increased facilities and more room for the repairs of our locomotives and other work. The bridge also has been rebuilt, and the tools, machinery, and all but one of the locomotives, have been repaired, and put in the best condition, and so far have worked well. We have also added to the repair shop a boiler shop, and to the car repair shop about fifty feet in length, and have erected a planing shop, disconnected from the repair shops, for the greater safety and convenience of doing the work. These improvements have long been needed to facilitate and economize the operations of the road.

The bridge at Fisherville, burnt last May, has been rebuilt, at a cost, above the insurance, including all incidental expenses, of about $1,275; but we now have a new bridge, in place of the old one built twenty-two years ago.

The recent damages and losses by fire justify the policy of the Directors in keeping the property of the company well insured, notwithstanding the high rates of premium paid.

The Trustees of the Vermont Central Railroad Company have requested a modification of the contract of March, 1854. It is under consideration, and it may be for the benefit of all parties interested to accede some change.

The frosts of the past winter have been very severe, but have not been the occasion of any serious accidents from its effects upon the road bed or track, nor has any material injury to passengers or property occurred therefrom. The road has been but little obstructed by snow, and has suffered no damage from freshets.

We have sold the Timothy Rolfe farm, in Concord, at about three hundred dollars less than the price paid for it by the company. It was purchased to avoid questions of damages from flowage, &c., arising from the construction of the road. The company reserves a small strip of the land, and certain rights and privileges needed by the company.

Number of passengers carried, 144,871; do., carried one mile, 5,688,452. Tons of mdze carried, 247,010; do., carried one mile, 15,270,340. Number of tons upward, 58,840; do., downward, 188,170.

The road equipment, March 31, 1868, was as follows: 10 passenger and 14 freight locomotives, 376 long, and 83 short mdze cars, 16 passenger, 7

baggage, 9 gravel and 1 drovers' cars. Number of miles run by passenger trains, 156,242; by freight trains, 209,983; by other trains, 5,405—total, 371,630.

TRIAL BALANCE, MARCH 31, 1868.

Construction		$3,068,400 00
Rails	$17,492 34	
Shop stock	59,904 55	
Fuel	85,529 75	
Waste	106 93	
Oil	439 18	
		163,472 75
703 shares Northern Railroad, N. H.		37,228 34
Contracts		143,009 71
Cash		49,849 60
Bills receivable		154,127 33
Agent's department		24,705 11
Minot & Co		1,310 00
Rolfe Farm		5,050 00
United States tax		10 52
Advances on wood account		5,300 00
		$3,652,463 36
Stock		$3,068,400 00
Income		311,904 29
Bonds, April 1, 1874		125,900 00
Dividends unpaid	$8,308 76	
Contingent fund	1,304 79	
Coupons unpaid	243 00	
Coupons, April 1, 1868	3,777 00	
		13,633 55
Dividend, June 1, 1868		125,794 26
Buildings and locomotives		6,831 26
		$3,652,463 36

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark and George A. Kettell.

Treasurer.—GEORGE A. KETTELL.

Superintendent.—WM. M. PARKER.

United States Supreme Court.

THE LA CROSSE AND MILWAUKEE RAILROAD MORTGAGE TO NEW YORK CAPITALISTS—ENLARGEMENT OF MORTGAGE—REDEMPTION OF STOCK—EQUITY—FORECLOSURE.

Francis Vose, Appellant, vs. *Greene C. Bronson, James T. Soutter and Shepherd Knapp, Trustees, et al.*—Appeal from the Circuit Court for the District of Wisconsin. This action is against prominent citizens of New York, alive and deceased, and the issues involved grew out of the complicated affairs of the La Crosse and Milwaukee Railroad Company, recently in conjunction with the Milwaukee and Minnesota Railroad Company, so much before this Court in one form and another. Mr. Justice Davis delivered the opinion of the Court: The question presented by this record is of easy solution; but, in order to understand what it is, it is necessary to make a short recital of facts on which the bill is predicated. In December, 1856, the La Crosse and Milwaukee Railroad Company, to secure $10,000,000 in bonds, to be issued by them, executed a mortgage to Bronson, Soutert and Knapp, as Trustees for the bond-holders. This mortgage was amended in 1858, so as to limit the issue to $4,000,000. That amount was issued and became a lien on the road. In consequence of the failure of the Company to provide for the payment of the interest, the Trustees in 1859, instituted proceedings in the Federal Court for the district of Wisconsin, to foreclose the mortgage, which proceedings in 1862 ripened into a decree. After the decree, but before the sale, Francis Vose, the appellant, filed this bill. He bases his claim for relief on the ground that the La Crosse Company violated their agreement with the firm of which he was a member, and to whose rights he had succeeded, for the purchase of railroad iron made before the execution of the mortgage, but in the immediate contemplation of it, and he says that he has a right to come in and share the proceeds of the sale of the mortgaged property. Payment for the iron was made in bonds at the rate of eighty cents on the dollar, as stipulated; but it is claimed the agreement went further, and provides against an over issue, or an under sale of bonds, and if the Company should sell during a certain fixed period at a less rate, then the sellers of the iron were to be paid in bonds at the minimum price of sale by the Railroad Company. Vose complains that the Railroad Company did sell bonds of the same issue within the time mentioned at half the price at which his firm took the bonds—the effect of which was *pro tanto* to pay them but half the stipulated price for their iron, and he insists, as they were to be paid wholly in bonds, and did not receive enough to pay them, they are entitled to share in the disposition of the proceeds of the sale, the same as though they had received them; and as a portion of the bonds actually issued were by the final decree in the foreclosure suit cut down, on account of their having been sold at a discount, there is left an unappropriated lien in the mortgage, which should be applied in liquidation of his claim. The insolvency of the La Crosse Company is alleged, and notice of the contract and its breach, to all the parties in the principal cause. The bill was dismissed by the Circuit Court, and this appeal is here to review that decision. If Vose had brought suit against the La Crosse and Milwaukee Railroad Company for a breach of their contract, the interpretation of it would have been a proper subject of inquiry; but the decision of this case does not depend on the disposition of that question. The appellant places his claim for relief on his right to have an outstanding equity with the La Crosse Company adjusted in the foreclosure suit, and his demand attached to the foot of the mortgage. To do this there must be a power somewhere to enlarge the mortgage, and where is it lodged? Certainly not with the Trustees, for their duty is to see that the security held by them for their *cestui que* trusts, is enforced according to the terms of the deed. They could neither enlarge the mortgage, nor consent to its enlargement. The Court could not do it, nor the La Crosse Company, as it had covenanted with the Trustees, in behalf of the bond-holders, that it would only issue four millions of dollars in bonds. The rights of the bond-holders were fixed by the terms of the mortgage. The value of the bonds, as an investment, depended in a great measure on the number to be issued, and doubtless each purchaser before he bought had information of the character of the security on which he relied. The property might be very well a safe security for $4,000,000, and very unsafe for any additional amount. The doctrine contended for would utterly destroy the marketable value of all corporate securities. No prudent man would ever buy a bond in the market if the provisions made for its ultimate redemption could be altered without his consent. But it is said, as the Court rendered a decree for less than the face of the bond, equity will step in and allow the appellant to apply the vacuum of principal secured by the mortgage to liquidate his claim. The answer to this is, that it does not concern the appellant whether the Court, rightfully or otherwise, reduced a portion of the bonds. The bond-holders whose bonds were thus reduced are the only parties in interest who could have any just cause of complaint against the action of the Court, and if they did not feel aggrieved no other person has any right to complain. The security of the mortgage extended to four millions of the bonds only, and whatever amount the Court should ascertain was due on those four millions, was the amount secured, and no more. If Vose had been made a party defendant to the foreclosure suit, the decree would have been the same. But he was not a necessary party to that suit. The Trustees, as the representatives of all the bond-holders, acted for him as well as for the others. It would be impracticable to make the bondholders parties in a suit to foreclose a railroad mortgage, and there is no rule in equity which requires it to be done.

The decree of the Circuit Court is affirmed.

Kent County Railroad.

At a meeting of the Board of Directors of the Kent County (Md.) Railroad, held at Chestertown, on the 23d ult., a resolution was passed unanimously to appoint a committee of three to wait upon the Queen Anne's County Railroad Co., and consult with them on the probable prospect of continuing the road from Massey's to Middletown. The committee consist of Messrs. T. W. Eliason, Abel J. Rees and Thomas F. Shallcross.

A resolution was subsequently offered, and adopted by a vote of 10 to 1, that T. W. Eliason, Wm. Janvier, Thomas F. Shallcross and Samuel W. Spencer be a committee to contract with Messrs. Sears, Backus & Sanford, to construct a railroad from Middletown to Massey's Cross roads, upon the best terms that can be made, and also to get the right of way through the land along the proposed route of said road, this contract not to invalidate or in any way obstruct a former contract from Massey's to Chestertown, and to begin at Middletown and Chestertown, and to continue till finished, the portion of the road below Chestertown not to be commenced till the above contract is completed.

Wilmington and Reading Railroad.

Work continues to progress steadily along the whole line of this new road, and the contractors are still somewhat ahead of the original estimates as to the time required for the grading.

On the section near this city, which crosses the Newport pike this side of Little Mill Creek, a considerable force is still employed, and the grading is almost completed down to the point where the road turns off from its first course of parallel with the Philadelphia, Wilmington and Baltimore Railroad.

From the point where the new road crosses the above mentioned pike it continues on pretty directly to a point near the junction, where the Delaware road diverges from the Philadelphia, Wilmington and Baltimore, and just on a line with the Delaware road. Here the new road makes a sharp curve and comes on into the city parallel with the old road. From the point where this curve commences, a short distance would give it direct connection with the Delaware line.—*Wilmington Commercial.*

☞ The American Central Railroad will be completed to New Boston, on the Mississippi River, in about six months. Arrangements are already made for the iron for the entire Iowa part of the road. It will be shipped as soon as the first subdivision is ready to receive it.

☞ Mr. C. P. Manning, Assistant Engineer of the Pittsburg and Connellsville Railroad, has opened an office in Cumberland, Md., for the transaction of the business connected with the road. The work on the road will soon be commenced, and it will be prosecuted with vigor.

☞ The work of relaying the track of the Marietta and Cincinnati Railroad is progressing rapidly. The wooden bridges on the road will be replaced with iron ones as soon as practicable.

☞ The Chicago, Rock Island and Pacific Railroad is progressing westward at the rate of half a mile a day.

United States Supreme Court.

THE QUESTION OF THE RIGHT TO TAX PUBLIC TRAVEL—THE STATES HAVE NO AUTHORITY TO IMPOSE SUCH A TAX.

William H. Crondell, Plaintiff in Error, vs. *The State of Nevada. In Error to the Supreme Court of the State of Nevada.*—Mr. Justice Miller delivered the opinion of the court:—The question for the first time presented to the court by this record is one of importance. The proposition to be considered is the right of a State to levy a tax upon persons residing in the State who may wish to get out of it, and upon persons not residing in it who may have ocaasion to pass through it. The plaintiff in error, who was the agent of a Stage Company engaged in carrying passengers through the State of Nevada, was arrested for refusing to report the number of passengers that had been carried by the coaches of his company and for refusing to pay the tax of one dollar imposed on each passenger by the law of that State. He pleaded in good form that the law of the State under which he was prosecuted was void, because it was in conflict with the constitution of the United States, and his plea being overruled his case came into the Supreme Court of the State, where it was decided against the claim thus set up under the federal constitution. The provisions of the statute charged to be in violation of the constitution are to be found in sections ninety and ninety-one of the Revenue act of 1865, page 271 of the statutes of Nevada for that year. Section ninety enacts that "there shall be levied and collected a capitation tax of one dollar upon every person leaving the State by any vehicle employed in transporting passengers for hire; and that the proprietors so engaged shall pay said tax of one dollar for each and every person so conveyed from the State." It is claimed by counsel for the State that the tax thus levied is not a tax upon the passenger, but upon the business of the carrier who transports him. If the act were more skilfully drawn to sustain this hypothesis than it is, we should be very reluctant to admit that any form of words which had the effect to compel every person travelling through the country by the common and usual modes of public conveyance to pay a specific sum to the State was not a tax upon the right thus exercised. The statute before us is not, however, embarrassed by any nice difficulties of this character. The language which we have just quoted is, that there shall be levied and collected a capitation tax upon every person leaving the State by any railroad or stage coach; and the remaining provisions of the act which refer to this tax only provide a mode of collecting it. Having determined that the statute of Nevada imposes a tax upon the passenger for the privilege of leaving the State, or passing through it by the ordinary mode of passenger travel, we proceed to inquire if it is for that reason in conflict with the constitution of the United States. The proposition that the power to regulate commerce, as granted to Congress by the constitution, necessarily excludes the exercise by the States of any of the power granted thereto, and is one which has been much considered in this court. In the case of Cooley vs. Board of Wardens, 12 How., 299, four years later, the same questions came directly before the court in reference to the local laws of the port of Philadelphia concerning pilots. It was claimed that they constituted a regulation of commerce, and were therefore void. The court held that they did come within the meaning of the term "to regulate commerce," but that, until Congress made regulations concerning pilots, the States were competent to do so. Perhaps no more satisfactory solution has ever been given of this vexed question than the one furnished by the court in that case. After showing that there are some powers granted to Congress which are exclusive of similar powers in the States because they are declared to be so and that other powers are necessarily so from their very nature, the court proceeds to say that the authority to regulate commerce with foreign nations and among the States includes within its compass powers which can only be exercised by Congress, as well as powers which, from their nature, can best be exercised by the State Legislatures, to which latter class the regulation of pilots belongs. "Whatever subjects of this power are in their nature national, or admit of one uniform system or plan of regulation, may justly be said to be of such a nature as to require exclusive legislation by Congress." In the case of Gillman vs. Philadelphia, 3 Wall, 713, this doctrine is reaffirmed, and under it a bridge across the stream navigable from the ocean, authorized by State law, was held to be well authorized in the absence of any legislation by Congress affecting the matter. In the case before us it may be said that a tax of one dollar for passing through the State of Nevada, by stage, coach, or by railroad, cannot sensibly affect any function of the government or deprive a citizen of any valuable right. But if the State can tax a railroad passenger one dollar it can tax him one thousand dollars. If one State can do this so can every State. And thus one or more States, covering the only practiceable routes of travel from the East to the West, or from the North to the South, may totally prevent or seriously hinder all transportation of passengers from one part of the country to the other. But the principles contended for here may be found more clearly stated in the dissenting opinion of the Chief Justice in those cases and with more direct pertinency to the case now before us than anywhere else. After expressing his views fully in favor of the validity of the tax, which he said had exclusive reference to foreigners, so far as those cases were concerned, he proceeds to say, for the purpose of preventing misapprehension, that so far as the tax affected American citizens, it could not, in his opinion, be maintained. He then adds:—"Living as we do under a common government, charged with the great concern of the whole Union, every citizen of the United States, from the most remote States or Territories, is entitled to free access, not only to the principal departments established at Washington, but also to its judicial tribunals and public offices in every State of the Union. * * * For all the great purposes for which the federal government was formed we are one people, with one common country. We are all citizens of the United States, and as members of the same community must have the right to pass and repass through every part of it without interruption as freely as in our own State, and a bar imposed by a State for entering its territories or harbors is inconsistent with the rights which belong to citizens of other States as members of the Union and with the objects which that Union was intended to attain. Such a power in the States could produce nothing but discord and mutual irritation, and they very clearly do not possess it." Those principles, as we have already stated them in this opinion, must govern the present case.

The judgment of the Supreme Court of the State of Nevada is therefore reversed and the case remanded to that court, with directions to discharge the plaintiff in error from custody.

Mr. Justice Clifford—I agree that the State law in question is unconstitutional and void, but I am not able to concur in the principal reasons assigned in the opinion of the court in support of that conclusion. On the contrary, I hold that the act of the State Legislature is inconsistent with the power conferred upon Congress to regulate commerce among the several States, and I think the judgment of the court should have been placed exclusively upon that ground. Strong doubts are entertained by me whether Congress possesses the power to levy any such tax, but whether so or not, I am clear that the State Legislature cannot impose any such burden upon commerce among the several States. Such commerce is secured against such legislation in the States by the constitution, irrespective of any Congressional action. The Chief Justice also dissents and concurs in the views I have expressed.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool.....	$698,480	$682,634
" cotton...	447,607	536,654
" silk	608,553	639,872
" flax	396,313	471,858
Miscellaneous dry goods..	223,617	211,850
Total entered for consump.	$2,374,570	$2,844,868

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool.....	$407,685	$439,405
" cotton...	264,290	104,046
" silk	400,263	112,274
" flax	217,688	158,328
Miscellaneous dry goods..	48,948	45,958
Total withdrawn from warehouse	$1,338,874	$860,011
Add entered for consump.	2,374,570	2,842,868
Tot. thrown on the market..	$3,713,444	$3,702,879

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool.....	$1,346,706	$704,711
" cotton...	132,007	175,267
" silk	199,710	163,664
" flax	131,225	213,461
Miscellaneous dry goods..	62,095	81,658
Total entered for wareh'g..	$1,870,743	$1,338,761
Total entered for consump.	2,374,570	2,842,868
Total entered at the port..	$4,245,313	$4,181,629

The imports of foreign dry goods at New York for six months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$7,656,231	$6,247,814
" cotton..	6,255,394	5,261,400
" silk	5,809,881	8,073,446
" flax	4,577,547	4,076,111
Miscellaneous dry goods.	3,165,967	2,958,024
Tot. entered for consump.	$27,455,020	$26,617,695

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool....	$9,122,884	$4,991,076
" cotton..	4,839,569	2,714,106
" silk	4,167,255	2,045,863
" flax	4,227,387	2,801,280
Miscellaneous dry goods.	908,084	1,056,231
Total withdrawn from warehouse	$23,260,179	$13,608,556
Add entered for consump.	27,455,020	26,617,695
Total thrown on the market.....	$50,715,199	$40,226,251

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	$8,260,469	$4,632,877
" cotton..	4,171,062	2,097,363
" silk	3,285,462	1,766,436
" flax	2,709,387	1,762,827
Miscellaneous dry goods.	1,017,885	1,012,624
Total entered warehouse.	$19,444,265	$11,272,129
Add entered for consump.	27,455,020	26,617,695
Total entered at the port..	$46,899,285	$37,889,824

Imports of foreign dry goods at New York for the fiscal year ending with June.

ENTERED FOR CONSUMPTION.

	1866-7.	1867-8.
Manufactures of wool	$22,176,901	$14,869,915
" cotton	11,454,048	9,193,812
" silk	12,252,016	12,419,338
" flax	9,703,574	7,500,162
Miscellaneous dry goods	6,844,714	5,784,993
Total entered for cons	$62,431,253	$52,768,220

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1866-7.	1867-8.
Manufactures of wool	$17,697,334	$12,524,994
" cotton	6,504,062	4,100,930
" silk	7,882,075	4,622,771
" flax	6,368,926	5,061,973
Miscellaneous dry goods	1,476,520	1,775,139
Total withdrawn from warehouse	$39,928,917	$27,985,807
Add entered for consump	62,431,253	52,768,220
Total thrown on the market	$102,360,170	$80,754,027

ENTERED FOR WAREHOUSING.

	1866-7.	1867-8.
Manufactures of wool	$17,811,741	$11,451,909
" cotton	6,961,940	3,539,389
" silk	7,280,109	3,891,020
" flax	6,998,209	4,001,403
Miscellaneous dry goods	1,924,017	1,602,241
Total entered warehouse	$40,976,025	$24,485,962
Add entered for consump	62,431,253	52,768,220
Total entered at the port	$103,407,278	$79,254,182

The following table will show the imports of foreign dry goods at New York monthly, for the fiscal years ending June 30:

	1866.	1867.	1868.
July	$7,226,233	$10,727,463	$6,532,575
August	13,462,212	14,870,338	11 608,019
September	11,198,257	9,195,675	7,351,223
October	12,187,332	8,485,550	5,382,793
November	12,687,947	7,259,236	4,397,398
December	10,578,991	5,989,731	3,092,350
January	15,769,091	11,928,872	5,119,359
February	16,701,578	9,786,615	8,564,770
March	15,833,273	10,227,679	9,371,654
April	7,336,564	2,274,455	4,826,418
May	7,299,112	5,436,451	5,825,994
June	6,775,244	4,245,313	4,181,629
	$137,055,834	$103,407,278	$77,254,182

The following is a summary of each class of dry goods imported at New York for the year ending with June:

	1866-7.	1867-8.
Manufactures of wool	$39,988,642	$26,321,824
" cotton	18,415,997	12,733,201
" silk	19,532,125	19,310,358
" flax	16,701,483	11,501,565
Miscellaneous dry goods	8,768,631	7,387,234
Total imports	$103,407,278	$77,254,182

The imports of foreign dry goods at New York for each year since 1850 have been as follows:

Year.	Value.
1850-'1	$64,613,747
1851-'2	57,221,062
1852-'3	79,192,513
1853-'4	92,389,627
1854'-5	62,918,443
1855-'6	85,898,690
1856-'7	92,669,088
1867-'8	67,317,736
1858-'9	93,549,083
1859-'60	107,843,205
1860-'1	83,310,345
1861-'2	38,135,720
1862-'3	61,963,037
1863-'4	83,234,966
1864-'5	48,853,939
1865-'6	137,055,834
1866-'7	103,407,278
1867-'8	77,254,182

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 30th June, inclusive, during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1867	14,500	128,500	1,449,200	28,800
1868	90,600	4,339,000	4,919,000	326,400
Inc.	76,100	4,210,500	3,469,800	297,600

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 918,200 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

Canal opened—	1866. May 1.	1867. May 6.	1868. May 6.
Flour, bbls.	57,700	14,500	90,600
Wheat, bushels.	617,500	128,500	4.339,000
Corn, bushels.	4,200,000	1,449,200	4,919,000
Barley, bushels.	50,800	28,800	325,400
Oats, bushels.	1,917,700	606,500	3,211,800
Rye, bushels.	125,800	88,500	159,400
Malt, bushels.	86,300	47,000	150,900
Beef, bbls.	100	.....	700
Pork, bbls.	7	309	104
Bacon, lbs.	.....	34,400	.....
Butter, lbs	29,100	16,200	2,700
Lard, lbs.	54,700	47,600	15,500
Cheese, lbs	78,600	28,600	263,800
Wool, lbs.	61,500	19,300	31,100

Debt of Louisiana.

The New Orleans *Republican* gives the following statement of the debt of Louisiana, from the report of the State Auditor; adding, however, the free school fund bonds, which he had omitted:

Bonds loaned Consolidated Bank	$541,000 00
Bonds loaned Citizens' Bank	4,297,333 33
Bonds issued in favor of Charity Hospital, Nashville R.R., Mexican Gulf Railroad, and for relief of State Treasury	1,397,000 00
Bonds to Jackson Railroad	884,000 00
Bonds to Opelousas Railroad	650,000 00
Bonds to Vicksburg and Shreveport Railroad	298,000 00
Bonds to Baton Rouge and Grosse Tete Railroad	160,000 00
Bonds to Seminary fund	136,000 00
Bonds to Free School fund	529,000 00
Levee bonds	1,000,000 00
Bonds for payment of coupon	494,800 00
Additional levee bonds	1,787,000 00
Floating debt	1,293,867 81
Total	$13,332,601 14

New Railroad Enterprise.

The Allentown *Democrat* says that the recent purchase of the New York and Schuylkill Coal Company's lands, in Cass township, Schuylkill county, by Moses Taylor, of New York, and others, the purchase of the Little Schuylkill Company's lands at Tamaqua by Mr. Pardee and others, and the improvements which are projected for development of these lands and transportation of their products to market, it is asserted will lead to the opening of a branch railroad outlet to New York through the Lehigh valley. The construction of a railroad from Tremont, skirting along the south side of the Mine Hill mountain, intersecting the New York and Schuylkill lands, tapping the large colleries at Wadeshille, St. Clair and vicinity, and passing on through by way of Tamaqua to intersect the Lehigh Valley railroad at a point near Lehighton, will be one of the first movements in their programme.

Flour and Grain Trade of Buffalo.

The eastward movement of flour and grain through Buffalo from the West, from Jan. 1, to July 1, this year, as compared with last, shows an increase of 168,816 barrels of flour, and 4,101,154 bushels of grain.

The following will show the imports of flour and grain into Buffalo from the West, by Lake and Grand Trunk Railway, for the month of June, and from Jan. 1, to July 1, 1868, as compared with previous years:

FOR THE MONTH OF JUNE.

	Flour, bbls.	Grain, bush.	Grain, including flour, bush.
1868	128,616	4,730,510	5,373,590
1867	76,382	2,884,810	3,266,720
1866	144,180	10,198,545	10.914,445
1865	240,386	5.773,955	6,075,985
1864	302,757	7,594,272	9,108,057
1863	463,595	10,288,224	12,601,199
1862	415,443	6,188,724	8,265,879
1861	285.853	5.388 665	6.812,320
1860	123,026	2,794,711	3,409,841

FROM JANUARY 1, TO JULY 1.

	Flour, bbls.	Grain, bush.	Grain, including flour, bush.
1868	355,330	10,190,090	11,966,740
1867	186,514	6,088,936	7,021,506
1866	340,442	16,544,893	18,247,103
1865	628,684	10,495,060	13,643,480
1864	811,560	13,590,163	18,007,963
1863	1,191,557	18 384,055	24,351,837
1862	1,037,347	13,908,908	20,095,653
1861	598,491	11,598,764	14,590,610
1860	387,056	6,543,256	8,175,236

CANAL EXPORTS.

The following will show the canal exports of flour and grain from Buffalo from the opening of navigation to July 1, for the last three years:

	1866.	1867.	1868.
Flour, bbls	12,787	324	374
Wheat, bush	1,448,576	185,632	1,363,161
Corn, bush	6,962,048	2,577,173	4,706,642
Oats, bush	3,877,939	885,573	2,103.283
Barley, bush	45,045	25,600	8,082
Rye, bush	200,369	54,490	7,343
Total grain, b	11,554,977	3,728,638	8,188,511

Elizabethtown and Paducah Railroad.

The subscriptions made to the capital stock of this road up to this time are as follows:

Private subscriptions, which will be increased	$300,000
City of Louisville	1,000,000
City of Paducah and McCracken county	500,000
Caldwell County	400,000
Muhlenburg County	400.000
Grayson County	200,000
Lyon County	200,000
Total	$2,800,000

There will be a considerable amount of private subscriptions to be added to the above. No enterprise of the kind ever started under more promising and encouraging circumstances.—*Louisville Courier.*

Maryland and Delaware Railroad.

We understand that work has been resumed upon this road at Ridgely, and that it will be prosecuted with vigor to an early completion to Hillsborough. When that point is reached, which we are informed will be in thirty days, it will then remain for our citizens to manifest that zeal and activity in the enterprise which has been so long boasted that, once in Talbot County, we would push it through.—*Easton Star.*

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,167,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger....	670,000		Jan. '68 3
Bay de Noquet & Marq...100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jul.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,000		
Do., do. pref..100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,300	J. & D.	Jun. '68 4
Boston and Maine.....100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,860,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City.....10	1,000,000	F. & A.	F'b,'68 3½
Brooklyn City & New'n..100	399,800		
Buff., New York & Erie*..100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line 100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jul.'68 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110		Jul.'68 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '69 7
Central of New Jersey....100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....		J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S. Carolina....100	1,201,000		
Chemung*.....	380,000		July '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern..100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '68 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific....100	9,100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 5s
Cincinnati City Passenger....		J'n &J'ly	Jan.'68$2
" Street.....		J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J A.J &O	July'68 2
Cleveland and Toledo* ... 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord.....	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn,100	600,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	466,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref 100	1,987,351		Jul.'68 3½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.).....100	492,500	J. & J.	July '68 4
East Pennsylvania..... 50	654,600		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordsv.100	2,142,834		
Fitchburg.....100	4,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly.....		M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia.....100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	July '68 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000		
" pref.....100	1,180,000	J. & J.	Jan. '68 4
Hudson River.....100	13,937,100	A. & O.	Apl. '68 4
Hazleton.....50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Apl.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....			Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'68 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami.....50	3,572,460	J. & D.	D'c.'67 4s
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island.....100	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000		Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	3,312,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	9,811,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½s
Nashua and Lowell.....100	600,000	M. & N.	May'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul.'68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jan.'68 3
New Jersey.....100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	105,000		May '67 4
Northern of N. Hampsh,.100	3,06',400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania.....50	3,150,150		F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4,848,300	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri.....100	3,581,000		
Panama.....100	7,000,000	J.AJ&O.	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul. '68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,366,500		
Philadelphia and Erie*... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,'00	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec...100	579,500	F. & A.	Feb.'68 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....			Jul. '68 3
Reading and Columbia 50	605,019		
Rensselaer and Saratoga ..100	500,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	July'68 5
Rutland preferred.....100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line.....100	655,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	287,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan.'68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Boa.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley.....100	516,164		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	5,452,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon.....100	1,340,233		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'68 8
Delaware and Raritan.....100	2,298,400	F. & A.	Feb.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y'67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal.....100	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.....25	500,000	J. & D.	Dec'67 2
Central Coal 100	2,000,000	J. & J.	Jul.'68 3
Mt. Pleasant Coal.....	200,000	J. A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express.....500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000		
United States Express....100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single tr'k. m.	Length. In progress or projected. m.	Equipment. Horses. No	Cars. 2-horse. No	Cars. 1-horse. No	Companies.	Cost of Road and Equipment. $	Share Capital paid in $	Indebtedness. Bonded Debt. $	Indebtedness. Floating Debt. $	Earnings. Gross. $	Earnings. Net. $	Dividends on paid capital. p. c.	Par Value. $	Market Price.
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	98½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	— 50	25	—
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	—	68
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,655	400,000	41,539	79,694	188,085	10,087	—	—	50
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,278	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	868	loss.	—	—	—
30 Nov.'67	9.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	30½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.6	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,861	15,373	—	100	—
30 Sep.'67	2.00	—	—	53	—	Blecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	1.75	—	—	—	37	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	16.00	—	—	108	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep.'67	5.12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	.....	15,085	6,352	—	100	—
30 Sep.'67	21.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l Pk, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	228	—	100	—
30 Sep.'67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	—
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,598	1,178	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453.404	1,170,000	1,280000	50 000	1,18945	222,222	12	100	—
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	201,268	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep.'67	4.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westerviiet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.60	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	36
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,882	31,560	11½	50	—
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	60
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	16½
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,591	7½	50	41½
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	66
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,050	21,058	—	—	19½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc)	69,837	50,000	.....	.....	.....	.....	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing. $	Interest. Rate. pc	Interest. Payable. Months.	Interest. Payable. Year.	Principal payable.	Market Price. p c
Broadway (Brooklyn):						
Real Estate Mortgage	27,500	7	J. & J.	Var.		.....
Broadway & 7th Avenue:						
1st Mortgage	1,500,000	7	J. & D.	1884		—
Brooklyn, Bath & Coney Is'd						
1st Mortgage	80,000	7	J. & J.	1883		.....
Brooklyn and Rockaway						
1st Mortgage	35,000	7	J. & J.	.....		.....
Brooklyn Centr. & Jamaica:						
1st Mortgage	498,000	7	J. & D.	1870		.....
Brooklyn City.						
1st Mortgage	170,000	7	J. & J.	1872		.....
Brooklyn City & Newtown:						
1st Mortgage	200,000	7	J. & J.	1872		.....
Brooklyn City & Ridgewood:						
1st Mortgage	20,000	7	J. & J.	1884		.....
Cambridge:						
1st Mortgage	150,000	6	J. & J.	1883		89
Central Park, East & North River:						
1st Mortgage	550,000	7	J. & J.	1874		.....
Citizens' Pittsburg]						
1st Mortgage	56,300	7	J. & J.	1870		.....
Coney Island and Brooklyn:						
1st Mortgage	148,000	7	J. & J.	1873		.....
Delaware County:						
1st Mortgage	6,500	7	.....	.....		.....
Dorchester:						
Real Estate Mortgage	5,000	6	.....	.....		.....
D. Dock, E. B'dw. & Battery:						
1st Mortgage	550,000	7	J. & J.	.....		.....
Eight Avenue.						
1st Mortgage	160,000	7	J. & J.	.....		.....
Forty-second street:						
1st Mortgage	127,150	7	J. & J.	1873		.....
Real Estate	134,500	7	J. & J.	.....		.....
Frankford and Southwark:						
1st Mortgage	200,000	7	J. & J.	1869		107
Frankfort and Philadelphia:						
1st Mortgage	50,000	7	.....	.....		.....
Germantown:						
1st Mortgage	350,000	7	J. & J.	1869		.....
Green and Coates St.:						
1st Mortgage	100,000	7	J. & J.	1870		93
Harlem Br. Moris'a & Ford'm						
1st Mortgage	124,000	7	J. & J.	.....		.....
Hestonville Mantua & Fairmount:						
1st Mortgage	183,600	7	J. & J.	1869		.....
Hoboken and Weehawken:						
1st Mortgage	60,000	7	M. & S.	1872		.....
Lynn and Boston:						
1st Mortgage [road]	50,000	6	J. & J.	71–72		91½
Malden and Melrose:						
1st Mortgage guaranteed	58,727	6	.....	1880		91
Medford and Charlestown:						
1st Mort. [Winter St. Br.]	9,500	6	.....	.....		.....
Middlesex:						
1st Mortgage	38,000	—	.....	.....		.....
Malden & Melrose bonds	46,971	—	.....	.....		.....
Real Estate	6,000	—	.....	.....		.....
Ninth Avenue:						
1st Mortgage	112,000	7	.....	.....		.....
North Philadelphia:						
1st Mortgage	100,000	7	.....	1869		.....
Orange and Newark:			J. & J.			
1st Mortgage Broad street	100,000	7	J. & J.	1881		.....
" O. & Newark	100,000	7	J. & J.	1880		.....
2d Mortgage "	100,000	7	.....	1883		.....
Philadelphia City:			J. & J.			
1st Mortgage	140,000	6	.....	1879		85
Philadelphia and Darby:						
1st Mortgage	17,000	7	J. & J.	1870		.....
Phila. and Gray's Ferry:						
1st Mortgage	15,500	7	J. & J.	1869		.....
Pittsb., Allegh'y & Manch.:						
1st Mortgage	35,000	7	J. & J.	1871		.....
Pittsburg & Birmingham:						
1st Mortgage	10,000	7	J. & J.	1870		.....
Pittsburg & East Liberty:						
1st Mortgage	87,000	7	J. & J.	1871		.....
Quincy.						
Plain bonds	58,400	—	M. & S.	1868		.....
Richmond and Schuylkill:						
1st Mortgage	30,000	7	J. & J.	1870		.....
Rochester City & Brighton						
1st Mortgage	100,000	7	J. & J.	.....		.....
Second Avenue:						
1st Mortgage	520,000	7	J. & D.	1867		.....
Second and Third Street:						
1st Mortgage	100,000	7	J. & J.	1868		90
2d Mortgage	114,200	7	J. & J.	1869		103
Third Avenue.						
1st Mortgage	1,000,000	7	J. & J.	1870		.....
Real Estate bonds	480,000	—	.....	.....		.....
Union:						
Real Estate Mortgage	300,000	6	J. & D.	1875		9
Utica and Waterville:						
1st Mortgage	100,000	7	.....	.....		.....
Van Brunt. st & Erie Basin:						
1st Mortgage	12,000	7	J. & J.	.....		.....
West Hoboken & Hoboken:						
1st Mortgage	60,000	7	M. & N.	1873		.....
West Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	8,582,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	129
" " " ..... coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	120
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125
" " " ..... coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	113½
" " " ..... coupon		6	" "	1881	118½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	113½
" " " ..... yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	204,246,200	6	Jan. & July.	1881	112½
" " " ..... coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,404,755,600	6	May & Nov.	1882	108½
" " " (5-20s) ..... coupon		6	" "	1882	113
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	111
" " " (5-20s) ..... coupon		6	" "	1884	110
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	109½
" " " (5-20s) ..... coupon		6	" "	1885	111
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	108½
" " " (5-20s) ..... coupon		6	" "	1886	109½
" " 3d series (5-20s) ... registered		6	" "	1887	108
" " " (5-20s) ..... coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) ... registered	193,790,400	5	Mar. & Sept.	1904	107
" " " (10-40s) ..... coupon		5	" "	1904	107½
Pacific R. R. Bonds ..... (currency)	25,902,000	6	Jan. & July.	'95-'97	102½
Treasury Notes (7-30s) June 30, '64: 2d series	105,610,650	7.3	June & Dec.	1868	109½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	108½
Matured Debt not presented	3,578,202	---	presentation.	----	----
Gold Certificates of Deposit	20,298,180	---	presentation.	----	----
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,144,212	---	----	----	----
Three per cent. certificates	50,000 000	---	----	----	----
Fractional currency	32,631,589	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	103½
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ..coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1880 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	96
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	89
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	646,000		various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000		various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000		various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	99
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120 000	5	" "	1889	----
" — " " (") survey.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1850	----
" — " " (Ches. & Ohio Can.).	2 000,000	6	" "	1870	98
" — " " (Balt. & Susq. R.R.).	1,000,000	6	" "	1870	98
" — " " (Bounty)	501,000	6	" "	abt. '74	----
" — " " (Ches. & Ohio Can.).	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	127
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	125
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" — " " "	4,379,500	5	May & Nov.	1894	113½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	126
" — " "	2,150,000	6	" "	'74-'76	120½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	96
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank).	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	91
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	92½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	93½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ...	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	107
" — " " " ..... registered	27,726,500	7	" "	1877	107
" —General Fund Bonds	1,199,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " " "	6,000,000	6	" "	1873	101½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	386,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	73
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	98½
" — " " ..... registered	6,083,052	6	" "	'68-'70	95
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	107½
" — " " 2d series	7,909,620	6	" "	1882	109½
" — " " 3d series	9,270,017	6	" "	1892	112
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	104½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	69
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... coupon	21,-69,398	6	" "	long.	----
" — " "	10,900,000	6	" "	long.	----
" — " (new) ..... registered	1,379,500	6	"	1876	55
" — " (") ..... coupon	489,300	6	"	1886	----
" — " " (")	89,600	6	"	1890	----
Wisconsin—State Bond	405,100		Jan. & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,436	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,892	596,584	541,481	675,446	634,243	576,365	5,525,385
1866	475,641	433 279	385,991	412.521	464,507	493,243	466,898	568,589	533 150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465.102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,447	352,169	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149.137	157.948	170,044	170.910	156.869	153,294	1.673.706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224.257	312,165	354,554	320,879	307,803	252.015	2.770.484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	269,249	329.851	371,544	321,697	387,289	322,638	360,223	323,030	271.247	3,695,153
1867	343,787	157,832	235,961	282.165	335,510	342,358	354,244	415,982	408,999	426,762	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122.512	126,798	144,995	170,937	139.142	160,306	210,729	216.030	196.435	201.134	1.959.267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321.037	3.095.470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,318,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317.977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251.916	261.488	274,800	404,600	566,403	558,200	415,400	351,600	4,158,812
1868	383,600	281,900	262,800	288,700	308,891	361,200	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.334	296,169	473,186	551,122	435.945	407.688	2,811,544
1864	273.876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808.524	797.475	1,000,086	1,200,216	1,010,892	712,359	9,299.430
1867	696,147	574,664	766,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	916,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,644	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,120	29,102	37.501	39.600	40,458	39,630	41.212	43.580	65.035	80,588	73.140	50,296	580.271
1867	49,694	36,098	56,859	59,196	61,447	53,990	53,683	69,018	77,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,050	848,783	770,148	731,243	687.092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1.001,007	947,146	1,256,566	1.458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1.438.689	1,522,472	1,429,765	16.434,775
1866	Including Buffalo Division	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	Including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868		1,081,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275.643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643,487	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477.027	516,493	525,242	709,327	738,530	823,901	727,810	613 329	7,160,992
1868	519,855	488,089	409,649	467,754	496 666	543,019	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,907	76,248	107.525	104.608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	125,902	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,520	98,482	108,461	95,416	95,924	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 268	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495.072	351,799	4,826 727
1866	512,846	277,234	412,715	413,970	418 024	384,884	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307.968	313,130	434,518	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,560	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,163	375,488	339,794	306,186	3,168.065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,641	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4.280,115
1867	304,095	283,661	376,210	362.783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,316	326,880	415,768	369,236	325,501	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,286	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	458,094	------	------	------	------	------	------	------
New York Central:													
1862	749,168	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.798	9,693,244
1863	920,272	790,167	867,590	911,397	839,128	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	1,530,518	1,211,106	935,857	14,143,215
1867	901,571	845,863	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,483	349,285	344,700	350,348	372,618	412,563	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,267	336,066	272,053	3,459,319
1868	211,973	231,361	265,906	252,149	204,620	217,082	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,537
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,855,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,686	10,033,026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,396	833,742	887,793	874,974	436,990	10 637,124
1867	500,488	534,561	703,618	836,003	966,358	903,974	864,637	693,104	873,153	966,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,086	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,092	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646.935	584,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,607	552,378	648,201	654 926	757,441	679,935	655.242	7,467.217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,809	690,598	573,727	7,242,125
1868	492,694	602,763	684,190	774,103	611,914	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084.074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207.391	162,994	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	196,884	244,834	219,227	177,364	2,250.142
1867	149,658	149,342	174,163	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	138,392	149,164	155,388	130,545	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	24 ,840	221,570	220,209	205,154	2,050.322
1865	144,084	139,171	156,758	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717.386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	282,996	406,706	361,759	333,480	3,809,253
1868	278,712	265,793	263,259	292,285	260,529	293,344	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	57,830	689,583
1866	45.102	35,006	39,301	43,332	86,913	92,918	85,276	60,698	84,462	100,313	75,248	54,465	814,036
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,262	73,525	126,496	120 268	79,431	64,719	774 96*
1868	46,415	40,703	39,198	49,231	70,163	77,359	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850.	602,000	6	Jan. & July.	"	1880	98⅜
" " " 1855.	894,250	6	Jan. & July.	"	1875	99
" " " 1834.	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99⅞
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	84
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	90
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	98
" " $675,000	675,000	6	April & Oct.	"	1875	93
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	91
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	89½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,865,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,936,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,500,000	7	"	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	109
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Fr'nkfort o.M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1869	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Fr'nkfort o.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	106
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	79½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	96
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99½
General 1st Mortgage	3,600,000	7	" "	" "	1885	97½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	93
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	94
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1880	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	93
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	101
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 à y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	74,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	98
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1834	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	85½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	91½
Land Security	3,344.60	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2 499,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68–'77	
Lebanon Branch 1st Mortgage	600,000	7			'80–'85	
Memphis Branch 1st Mortgage	267,000	7			'70–'75	
Bardstown and Louisville	80,000	7			1870	
City of Louisville bonds	1,074,000				'86–'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	94½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		72½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarkesv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,580	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Jan. & July.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	102
2d General Mortgage	2,693,000	7	" "	" "	1877	97
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1.246,000	7	May & Nov	New York.		
2d Mortgage	1,517,500	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " "		8	" "	Mobile		
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62–'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63–'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		90
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,800	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged Stks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,815	7	var.	" "	var.	
" " " "	45,550	6	" "	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug	" "	1876	133
Bonds of Oct 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	94
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	103½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	109
3d Mortgage	980,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	97½
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

‖ signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$839,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1893	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynch b'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1363 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (general)	5,000,000	6	" "	"	1891	91½
2d Mortgage	3,000,000	7	" "	"	1885	80½
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	105½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	94½
" 1844, "	804,000	6	" "	"	1880	94½
" 1848, "	101,000	6	" "	"	1880	94½
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72–'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	20
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	$324,006	6			1860	

Description,	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	69½
Mortgage (Registered)	504,000	7	" "	"	1873	69½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg l'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	84½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	96
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	82½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	78½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	37
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	155,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	90
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	81
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	161,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	66.0	—	----	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,963	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	—
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	----	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,961,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	—
25 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,894	...	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	.....	23.8	53,955	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	.....	122.4	319,433	644,725	166,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546.113	1,685,334	892,283	12	176
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	----	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,694	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000.000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	145
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,963	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	680,438	204,086	8	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	-	- -	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,293	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	----	150	...	...	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,807	3,635	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,551	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	3½	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	----	—	-	-	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	—
30 Apr. '60	43.5	—	----	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472.000	*	1,349.923	4,666,800	786,000	183 940	6,688,956	229.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	----	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,176,281	242.0	.....	1,136,142	246,356	6½	—
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,888	50.0	.....	202,714	110,616	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	411,195	53,395	3,202,900	437,000	146,067	3,855,741	228.8	306,335	1,006,953	332,551	9	—
30 Sep. '59	138.0	—	----	—	52	24	706	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	.....	138.0	.....	832,343	454,541	—	—
								ILLINOIS.													
31 Dec. '67	280.0	—	----	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280 0	1,672,965	3,892,561	1,743 733	10	138
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10.399,010	5,458,250	365.542	18,957.024	400.0	2,421,566	6,146,862	2,793,463	20	154
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	.....	10,161,733	2 228.967	—	77½
31 Mar. '67	181.8	181.5	.....	42.7	92	46	1,500	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,574,034	1 413.999	10	109½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	.....	4,214,542	180.0	.....	742,097	377,476	—	—
31 Dec. '67	454.8	252.5	.....	—	150	94	3,776	*Illinois Central*	21,328,473	*	10,233,807	23,416,780	10.544,500	—	41,562.280	708.3	3,765,216	7,160,992	3,512,866	10	158½
31 Dec. '67	111.0	—	.....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,138,269	111.0	297,509	754,463	187,005	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	—	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,218,402	.....	—	48
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	37½
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	25½
31 Dec. '64	84.0	—	----	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	354,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315.172	117,941	6	100
— — '58	288.0	—	----	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645.827	371,40	—	36½
30 Nov. '66	78.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	443,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,955	5,429,203	156 5	319,880	805,271	237.861	—	78
31 Dec. '67	162.0	—	----	—	17	10	221	Des Moines Valley	5.507,204	—	—	1,520 200	2,892,000	795,004	5,507,204	162.0	.....	735,587	309,685	—	—
30 Jun. '65	135.0	95.0	----	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	—
30 Jun. '67	29.0	—	3.4	—	14	13	225	Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	—
30 Jun. '67	65.1	—	5.4	—				Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,628	2,985,000	444,172	12,841,095	334 0	929,486	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	128	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,000	2,504,768	8,628,793	80.0	105,966	414,741	200,229	—	—
30 Nov. '66	206.0	—	----	205.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,638	206.0	.....	1,533,042	386,268	—	—
31 Aug '66	58.7	—	----	135.5	...	...	—	*Vicksburgh, Shreveport & Texas*	1,362,691	*	—	1,253,015	248,969	108.434	1,710,819	63.7	.....	.....	.....	—	—
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	----	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,542	329.3	1,902,095	4,325,490	1,498,713	10	118
29 Feb. '68	246.0	277.8	.....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,538,230	10,646,200	9,038,640	267,478	20,762,597	523.8	2,387,368	4,747,219	1,880,932	—	92½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	808.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	—
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,650	—	—
								MISSOURI.													
31 Aug. '63	96.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	86
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,489,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,304	—	—
31 Dec. '62	152.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,695	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,593,445	309.6	1,199 660	2,675,875	719 230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	80.5	3.0	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,063	360,929	—	1,971,222	3,501,000	49 558	6,352,109	90.	280,189	399,291	128	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jan. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,272,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	489,592	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,436	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	100
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,951	3,621,758	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	236.8	3,798,323	10,096,706	4,437,953	10	122½
30 Sep. '6	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	581,848	916,286	560,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,008	1,747,641	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,868	1,212 159	8	48½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	16½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,167	481,471	10	136½
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	133½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	89,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,281	6½	64½
30 Nov. '67	50.0	3.4	12.3	—	14	27	236	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,453	53.4	288,760	629,165	169,164	8	126
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	119½
30 Nov. '67	51.0	42.5	76 9	—	31	33	607	Fitchburg	3,189,861	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	129½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,508	(O b y	B. & L.	21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,725	74.*	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	462,682	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	896,805	908,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,381,065	336,510	6	93½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,916	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b y	B & L.	17,500	16,688	8	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	298,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	.....
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,342	93,908	2,260,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	57½
30 Nov. '67	156.1	17.5	184.2	—	103	63	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,219,295	10	.....
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	80,974	3,281 345	93.5	.....	467,714	147,12[illegible]	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433,650	688,[illegible]00	128,462	3	.....
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	135
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	606,862	3,068,400	145,400	14,217	3,674,262	82.2	352,540	681,301	242,998	8	116
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79 2	263,040	595,278	168,135	—	.....
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124 2	.....	3,[illegible]08,511	781,801	10	130½
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	.....	325,407	—	69½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768, 00	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10	124½
31 Dec. '67	31.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,018,617	3,616,350	6,347,437	1,613,438	11,477,225	87.7	827,528	1,382,840	164,54	3½	65
31 Dec. '67	37.3	—	33 8	—	37	70	211	New Jersey	4,077,493	868,314	3,024,434	6,000 000	1,362,614	597,627	7,960,241	33.8	677,201	1,868,393	846,150	10	133
31 Dec. '67	21 8	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	.....	159,100	300 000	62,14[illegible]	495,044	25.0	128,394	252,366	48,459	—	.....
31 Dec '67	65.0	16.0	7 9	—	—	—	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,867	5,262,067	81.0	—	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511 400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37 5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,639	119,287	14	.....
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,946	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,170	484,228	220,215	—	.....
30 Sep. '67	36.7	—	.....	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43 2	20,733	49,169	28,850	—	.....
30 Sep. '6	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,389,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	238,100	7	85
30 Sep. '67	88.3	—	35.0	—	44	24	863	Buffalo and Erie	5,109,433	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,362,230	576,842	10	.....
31 Dec. '67	460.0	97.0	378.0	—	371	190	8,837	Erie	19,247,770	*	5,071,492	25,111,210	22,429,927	3,524,813	54,319,282	786.0	6,458,279	14,317,213	2,862,141	—	69½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018,602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,328	5,111,800	1,886,047	8	138
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,433	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.6	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,0 9,820	688,879	46,023,535	692.0	6,401,420	13,979,514	3,109,801	6	134½
30 Sep. '67	130.8	2.1	45 5	—	41	71	633	New York and Harlem	10,491 685	1,563,697	1,109,365	6,785,050	5 993,625	37,000	12,815,675	162.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,954,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,644	86.516	—	67½
30 Sept. '67	28.5	—	2.3	—	.....	.....	—	Oswego and Rome	1,000,000	—	—	300,000	700,000	—	1,000,000	op	r. by R.	W & O.	R.R. Co.	—	.....
30 Sep. '67	36.3	—	21.5	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	432,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	.....
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547 225	1,123,000	388,954	6	95½
30 Sept. '67	25.2	—	1.2	—	.....	.....	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,956	—	.....
30 Sep. '67	141.3	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g.	4,000,724	*	587,519	2,400,000	1,834,600	358,643	4,583,243	218 6	—	1,215,471	449,003	10	118
30 Sept. '67	34 0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	.....
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	668,895	112,915	10	.....
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,594	—	.....
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,095	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	196,480	—	.....
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	962,732	*	—	831 300	—	121,432	952,732	34.9	83,168	150,376	83,679	7½	.....
30 Sep. '67	12 0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val	538,495	*	185,226	693,721	—	—	693,721	12.0	—	—	—	—	.....
30 Sept. '67	10.3	—	.....	—	—	—	—	Warwick Valley	172,577	—	11,673	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	5	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	.....
— —	'59	97.0	.....	—	—	—	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3 280,173	*	493 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '67	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,366	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	35
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	775,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,987	191.2	1,123,750	1,903 438	554,507	8	89½
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,000	2,500,000	—	11,250,000	95.5	804,876	2,659 346	973,518	10	59½
30 Nov. '67	101 0	102.5	.....	—	63	37	1,298	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	87
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,761	188.6	1,223,523	2,492,216	1 107,377	14	104½
30 Nov '67	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,464.078	—	736,66	1,786,200	243,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494 543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	.....	853,363	209,512	—	.....
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	35,935	5,479,886	153.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,77[illegible]	*	1,578,999	12,667,658	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
31 Dec. '67	340.0	—	.....	—	.....	.....	.....	Ohio and Mississippi	25,940,345	1,707,000	461,533	23,500,000	3,888,000	598,693	28,108,918	340.0	.....	.....	3,459,319	—	29½
30 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	596 400	391,992	3,382,163	1 218,972	109,818	4,272,741	205.9	346,671	694,620	134,081	—	.....
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,436	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
31 Dec. '67	454.8	45.2	.....	—	105	49	2,189	Toledo, Wabash & Western	20,999,000	*	1,755,183	6,700,000	15,494,000	68,670	22,754,183	224.0	1,259,486	3,809,363	1,002,471	—	48½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,878,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,910,900	1,049,166	58,838,989	565.7	—	5,195,265	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,350,500	282,500	—	3,634,000	67.5	236,991	502,918	443,361	—	10
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,000	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	153
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,992	—	.....
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,376	395,149	4,585	5	31½
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	leased Penn.		—	133,284	7	.....
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	—	2,341,375	58.8	149,189	186,451	52,343	—	65½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,296	68,830	3,753,126	80.0	508,071	790,808	235,345	—	.....
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	534,164	193,776	8	.....
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,375	3,580,764	1,272,069	10	54½
31 Oct. '67	23.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	863,000	—	3,514,100	oper.	by Reading R. R.	—	—	—	44½
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	—	302,048	8	59
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,012	898,574	361,604	5	53
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,637	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311,840	591,555	34,949,145	561.6	7,740,290	6,340,156	4,151,521	11	52½
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norristn	1,139,079	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315,164	634,717	298,318	10	66
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,496,700	13,609,000	22,478	19,019,178	287.5	1,604,825	2,384,731	loss.	—	26½
31 Oct. '67	147.0	20.2	265.6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,560,825	—	30,416,926	374.8	3,677,457	9,106,496	2,493,542	10	48½
31 Oct. '67	26.5	—	32.2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	33.3	—	863,705	299,326	10	129
31 Oct. '67	96.0	3.8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432,531	890,730	9	56½
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	286,158	902,926	1,776,128	1,500,000	74,863	3,420,992	70.9	339,804	860,596	270,419	—	—
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,560	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382,623	10	107½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,452	107,811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,885	180,693	10,000	684,038	962,600	183,966	880,602	35.4	167,562	575,650	189,705	—	18
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(operated by Penn.		—	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	265	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,869	133,671	8	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	113	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,835	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.6	.....	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,145,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,795	447,491	9,821,175	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,987	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—	—	2,141,970	—	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,281,585	1,002,601	2,195,531	5,312,725	3,126,530	921,957	9,431,517	291.0	786,331	1,661,612	71,490	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '65	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,015,107	99.2	—	367,252	173,729	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,804	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,284	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'rdo	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf.	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,300	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	13.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	.....	2,250,000	oper.	by Vt. Central	180,000	8	161	—
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,600	*	—	332,000	700,000	.....	.....	oper.	by Troy & Bost.	53,852	—	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '65	103.5	—	—	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	694,000	.....	.....	103.5	436,729	758,883	42,878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,858,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	140.5	310,204	639,662	260,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,900	96,528	.....	78.6	159,961	279,945	145,386	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb '67	80.0	—	—	—	12	6	153	Seaboard and Roanoke	1,811,868	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,528	-	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	37[illegible]297	6,979,046	221.8	390,405	554,511	135 648	—	—
0 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,522	7,362,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
1 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275.0	986,727	2,538,800	934,106	—	65
1 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (4 y.)	11,933,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	16
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,483,589	*	15,311	1,631,130	911,029	22,984	2,603,376	49.0	.....	242.798	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	[illegible]10,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,85[illegible]	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,949,510	1½	—
31 Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,123	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	143,339	55,777	—	—
July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,338	—	1,380,000	13,109	136,000	1,709,282	80.0	—	134,765	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	.....
	8.				11	22	120	Pan m[illegible]	8,900,000	*		5,000,000	0	—	10,768,726	48.[illegible]	—	617,489	1,238,924	—	.....

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	18
Catawissa (preferred)	1,150,000	7	---	29½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	69
Chicago & Alton (preferred)	2,425,400	7	7	139½
Chicago & Northwestern (pref.)	14,789,125	7	7	81½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,273,300	10	10	88
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	74½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	87
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,185	7	3	28
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	686,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	105½
" " (2d pref.)	841,400	7	7	100
Milwaukee & St. Paul (preferred)	7,370,900	7	---	79
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	69
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,409,300	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,589	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1833	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	42
Chesapeake and Ohio	100	8,226,595	---	---
Delaware Division	100	1,633,350	---	49
Delaware and Hudson	100	10,000,000	10	140½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	74
North Branch	100	---	---	----
Sault Ste Marie	---	---	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	11
" " (preferred)	50	2,888,988	---	21½
Susquehanna and Tide Water	50	2,043,260	---	15½
Union	---	---	---	½
Union (preferred)	50	2,787,000	---	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

			Store Prices.
Pig, Scotch, No. 1	per ton.	40 — @	43 —
Pig, American, No. 1		39 — @	40 —
Pig, American, No. 2		35 — @	37 —
Bar, Refined, English and American		81 — @	87 50
Bar, Swedes, assorted sizes	(gold).	87 50 @	90 —
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		95 —	@100 —
Bar, English and American, Common		85 —	@ 90 —
Scroll		125 —	@170 —
Ovals and Half-round		120 —	@150 —
Band		125 —	@ — —
Horse Shoe		125 —	@ — —
Rode, ¾ @ 3-16 inch		100 —	@160 —
Hoop		133 —	@185 —
Nail Rod	per lb.	— 9 @	— 10
Sheet, Russia, Med. No.'s		— 18½ @	— 19½
Sheet, Single, D. and T. Common		— 5 @	— 7
Rails, English	(gold) per ton.	51 50 @	52 —
Rails, American (at works)		79 — @	80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @	— 23
English Spring.(2d and 1st qlty.)		— 10 @	— 12½
English Blister.(2d and 1st qlty.)		— 11½ @	— 20
English Machinery		— 13½ @	— 16
English German. (2d and 1st qlty.)		— 14 @	— 16
American Blister, "Black Diamond"		— 10½ @	— 16
American, Cast, Tool, do.		— 19 @	— —
American, Spring, do.		— 10 @	— 13
American Machinery, do.		— — @	— 13
American German do.		— 10 @	— 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 29 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — 42
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23 @ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @	— —
Spanish	(gold)	6 35 @	6 37½
German Refined	(gold)	6 25 @	6 50
English	(gold)	6 30 @	6 87½
Bar	(net)	10 — @	— —
Pipe and Sheet	(net)	12 — @	— —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

		Gold.	Currency.
Banca	(gold). per lb.	— — @	— 27
Straits	(gold).	— 24 @	— —
English	(gold).	— 24 @	— 24½
Plates, I.C.Charcoal.p.box		8 25 @ 8 37½	11 50 @ 12 50
Plates, I. C. Coke		6 75 @ 7 50	9 50 @ 10 50
Plates, Coke Terne		— — @ 6 25	9 — @ — —
Plates, Charcoal Terne		7 87½ @ 8 12½	11 — @ 11 50

PETROLEUM—Duty: Crude. 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 17½ @ — —
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 23
Refined, free, S. W.		— — @ — 46
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 33 @ — —
Refined, in bond, Standard White		— 34½ @ — 35
Refined, in bond, prime White		— — @ — 36
Naptha, Refined, (60 @ 63 gravity)		— 18 @ — 20
Rosin	per bbl.	3 — @ 3 75

New York Stock Exchange.

Actual Sale Prices for the week ending July 8.

	Th. 2	F. 3.	Sat. 4.	M. 6	Tu. 7.	W. 8
Atlantic M. S. S. Co	----	----	----	----	----	----
Boston, Hartford & Erie	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	----	----	48½	----	----
Central of N. Jersey	124	124	----	124	----	----
Chicago & Alton	138	138	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc.b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " 8 p.c.	----	----	----	109	----	----
Chi. & Gt. Eastern 1st m	78	----	----	----	----	----
Chic. & Northwest'n	73½	75½	----	79½	78½	77½
" " pref.	79½	79½	----	82	81½	81½
" " 1st M.	----	----	----	----	----	97½
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	99½	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	105½	105½	----	105½	106½	107½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	----	----	----	94	94
Clev., Col. and Cin.	90	89½	----	90	89½	----
Clev. and Pittsburg	87½x	87½	----	----	87½	87½
" 2 M.	----	----	----	----	----	----
" 3 M.	----	----	----	----	----	----
" 4 M.	----	----	----	----	----	----
" con.	----	----	----	----	----	----
Clev. and Toledo	103½	103½	----	103½	102½	103
" "S. F. 7 p.c.	----	----	----	----	101	----
Clev., Painesv. & Ash.	101	----	----	100	----	99
Cumberland Coal, pref.	34	35	----	34½	----	----
Del. & Hudson Canal	140	----	----	----	141	----
Del., Lack. & West.	----	----	----	----	----	----
" "1M. 8 p.c. '71-5.	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	69½	70½	----	70½	69½	69½
" pref.	----	----	----	76½	----	74½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	102½
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort. 76	----	----	----	----	----	----
Hudson River	----	----	----	139½	139	138
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	----	157½	----	158	158	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	28
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref.	8½	----	----	----	----	----
Michigan Central	----	----	----	117½	----	116½
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	91½	91½	----	91½	----	91½
" " 1M. S. F.	----	101½	----	----	----	----
" " 2 M.	----	97	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	105	104½	----	105½	----	----
" " 2d pref.	----	----	----	99	99½	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	65	----	----	65½	66	----
" " pref.	----	78½	----	78½	78½	78½
" " 1st mort.	----	92½	----	----	92½	----
" " 2d mort.	----	----	----	----	----	91½
Missouri 6s	91x	91½	----	91½	91	90½
" 1ss. to H. & St. J. R.	91½x	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	65	----	----	----	65	----
" 1st mort.	----	----	----	----	----	----
" "2d mort.	90	----	----	----	----	----
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	134½	134½	----	135½	134½	----
" "7s. S. F. '76	----	----	----	----	----	----
" "7s. conv. '76	----	----	----	----	----	----
" "6s, S. F. '83	95	----	----	95	----	----
" "6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7 p.c. '78	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	76	75½	----	77½	75½	76
" new	76½	76	----	76½	74½	----
Ohio & Miss.	29½	29½	----	30	29½	29½
" " pref.	----	----	----	----	----	----
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co.	101½	100½	----	97½	98	97½
Panama	230	----	----	----	----	----
Phila. and Reading	103	96½x	----	----	96½	97½
Pitts. Ft. W. & Chicago	109½x	109½	----	109½	107½	108½
" " 1M.	103x	----	----	----	----	----
" " 2M.	----	97½	----	----	----	----
" " 3M.	----	----	----	93x	----	----
Quicksilver Mining Co.	----	24	----	----	21	20½
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
" " 1M.	----	----	----	----	94½	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc.b'ds.	----	----	----	----	----	----
Tennessee 6s. ex-coup.	71½	72½	----	73	71½	70½
" new	71	71½	----	71½	68½	69½
Tol. Wab. & Western	43½	----	----	48½	48½	----
" Pref.	69	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	82½	----	----	----	----
" " Int.b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon	59½	59½	----	59	57	58½
" new	57½	58	----	57	56½	58

New York Stock Exchange.

Actual Sale Prices for the week ending July 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	106⅝	----	107	107½	107½	
U. S. 5s, 10-40s, reg.	106½	106⅝	----	106⅝	107	----
U. S. 6s, 1881, reg.	112⅝	----	----	112⅝	112⅝	
U. S. 6s, 1881, cou.	113x	113½	----	113	----	113½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	109½	109½	----	----	109½	108⅝
U. S. 6s, 5-20s, c. '62	112⅝	----	----	113⅛	113½	113
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	110⅝	110⅝	----	110½	110⅝	110
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	110⅝	111½	----	111⅝	111⅝	111
U. S. 6s, 5-20s, r. n. '65.	103½	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	108⅛x	108⅛	----	108⅛	108⅛	108
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	108
U. S. 6s, 5-20s, c. '67.	108⅛x	108⅛	----	108⅛	108⅛	108⅛
U. S. 6s, 5-20s c. '68.	108⅛x	----	----	----	----	----
7.30 Notes, 2d series.	----	----	----	----	----	----
" " 3d series.	109	----	----	----	----	109⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 7.

	W.1.	Th 2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa	----	----	----	----	----	----
" preferred	29⅛	29⅜	29	----	29⅛	29
Camden & Amboy	130	----	129	----	129⅛	129⅜
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	93
" " 6s,'83.	----	----	----	----	----	91
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	97	----	----	----	97	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	22⅛	22⅜	22	----	22	22
" " 6s,'84.	----	----	82½	----	----	82½
" " Gold L.	88	88⅛	----	88⅛	88⅜	88⅜
Lehigh Valley R R.	55⅝	----	54⅛	----	54⅛	54⅛
" " 6s.	95⅛	----	----	----	----	----
Little Schuylkill R. R.	----	----	44⅛	----	----	----
" " 7s.	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	33	----	----	----	----	----
" " 6s.	89⅛	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	43	----	----	----	----	----
Pennsylvania R. R.	52⅛	52⅜	52⅜	----	52⅛	52⅛
" 1st m.	100⅛x	100	100⅛	----	99⅛	----
" 2d m.	----	----	----	----	----	----
Penn. State, 6s 1st series	----	----	----	----	----	----
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	----	----	----	----	109	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	----	----	----	99⅜	100
" " new	102	102⅜	102⅛	----	102⅜	102⅛
Philad. Germ. & Nor.	----	----	----	----	68⅛	----
Phila. & Reading	50⅜	49	46⅛	----	49	48⅛
" " 6s,'86.	----	----	----	----	----	----
" " 6s,'70.	105	----	----	----	105	105⅛
Philadelphia & Erie	----	----	----	----	----	26⅜
" " 6s.	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" pref.	21	----	----	----	21	21⅛
" " 6s '82	----	----	----	----	----	71⅛
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78.	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	12	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	50½	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 7.

	W.1.	Th.2	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1890	97⅛	98	97⅝	----	97⅛	97⅛
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	----	122⅛
" " b'ds '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Marietta & Cin. 1st m.	93⅜	----	----	----	----	94⅛
" " 2d m.	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	----	----	83	----	----	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W 8
Boston and Albany	----	----	----	----		146
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	136½	136⅝
Boston and Providence	132½	----	----	----	----	133
Boston, Hartford & Erie	14⅜	14⅜	----	15⅛	15⅜	15⅜
Cheshire, pref.	----	68⅜	----	----	----	69
Concord	72⅛	----	----	----	72½	----
Connecticut River	125	----	----	----	----	----
Eastern	----	----	----	120	119⅜	119⅜
Fitchburg	----	----	----	----	129½	129⅜
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	118⅛	118	----	----	----	118
Northern, N. H.	117	----	----	----	----	116
Ogdens. & Lake Champ	67	67	----	----	----	67⅛
Old Colony & Newport	92⅛	92	----	93⅛	93⅛	93⅛
Ph., Wil. & Baltimore	55⅜	56	----	56⅛	56⅜	----
Portl'd, Saco & Ports.	100⅛	----	100⅛	100	100	
Vermont & Canada	----	----	----	----	101	101
Vermont & Mass.	57⅛	----	----	----	57	57⅛
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	98	----	----	97⅜	98⅛
Metropolitan "	----	66	----	65	66	66⅛
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	----	20	20
Franklin "	19⅛	----	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	6	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	22	----	----	22	22
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities June 19th, and 26th:

	Closing Prices. June 19.	June 26.
United States, 5-20s, 6 per cent 1882	73 @ 73⅛	73 @ 73⅛
Do. do. 6 do. 1884	69 @ 71	71 @ 73
Do. do. 6 do. 1885	71⅛@ 72⅛	72 @ 72⅛
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	36 @ 38	35 @ 37
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	55 @ 60	55 @ 60
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	55 @ 60	55 @ 60
Do., consolid. mort. bonds, 1890	33⅛@ 34	33 @ 34
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	59 @ 61
Erie shares, $100 (all paid)	45⅛@ 46⅛	45 @ 46
Do., sterlg. 6 p. c. conv. bonds	72 @ 74	73 @ 75
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	100⅛@101	101 @101⅛
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	105 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	93 @ 95	93 @ 95

American Railroad Journal.

Saturday, July 11, 1868.

Stock Exchange and Money Market.

The demand for Money has been more animated, since our last. Both speculative and mercantile borrowers have been more urgent in their applications for aid. The city banks have been less liberal of accommodation, especially since Monday forenoon. They have reported a loss of nearly 1¾ millions of legal tender notes, as the result of the past week's business. Their reserve of lawful money is now $72,125,939, as against $73,853,303 a week ago, and $72,567,582 two weeks since. It is, however, nearly 22 millions more than it was on the 18th of last April, eleven weeks back when the aggregate stood at $50,833,660. While the banks lost 1¼ millions legal tender, they gained 4¼ millions of specie, and 6¾ millions of deposits. Their deposits are now up $221,050,806, as against $179,851,880 on the 11th of April, showing an increase of nearly 42 millions. The loan averages of the banks were augmented 5½ millions. They now reach $281,945,931, as against $252,314,617 on the 25th of April, an increase of about 29½ millions. The U. S. Sub-Treasury cash reserve was reduced last week about 10½ millions, chiefly by disbursements on account of the July coin interest on the funded debt of the Nation. The call loan rates at the close of Wednesday were 4@5, generally 5 per cent., and strictly prime to good discounts were quoted up to 6@7½ per cent. per annum.

The specie reserve of the city banks is now $11,954,730, against $10,853,171 same time last year. The city bank deposits are now $221,050,806, against $191,524,312 week ending July 6, 1867. The legal tender reserve amounts to $72,125,939, against $71,196,472 same time last year. The circulation now stands at $34,032,466, against $33,669,397 same time last year. The loans are now $281,945,931, against $246,361,237 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $105,129,338 a day, against a daily average of $86,121,000 the preceding week, and $92,330,636 the week ending with June 20, 1868. The current week's exchanges average about $101,500,000 a day. The city banks, last week, lost $1,727,364 of legal tender, while they gained $6,748,599 in the deposit line, and $4,201,430 of specie reserve. They increased their loans, $5,441,895; and reduced their circulation, $16,255.

The Philadelphia Bank movement the past week shows an increase in loans of $580,593; an increase of $35,433 in specie; an increase in legal tenders of $28,276; an increase of $944,773 in deposits; and a decrease of $4,881 in circulation. The Bank Clearings show an increase of $2,711,546, and the balances, an increase of $867,185.

The New York Gold Exchange Bank reports for the week ending Saturday, the 3d day of July, 1868, the average amount of loans and discounts as $918,900; average amount of specie, $672,999; average amount of deposits, $1,201,184.

The U. S. Sub-Treasury receipts, week ending with July 3, were $12,325,278, including $1,527,334 from customs duties; payments, $22,802,061, including $8,500,000 of coin interest; balance at the close of the week, $83,425,935, against $93,902,718, at the close of the preceding week, showing a decrease of $10,476,783. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,664,200 including $282,201 from customs; and payments, $2,639,393; on Tuesday, receipts, $3,468,479 including $339,812 from customs, and payments, $3,751 287. The balance at the close of business on Tuesday stood at $82,167,933, against $89,125,661, a week previous; and $95,710,617 on June 27, 1868. The aggregate receipts of the office from all sources in June, were $87,512,859; aggregate payments, $93,065,184. The balance on the 1st inst., was over 5½ millions below that on the 1st ult., which amounted to $94,677,986.

The coin certificates issued by the Sub-Treasury office, during June, reached $3,543,860.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,900 on the 1st of May, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,838,000 were issued, and retired $1,442,334.

National Bank notes to the amount of $90,895 were issued last week, making the total

issue to 1,673 banks thus far. $308,672,946, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,923,891, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,749,555. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,518,900; and for the public deposits, $38,457,950—making a total of $379,976,850. The Treasury Department last week redeemed and destroyed $339,800 of worn and mutilated fractional currency, and issued $358,000 of new. The outstanding amount of fractional currency on the 1st of June was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been on a very meagre scale, since our last, in both forms. The excises, last week, yielded some three millions; customs at the port of New York, $1,527,334, and at the outports about $500,000 (in coin) more, making the grand total income for the week equal to about $5,838,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, was about $192,000,000.

The warrants issued by the Treasury Department during the month of June, 1868, to meet the requirements of the Government, amounted, in round numbers, to $32,380,000 as follows: Civil, miscellaneous and foreign intercourse, $5,400,000; interest on public debt, $5,225,000; war, $18,166,000; navy, $2,735,000; interior, pensions and Indians, $854,000.

Gold has been in more active speculative demand, since our last, within a range of 140@141⅛, the latest quotations on Wednesday having been 140⅝. The action of the popular branch of Congress on the U. S. bond interest tax project, and of the National Democratic Convention in this city on the financial issues presented for its consideration tended to stimulate operations for a rise, particularly on Tuesday when the highest figures were marked at the Gold Exchange. The later dealings on Wednesday were indicative of much less confidence on the part of the inflationists. The Customs drain has been quite moderate, while the export movement, thus far this week has been comparatively liberal, amounting to about $1,625,000. The aggregate receipts of specie from all sources, during the half year ending with the 30th of June, were $25,128,164; aggregate exports same time, $49,103,600.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $4,100,484, against $1,589,049 same time last year. The customs demand for Gold last week, averaged $305,465 a day; thus far, this week, it has been equal to $314,500 a day, or equal to a weekly aggregate of $1,887,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $197,188 and from California, $850,371. The total customs revenue of the Government, in coin, at this port, during the fiscal year ending with June 30, 1868, was $113,529,891, against $122,667,016 in the preceding fiscal year. The total receipts of California gold at this port, in the last fiscal year, commencing with July 1, 1867, have been $36,726,790, against $38,338,762 in the preceding fiscal year, showing a decrease of $1,611,972 in 1867–'68. The exports of specie from this port, last week, were $3,227,532, against $1,534,861 same week last year. The exports of specie, hence, since July 1, 1867, have been $76,256,594, against $41,866,932 same time in 1866–'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $8,500,000; and during the last fiscal year, ending with June 30, 1868, $73,485,386, against $54,218,392 in 1866–'7. The specie exports from San Francisco, from Jan. 1, to June 20, 1868, were $19,863,000, against $19,179,374 same time last year.

Government received $3,764,829 from customs at the port of San Francisco, from Jan. 1, to June 20, against $3,466,427 same time in the preceding year.

Foreign exchange has been more sought after, and quoted a shade firmer, on reduced offerings of really desirable bills. Bankers' prime sixty day bills on London closed on Wednesday at 110⅛@110⅜, and on Paris to 5.15c.@5.12½; sight bills on London to 110½@110¾, and on Paris to 5.11c.@5.10. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,452,598, against $3,075,579 same week last year; total, since July 1, 1867, $179,784,280, against $195,544,905 same time in 1866–'67.

Under the legislative and political influences which have been operating in favor of a rise in Gold, the public funds have been depressed in price, on much more liberal offerings, particularly of the six per cent. coin bearing bonds, which were most seriously affected on Tuesday, when the lowest prices of the season were accepted in the open market. The dealings of Wednesday were on a firmer and more confident basis, and the market closed with reviving spirit and buoyancy, the available supplies of both bonds and notes having been perceptibly diminished by purchasers at the modified street figures of the preceding day or two.

U. S. sixes of 1881 closed here on Wednesday (ex July 1, coupon,) at 113@113⅛; U. S. Five-twenties of 1862, 113@113⅛; U. S. Five twenties of 1864 at 110@110¼; U. S. Five-twenties of 1865 at 111@111⅛; U. S. Five-twenties of 1865, consolidated, 108⅛@108¼; U. S. Five-twenties of 1867, 108⅛@108⅜; U. S. Five-twenties of 1868, 108@108¼; U. S. Ten-forties at 107@107¼, and U. S. Seven-thirties at 108@108¼; U. S. Six per cent. currency bonds, 102½@103. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865	118½	October, 1865	117½
September, 1865	118		
U. S. three per cent. certificates			100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 24.	July 1.	July 8.
Consols	94⅞	94⅞	95
U. S. 5-20's of 1862	73⅜	73¼	73¼
Erie	45⅝	45½	46
Ill. Central	101⅜	101½	102

Railway and miscellaneous stocks have been quite freely dealt in, generally at firmer and buoyant prices, though the fluctuations have been unusually wide on some of the more notable speculative favorites, particularly on Reading shares, which have been manipulated very skilfully, producing early in the week under review, a severe pressure against the *short* interest.

The produce markets have exhibited much more animation, and the leading articles, such as cotton, breadstuffs and provisions, have been quoted generally firmer in price. Middling upland cotton closed strong on Wednesday at 31½@33 cents, per lb. The stock of cotton now here is estimated at about 60,000 bales. The receipts at the port this week, have averaged only about 950 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,164,000 bales, against 1,830,000 bales same time last year; exports, same time 1,673,000 bales, against 1,467,000 bales same time last year; stock on hand at latest dates, 110,000 bales, against 198,000 bales same date last year. At the Live Stock markets, this week, Beeves have been in less demand and heavy at from 11½@16½c. per lb.; week's receipts, 5,962. Veal calves have been in moderate request, at from 7@12½c. per lb.; receipts, 2,413. Sheep and lambs have been rather less active and quoted easier, at from 3@6½c., and 7@10¼, respectively, per lb.; receipts, 23,985. Swine have been more freely dealt in at from 9@10⅛c. per lb.; receipts, 18,790. The demand for foreign merchandise has been comparatively moderate. Dry goods have been held with more confidence. The total imports of foreign dry goods, last week, were $890,851, and the total amount marketed $760,964. The value of foreign merchandise imported last week, was $2,959,811—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,850,662, against $3,971,793, same week last year; and year ending July 1, 1868, $238,283,518, against $269,831,007 in 1866–'67. The freight market has been less active, and has been quoted weak, For Liverpool we quote flour at 1s. 3d.@1s. 4½d. by sail, and 1s. 6d.@1s. 7½d. by steamer, per bbl.; grain at 4d. by sail, and 4½@5d. by steamer, per bushel; cotton at ⅛d. by sail, and $\frac{3}{16}$d. by steamer, per lb.; and heavy goods at 10s.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday 499.

The New York exports, exclusive of specie, for the week ending July 7, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,075,579	$2,452,598
Prev. reported	97,777,689	86,188,797
Since January 1	$100,853,268	$88,641,395

The imports for the week ending July 4th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,146,464	$890,851
Gen. merchandise	2,825,329	2,959,811
Total for the week	$3,971,793	$3,850,662
Previously reported	128,565,055	120,745,937
Since January 1	$132,536,848	$124,596,599

The balance in the Sub-Treasury on Wednesday was $83,595,195 65.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 94½; do., 6s, 86¼; New York State 7s Bounty Loan, coupon, 108⅝; do., reg., 108⅝; California 7s, 129½; Jersey City W. L., 93½; Brooklyn 6s, W. L., 94½; Toledo, Peoria and Warsaw 1st mort., E. D., 84½; do., W. D., 83; Buffalo, N. Y. and Erie 1st mort., 95; Ohio and Mississippi con. bonds, 87; Long Dock bonds, 98; Milwaukee and St. Paul 1st mort. Iowa Div., 90½; Central New Jersey 1st mort., 102; Hannibal and St. Joseph R. R., 86; Cary Imp. Co., 10¼; N. Y. Guano, 4; Boston Water Power, 17; Union Navigation Co., 28; Brunswick City Land, 10; Merchants' Union Exp. Co., 25; Adams' Express, 53¾; American Exp., 47; U. S. Exp., 47¾; Wells-Fargo Exp., 24⅝; Western Union Telegraph, 84½; do., bonds, 88; Am. Ex. Bank, 121½; Central National Bank, 106½; Tenth National Bank, 98; Continental National Bank, 102¾; Bank of Republic, 120; Fourth National Bank, 104½; Bank of Commerce, 125; Merchants' Bank, 107½; Bankers' and Brokers' Ass., 106; Ninth National Bank, 98; Metropolitan Bank, 136; Buchanan Farm Oil, 0.50; Burroughs Gold, 0.12; Consol. Gregory, 5.00; La Crosse Gold, 0.40; Montana Gold, 0.52; Quartz Hill Gold, 1.15; Smith and Parmalee, 3.75; United States, petroleum, 2.15.

Philadelphia.—Pennsylvania State 5s, 1870, reg., 98½; do., coupon, 100; Pittsburg 5s, 72½; Allegheny County, 5s, 72¾; Camden and Burlington County R. R. bonds, 92½; Camden and Atlantic 2d mort., 80¼; West Chester 8s, 88; West Jersey R. R. 6s, 90; Lombard and South street R. R., 14½; Union Passenger R. R., 44⅝; Thirteenth and Fiftennth streets R, R., 15½; Lehigh Navi. gation con. loan, 65; do., R.R. Loan, 87½; Ocean Oil, 1⅛; N. Y. and Middle Coal Fields, 3⅛; Green Mt. Coal, 3⅝; Butler Coal, 4⅛; Manufacturers' Bank, 31; Mechanics' Bank, 31; Girard Bank, 61; Corn Exchange Bank, 69. The latest quotations are: City 6s, 98¾@100; do., free of tax, 103⅛@103¼; State 5s, reg., 98¼@—; do., coupon, 99¾@100¼; do., 6s, W. L., 101¾@102; Reading, 48⅛@48¼; do., 6s, 1870, 105@105¼; do., bonds, 91@—; Camden and Amboy, 130@130½; do., mort. 6s, 1889, 96¾@97; do., 1883, 90¾@91¼; Penn. R. R., 52⅝@52¾; do., 1st mort., —@99¾; do., 2d mort., 98@98¾; Little Schuylkill R. R., 44@44½; Morris Canal, 33@50; do., pref., 74@75; do., bonds, 86@90; Wyoming Valley Canal, 38@40; do., 6s, 80@83; Susquehanna Canal, 15¼@16; do., 6s, 60@61; Sch. Nav., 11¼@12; do., pref., 21⅝@21¾; do., 6s, 1882, 71¼@71¾; Union Canal bonds, 12@12; Delaware Div. Canal, 48@50; do., bonds, 80@—; Elmira and Williamsport, 30@33; do., pref., 41@45; do., 7s, 1873, 96@96; do., 5s, 60@62; Lehigh Coal and Navigation, 21⅞@22; do., bonds, 1884, 82½@82⅝; North Pennsylvania, 33@33⅛; do., 6s, 90@—; Philadelphia and Erie, 26½@27; do., 6s, 91½@91½; Minehill, 58@59; Catawissa, 9⅞@10⅛; do., pref., 29⅜@29⅝; Lehigh Valley, 54½@54⅝; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50½@51; West Philadelphia, 65@66; Spruce and Pine, 24@24; Green and Coates, 31@31¼; Chestnut and Walnut, 48@—; Thirteenth and Fifteenth, 15½@16; Girard College, 26@27; Tenth and Eleventh, 61@—; Union, 41@42½; Hestonville, 10@10⅛.

Boston.—Vermont Central 1st mort., consolidated, 78½; do., 2d mort., 37; Central Pacific R. R. 6s, gold, 101½; do., 7s, 1883, convertible, 110; Union Pacific R. R. 6s, gold, 101¼; Old Colony and Newport 6s, 96½; Western R. R. 6s, 1875, 98; Eastern R. R. 6s, 1874, 97⅛; Kansas City and Cameron R. R. 10s, 108¾; St. Joseph and Council Bluffs R. R. 10s, 110; Vermont Central and Vermont and Canada 8s, 103; Ogdensburg 1st mort., 100; Stanstead, Shefford and Chambly 7s, 78; Vermont and Massachusetts 6s, 95; Ogdensburg and Lake Champlain pref., 103; do., Equipment 8s, 102½; Eastern (N. H.) R. R., 117¼; Housatonic R. R., pref., 72½; Boston Water Power Co., 16¾; Cary Imp., Co., 10; Essex Co., 125; Waverly Land Co., 1⅞; Short Mt. Coal, 12½; Massachuchusetts 6s, 5-20s currency, 103; do., 6s, 1871, gold, 125¼; New Hampshire 6s, 1873, 100⅛; Maine 6s, 1871, 100⅜; Connecticut 6s, 1881, 100; Rhode Island 6s, 1890, 100; Chicago 7s, sewerage, 98¾; do., River Imp., 98¾; St. Louis 6s, 1887, mun., 97; Boston 6s, 1877, currency, 103; Salem 6s, 1883, W. L., 100; Providence 6s, 1876, 101; Albany 6s, 1879, 95¼; Lynn 6s, 1886, 100; Cambridge 5s, 1882, 88½; Boston Gas, 802½; Boston National Bank, 122; Eagle National Bank, 118¼; Eliot National Bank, 112; Hide and Leather National Bank, 95; Merchants' National Bank, 121¼; National Bank of Commerce, 122½; North National Bank, 119¼: Old Boston National Bank, 68; National Bank of Redemption, 117¼; Suffolk National Bank, 120½; State National Bank, 108; Third National Bank, 119⅛; Tremont National Bank, 124½; Traders' National Bank, 101; Union National Bank, 130; Webster National Bank, 111; Washington National Bank, 135; Allouez Mining Co., 3½; Calumet, 30; Hancock, 2½; Hecla, 47; Star, 37½c.; South Side, 50c.

Baltimore.—N. W. Va. 1st mort., 95¼; Virginia 6s, old, reg.. 49; do., 1867, reg., 45⅛; Atlantic Coal, 1.60; Union Bank, 61; Howard Bank, 11½; Bank of Baltimore, 112; Mechanics Bank, 11. The latest quotations are: Balt. and Ohio, 122½@122½; do., 6s, 1875, 95½@96; do., 1880, 95½@96; do., 1885, 97@97½; Northern Central, 48@48½; do., bonds, 1885, 82¾@83; do., 1900, 82½@82¾; Parkersburg Branch, 27@27½; N. W. Va., 1st mort., 95@—; do., 2d mort., 90@—; do., 3d mort., 1873, 95@—; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 94@94½; do., 2d mort., 72½@73; Central Ohio, 35@36; do., 1st mort., 87@88; Western Md. 6s, 1890, 80@81¼; do., guar., 96@96¾; Baltimore 6s, 1875, 98⅝@98¾; do., 1886, 97@97; do., 1890, 98½@98⅝; do., 1893, 96½@97; do., 5s, 1838-'70, 80@80; City Passenger R. R., 18¾@19½; George's Creek, 55@58; Santa Clara, 1.50@3.00; Atlantic Coal, 1.55@1.60.

☞ Hon. Marcus P. Norton, of Troy, has been awarded the sum of $250,000 for the past use of the Norton Post Office Stamp. The Court of Claims certified their decision to Congress, and asked that a bill might pass covering this amount in favor of Mr. Norton. The bill was promptly passed by Congress, and the President's ten days for signing the same expired on Tuesday.

☞ The surveys for the Mississippi River Railway have been completed, and estimates made of the cost of construction through Obion and Dyer Counties, Tennessee.

Delaware City Railroad.

A meeting of parties in favor of building a railroad from Delaware City to Parkersburg, Pa., was held at Newark, Del., on the 27th ult. A committee appointed at a previous meeting reported that the amount necessary for the organization of the company ($50,000) had been subscribed, and that the books for general subscription would soon be opened. This road is to be put in operation under what is known as the old charter for the Delaware City road, which was obtained from the Legislature of Delaware several years ago, and was revived recently through commissioners appointed by the Governor. The charter authorizes the road to run from Delaware City to any point on the Pennsylvania or Maryland line, and exempts the stock from taxation until the net receipts amount to 11 per cent of the capital.

☞ The Southwest Railroad Company will receive proposals until the 1st of August for the grading, bridging, etc., of 15 miles of their road commencing at McMinnville; also for the construction of bridges over the Collins River and Caney Fork. Plans and specifications of the former work will be ready on the 18th inst., and a profile of the streams to be bridged will be furnished upon application after the 10th. Address E. F. Falconnet, Chief Engineer, McMinnville, Tenn.

☞ Preliminary measures are in progress by the people of Tuckerton N. J., towards building a railroad from that place to Egg Harbor City, where it will connect with the Camden and Atlantic road, and also the one contemplated to May's Landing.

☞ The Hoosac Tunnel Commission, Messrs. Crocker, Wentworth and Bowerman, invite proposals for completing the tunnel in accordance with the new tunnel act, the work to be done under three separate contracts, or in one for the whole.

☞ Plans and specifications for the building of an iron bridge across the Passaic River, at the foot of West street, city of Paterson, will be received by David Henry, Director, at the Passaic Hotel, on or before Thursday July 24, at 10 A.M.

☞ It is proposed to build a railroad from Emmittsburg to the Western Maryland Railroad, immediately west of Monocacy River. The length of the road will be about seven miles, passing through a fine section of the country.

☞ The survey of the Somerset Railroad route is nearly completed. It is thought the cheapest route is to cross the river at Norridgewock and again at Madison Bridge. The stock is being rapidly taken.

☞ The Taunton Locomotive Manufacturing Company has declared two dividends the past year of 10 per cent. each.

☞ The central line of the Harlem Bridge and Portchester Railroad has been surveyed.

☞ Telegraphic advices from Honduras state that work had commenced on the Interoceanic Railway.

☞ Vineland (N. J.) Railway Company have taken steps to have the road constructed immediately between Vineland and Winslow.

Tax on Manufactured Goods.

In reply to inquiries in relation to the returns of sales by manufacturers, and the tax thereon, the Deputy Commissioner of Internal Revenue says that under the former law the tax on manufactures accrued when they were sold, used or consumed by the manufacturer, or delivered to others than agents of the manufacturer.

Under the present law, manufacturers are not required to pay the tax of $2 per $1,000 on goods manufactured and delivered to the parties who furnished the materials, no sale being made by or for the manufacturer. But sales made by or for the manufacturer, whether made at the place of manufacture or elsewhere, are to be returned for taxation on or before the tenth day of the month succeeding the quarter in which they were made.

Under the present law manufacturers in making their returns of sales need not be required to state all the items as formerly on blank form No. 3, but may make the return of sales made by or for them on blank form No. 6, as indicated by the pencil marks on the blank herewith inclosed.

Nova Scotia Railway.

The link which is to unite the Nova Scotia Railway at Truro with the European and North American Railway at Moncton is in progress. About 800 men are now employed upon the portion of the line between Amherst and Moncton, and about 1,000 more are wanted. A locomotive is about being placed on the section near the junction to be used for ballasting, and a second one is ordered from Portland which will be used at Dorchester, for similar purposes. The probability is that the road between Dorchester and the junction will be finished this season, so as to admit of the cars running between them this ensuing autumn. H. G. C. Ketchum is the contractor.

☞ The *Eastern Chronicle* says that the Acadia Coal Company's Railway is fast approaching completion. The rails are laid from Westville to the Nova Scotia Railway, and ballasting is being proceeded with. The pier at Fishers Grant is nearly completed. The company expect to be ready to ship coal in a few days.

☞ The New Hampshire House of Representatives has passed the bill chartering the New Hampshire Central Railroad through the Osipee Valley and Bristol to Danbury. The bill reviving and enlarging the charter of the Concord and Pittsfield Railroad has been postponed to the next session of the Legislature.

☞ The Norfolk *Day Book* says that Gen. Mahone has contracted for a sufficient quantity of new iron to relay the Southside and Virginia and Tennessee Railroads. The delivery of the same will commence about the last of July or the first of August.

☞ The first locomotive on the Lake Superior and Mississippi Railroad was dedicated, with imposing ceremonies, on the 25th ult. Track work is being pushed with vigor. The road is expected to be finished to the head of Lake Superior in two years.

☞ The new bridge at Petroleum Centre, erected for the purpose of connecting the Oil Creek and Warren with the Franklin Railroad, has been completed.

Journal of Railroad Law.

RAILROADS MAY LIMIT THEIR LIABILITY BY EXPRESS CONTRACT.

The following able opinion in the recent case of The Detroit and Milwaukee R. R. Co. *vs.* The Farmer's and Miller's Bank of Milwaukee 20 Wis. 122, has just been reported

COLE, J.—It appears from the bills of lading offered in evidence, that the railroad company limited its liability as common carrier to the line of its own road. The receipts expressly stated that the property was received by the company to be sent "*subject to their tariff and under the conditions stated on the other side.*" Among the conditions on the back of the receipt, was one to the effect that all goods addressed to consignees, resident beyond the places at which the company have stations, and respecting which no directions to the contrary shall have been received previous to arrival at the station, will be forwarded to their destination by public carriers or otherwise as opportunity may offer, "but that the delivery of the goods by the company will be complete, and the responsibility of the company will be considered to have ceased, when such carriers shall have received the goods for further conveyance. And the company hereby further give notice, that they will not be responsible for any loss, damage, or detention, that may happen to goods so sent by them, if such loss, damage or detention occur beyond their said limits." Thus it will be seen that the company, by this condition, expressly restricted its liability as carrier to the line of its road, and did not become responsible as carrier for the whole route. This circumstance distinguishes the case from that of Peet *vs.* The Chicago and Northwestern R. R. Co., 19 Wis., 118. For the contract in that case showed an undertaking to transport the flour to New York, to its destination, and beyond the terminus of the defendant's road, and consequently it was held liable as carrier for the whole line. But not so here. In this case the defendant undertook to carry the flour to Detroit the terminus of its road, and there deliver it to the proper carriers, to be forwarded to its destination. And it expressly stipulated that it would not be responsible for any loss, damage or detention that might happen to goods sent by it, if such loss, damage or detention should occur on any road besides its own. The receipt, therefor, did not import an undertaking or contract to carry to New York; for we suppose the conditions on the back of the receipt were parts of the contract and must go to qualify and limit the liability of the company. It will be noticed that this condition is not an effort to limit the liability of the carrier over its own road, but to exonerate it from responsibility for the default or negligence of other carriers on other lines of the route. Whether the company could qualify its common law liability over its own road by a condition printed on the back of a receipt or bill of lading in this manner, is a question not now before us. There the obligation was to transport the flour safely and seasonably to the end of its road at Detroit, and there delivered it to be forwarded by the proper carriers, and when this was done its full legal duty had been performed. And the company merely stipulated that it should not be held liable for a loss that might happen on a road besides its own, and not that it should escape a liability which the law imposed upon it in discharging its duty as common carrier.

On the argument. Falvey *vs.* The Northern Transportation Co., 15 Wis., 129, was referred to as favoring the position that a common carrier could not limit his responsibility, by a condition in a bill of lading or receipt given for goods. But really no such question was in the case, and of course none such was decided. The bill of lading in that case was offered in evidence by the defendant, and there was nothing to show that it had ever come to the hands or knowledge of the plaintiff or his agent. And hence it was said, in substance, that the evidence did not show that there was a special contract entered into between the parties, by which the owner agreed to take the risk or loss of his goods in a case where the law would otherwise impose it upon the carrier.

By the Court.—The judgment of the County Court is revised and a new trial awarded.

Adams County Railroad.

The Legislature of Pennsylvania, at its last session, passed an act incorporating the "Adams County Railroad Company," with power to build a railroad from a point at or near Petersburg, to connect with the Northern Central road at or near New Cumberland, or with the Cumberland Valley road at or near Mechanicsburg. At a meeting of the Commissioners named in the bill, held on the 23d ult., it was resolved to have preliminary surveys of both routes at an early date. Either route will run through a rich and productive section of the country, which, properly developed, would furnish a large amount of freight and travel, sufficient, we should think, to make the road self-sustaining. Energetic men are at the head of the movement, and we hope it may prove a success.—*Gettysburg Star.*

Intercolonial Railroad.

We hear the important fact that a despatch announcing the decision of the Dominion Government respecting the route of the Intercolonial Railway has been sent to Her Majesty's Government for approval. No announcement will be made until that approval is signified; but it is rumored the route selected is that of Major Robinson, with some slight deviations. It is understood that the Railway Commissioners and Engineers will not be appointed until Her Majesty's Government have signified their approval of the line selected.—*Montreal Gazette.*

NOTICE TO R. R. CONTRACTORS.

ENGINEER'S OFFICE, S. W. R. R.
McMINNVILLE, TENNESSEE,
July 1, 1868.

THE SOUTHWESTERN RAILROAD COMPANY hereby invite PROPOSALS for the clearing and grubbing, grading, masonry, short bridges and trestle work on the first fifteen miles of their road, commencing at McMinnville, the terminus of the McMinnville and Manchester Railroad, and running through the County of Warren, into White County, Tenn.

Payments for this local work will be made in cash, twenty per cent. retained on monthly estimates as collateral security; the work to be completed by the first day of January next. Profiles and specifications of this work will be ready at this office by the 18th instant, and proposals to be addressed to the undersigned, will be received until the 1st of August next.

PROPOSALS will also be received by the undersigned for the construction of the bridges over Collins River and Caney Fork, for which State Bonds have been appropriated. Separate bids will be received for first class masonry for abutments and piers embracing about 8,000 perches, and also for iron piers; also for about 800 to 1,000 lineal feet of superstructure of wood or iron. Drawings of iron piers to accompany the proposals for such. The profile of the streams to be bridged will be furnished upon application after the 10th inst. The Company reserves the right to determine upon the final plan of such bridges, in all its details, after proposals have been received. The bridges to be completed by the time the track layers will reach the same.

By order of the Board of Directors,
E. F. FALCONNET,
Chief Engineer.

660 MILES

OF THE

UNION PACIFIC

RAILROAD

Are now finished and in active operation. One hundred and twenty miles have been built in the last three months. More than twenty thousand men are employed, and this average of forty miles per month will be continued throughout the season, making NINE HUNDRED COMPLETED MILES by January 1st, and it is now probable that the ENTIRE GRAND LINE TO THE PACIFIC WILL BE OPEN FOR BUSINESS IN 1869.

No other first-class railroad in the world has been built and equipped so rapidly as the Union Pacific, which runs west from Omaha

Across the Continent.

The United States Government makes of this railroad a GREAT NATIONAL WORK, and aids its construction by very liberal grants of money and of lands. To further insure the speedy completion of the road, the Company are authorized to issue their own

First Mortgage Bonds

having thirty years to run, and having interest coupons payable semi-annually at the rate of six per cent. in gold. The principal, as well as interest, is made

PAYABLE IN GOLD.

The Mortgage Bonds of nearly all other railroads in this country, are payable, principal and interest, in currency; and it is asserted, without fear of contradiction, that no other railroad company in the world, building so great an extent of road, issues bonds of equal value with the First Mortgage Bonds now offered for sale by the Union Pacific Railroad Company.

The price of these Bonds is now **102**, and accrued interest from July 1, in currency. The Company believe that at this price their bonds are the

Safest and Most Profitable Investment

in the market, and they confidently expect that they will shortly command a higher premium than any similar security. The Company reserve the right to advance the price at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's office before the time of such advance. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by leading Bankers generally throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
JULY 2, 1868

FOR SALE.

TWO FIRST CLASS SIXTY PASSENGER Coaches, 4, 8½ guage, Compromise Wheels.

MICHAEL SCHALL,
Empire Car Works, York, Pa.

To Tunnel Contractors.

THE Commissioners of the Troy and Greenfield Railroad and Hoosac Tunnel, acting for the State of Massachusetts, invite proposals until the 12th day of August next, for completing said Tunnel, either in separate contracts for three different sections of the work, or in one contract for the whole.

The Tunnel when completed will be 4¼ miles long.

From the **East End** the mountain has been penetrated about one mile, and for a portion of that distance the section has been enlarged to the full width of 24 and height of 20 feet. The enlargement is required to be finished, and working continued westward.

The **Central Shaft**, 27 by 15 feet, has been sunk 583 feet, and remains to be sunk 447 feet to grade; and the Tunnel is to be driven in each direction therefrom.

The **West Shaft Workings**, located about half a mile from the west portal, embrace two auxiliary shafts used mainly for pumping and ventilation, and the headings driven in each direction make an aggregate length of about 2300 feet.

The depth of the west shaft to grade is 318 feet.

The **West End**, where arching is required, is already under contract to a point about 930 feet from portal, and from this point a draining drift is to be run eastward to meet workings from west shaft, which will obviate the necessity of pumping probably by the close of the present year.

The existing buildings, and fixed machinery provided by the State for hoisting, pumping, ventilation, and supply of compressed air to the drilling machines, now successfully operating in the rapid advance of the work, will be turned over to the contractors as they are.

A sufficient appropriation has been made by the State for the completion of the whole work.

Ample sureties will be required from parties who may be contracted with, and the Governor and Council reserve the right to reject all offers that may be made.

Plans may be seen, and specifications obtained, on application to B. D. FROST, Superintending Engineer, at the Engineers' Office in Nortk Adams, Mass., or to B. H. LATROBE, Consulting Engineer, at his office, 49 Lexington street, Baltimore, Md. Specifications and other information may be had at the State House, in Boston, from TAPPAN WENTWORTH, Commissioner, to whom proposals will be addressed.

ALVAH CROCKER,
TAPPAN WENTWORTH,
S. W. BOWERMAN,
} Commissioners.

PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., June 9th, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the office of the Company, in Oneida, N. Y., until the 25th day of July, 1868, at noon, for the Grading, Masonry and Bridging of that portion of the New York and Oswego Midland Railroad extending from Middletown, Orange County, to Westfield Flats, in Sullivan County, *via* Philipsport, Liberty, and intermediate towns; also, including the Branch from the Main Line to Ellenville. The above work will include a Tunnel of about three thousand (3,000) feet in length, through the Shawangunk Mountain, for which separate proposals are invited.

The line will be divided into Sections, of convenient length, and Proposals may be made for separate Sections or for the entire work. The Company will entertain separate proposals for Bridging only. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Middletown, N. Y., where all necessary information may be obtained, on and after the 15th day of July, 1868.

Sealed Proposals will also be received at the office of the Company, in Oneida, N. Y., until the 30th day of July, 1868, at noon, for the Grading, Masonry, and Bridging of the New Berlin Branch, in Chenango County, extending from the Main Line, at East Guilford, to New Berlin, a distance of 22 miles. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Oneida, N. Y., where all the necessary information may be obtained, on and after the 23d day of July, 1868.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

Mathematical Instruments.

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

T. H McALLISTER,
49 Nassau street, N. Y.

FOR SALE.

Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1-2 in. Gauge—Cylinders 16×24. Drivers 5 ft. diam.

KASSON & CO.,
119 Broadway, N. Y.
P. O. Box 5,195.

LUBRICATING OILS.

FIRST PREMIUM. 1867.

Awarded by the American Institute to CHESEBROUGH & CO., 132 Maiden Lane, New York.

"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,

HORACE GREELEY, President.

Perfectly pure (not mixed,) absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market. 3m25

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 11, 1868.

AT A MEETING OF THE BOARD OF Directors of this Company, held this day, it was

Resolved, That a dividend of 5 per cent. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 13th day of July next, and that the transfer books be closed on the said 13th day of July, and opened on the 5th day of August following.

Resolved, That in pursuance of the plan approved at the shareholders' meeting, May 27, 1868, the shares of this Company be increased by the issue of eight shares for every one hundred now outstanding, and the same be distributed to the holders of shares registered on the Company's books on the 1st day of August next, in the proportion of one share for every twelve and one-half shares then held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain such fraction and will pay therefor. THOMAS E. WALKER, Treasurer.

PENNSYLVANIA RAILROAD COMPANY,
Treasurer's Department.
PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street. THOMAS T. FIRTH,
8t21 Treasurer.

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares. THOMAS T. FIRTH,
8t21 Treasurer.

A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

SPECIFICATIONS
FOR
PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgon for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

C. P. LEVERICH,
President Bank of New York.
JOSEPH C. BUTLER,
President Lafayette Bank, Cincinnati, Ohio.
CHAS. PARSONS,
Cashier State Savings Association, St. Louis, Mo.
GEO. STURGIS,
President Northwestern National Bank, Chicago, Ill.

Or to the undersigned,

A. B. SEGER, *President.*

RAILROAD IRON.

1700 TONS T RAILROAD IRON—ERIE PATtern, 56 lbs. per yard, Bailey Bros. & Co's make for sale by

J. BOORMAN JOHNSTON & CO.,
90 Broadway.

RAILROAD IRON.

THE undersigned, Agents for Messrs. Bailey Brothers & Co., are at all times prepared to contract for Railroad Iron of their manufacture at a sterling price delivered on board vessels in Wales.

J. BOORMAN JOHNSTON & CO.,
90 Broadway.



Factory, TRENTON, N. J.
Office, 2 Jacob st., New York.

ENGINEERS' STATIONERY
AND
MATHEMATICAL INSTRUMENTS of all KINDS,
Long Profile and S Cross Section Paper, for sale by
JAMES W. QUEEN & CO.,
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A descriptive manual of Mathematical Instruments (a pamphlet of 112 pages) sent free on application.

HAMILTON SQUARE
RUBBER WORKS.
C. V. MEAD & CO.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.
P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

Safety Railroad Switch.
MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the ***MAIN TRACK IS NEVER BROKEN,*** and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns ***The Life and Limb of all Travelers upon Railroads.***

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

JOHN W. GOULD & CO.,
FOREIGN & AMERICAN
IRON & STEEL RAILS,
Of all Weights and Patterns.
RAILROAD SUPPLIES,
Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.

Iron Bridges and Roofing.
Plans and Estimates furnished on application.

65 WALL STREET, New York.
JOHN W. GOULD. EDWARD P. BIGELOW.

JOSEPH M. STRONG,
Successor to McCall & Strong, 64 Beaver St.,
TAKES ORDERS FOR
IRON AND STEEL RAILS,
And Negotiates MORTGAGE BONDS therefor.
IMPORTS ON ORDER,
Pig Lead, Tin, Iron & Zinc,
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THOMAS FIRTH & SONS,

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Manufacturers of

HAMMERED CAST STEEL LOCOMOTIVE TIRES,

CRANKS AND AXLES.

ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

ABBOTT & HOWARD, AGENTS.

81 JOHN STREET, New York. 57 KILBY STREET, Boston.

U. S. RAILROAD SCREW SPIKE COMPANY,

NO. 45 CLIFF STREET, NEW YORK,

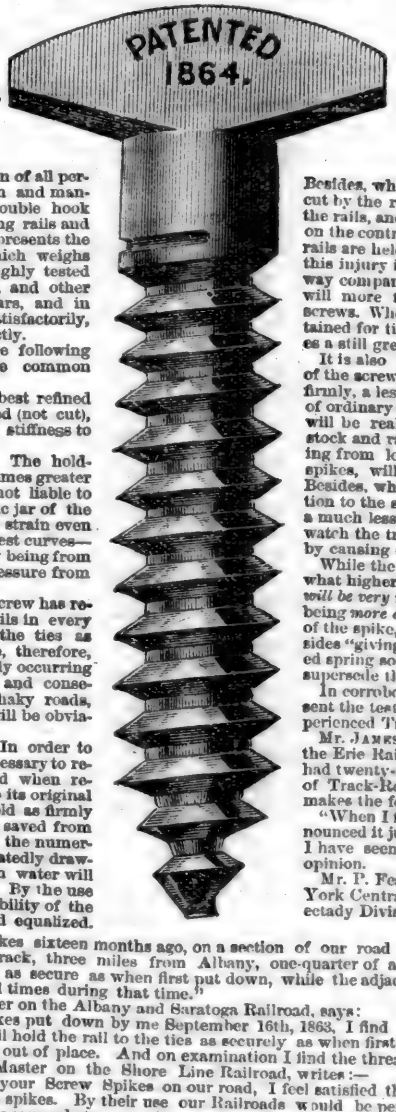
MANUFACTURERS OF MONTIGNANI'S PATENT

RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary

HUBBELL & VANHOESEN, Agents.



Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented, Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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American Railroad Journal.

New York, Saturday, July 18, 1868.

Stanstead, Shefford and Chambly Railway.

The directors of the Stanstead, Shefford and Chambly Railway have ratified the Hon. Mr. Foster's contract to extend the road from Waterloo to Chambly, and from Waterloo to the boundary line. We also learn that the Municipal Council of the County of Rouville has decided to take stock in the proposed road to the amount of $100,000, provided it is placed in communication with the Passumpsic Valley Railway and extended to the St. Lawrence opposite Montreal. This proviso will bring the Chambly Hydraulic Company into the field, for it possesses the power to build a railway across the intervening county of Chambly, and the Stanstead and Shefford does not.

The Passumpsic Valley Railway Company is said to be one of the principal movers in this scheme to provide another through route from Boston to Montreal, and is at the same time, through the instrumentality of the Counties of Compton and Stanstead, seeking to form a connection with the Grand Trunk Railway at Lennoxville, so as to have direct communication with Richmond and Quebec. The township of Ascot took stock in the proposed link between Lennoxville and the Derby line on the frontier, the present terminus of the Passumpsic, some months ago, but owing to the legal opposition of some of the rate payers of the Township, failed to give immediate effect to the consequent By-Law. Thanks to Mr. Pope, M. P. for Compton, who gave a written guarantee that he would provide or cause a portion of the money to be provided by his county, that opposition has since been withdrawn, and the vote to appropriate $40,000 towards the connection will now go into operation. It is therefore probable that ground will be broken this summer, and that in less than eighteen months the people of the Eastern Townships will be in possession of another direct route to the seaboard.

Rockford, Rock Island and St. Louis R. R.

The Rockford, Rock Island and St. Louis Railway has been permanently located to Cleveland, on the Rock River, and about sixteen miles east of Rock Island. The contract for building the road has been given to W. M. Irving & Co. From Rockford to Sterling the grading is finished; between the latter place and Cleveland the grading has been sub-let in sections of one mile each, and work will commence next Monday, the 13th inst. Mr. J. E. Abbott, one of the working Directors of the road, was in the city yesterday, endeavoring to procure hands for the job. He wanted to get at least five hundred men. He expects to hire a large number of Swedes, who have recently arrived in this country, a number of whom are now at Moline. Mr. Abbott informed us that it is expected that the road, as far as located will be completed within ninety days. The ties, 35,000, are already under contract, and will be delivered at Fulton on or about the 15th of next month. The iron for forty-five miles of the road is already purchased and will soon arrive. This looks like business. We are glad to feel that this road now assumes a shape that makes its completion altogether certain. It passes through one of the most fertile and beautiful portions of the State. If the road is built to Rock Island, as it undoubtedly will be, we are informed that by connecting with the Northwestern at Sterling, it will make the distance to Chicago twenty miles shorter than by any other route, and lessen the distance to Racine eighteen miles. Considering its directness, and its being the shortest road and a competing line to Chicago, and that it passes through inexhaustible beds of coal, it will be one of the most important of all of the roads connecting here. With the Peoria road completed, the Coal Valley Road, with its two or more trains per day, and this one added, all bringing coal to this market together, with an immense amount of freight to be handled and the great centre of travel, Rock Island will be made what nature designed she should be, one of the largest cities on the Mississippi.—*Rock Island Union, 9th.*

New York and New Haven Railroad.

At a meeting of the stockholders of this company at New Haven, on the 7th inst., it was voted unanimously to approve of the resolutions passed by the General Assembly now in session, authorizing an increase of the capital stock of the Company; also, to accept of said resolution as an amendment to the charter.

A resolution was passed instructing the Board of Directors not to issue, sell or dispose of any portion of the increased capital stock of the Company, or to use the proceeds thereof except for the purpose of relaying the road with steel rails, of erecting new repair shops and other necessary buildings in New Haven, of increasing the amount of the equipment, of purchasing the necessary lands for depot purposes in New York City and erecting thereon the necessary buildings and of making other permanent improvements to said railroad and equipments.

The directors were also instructed not to issue, sell, or dispose of any of said increased capital stock any faster, nor in greater amounts, than shall be necessary to meet the actual expenses which may be incurred in carrying out the purposes named in the foregoing resolutions.

It was also voted that whenever the directors shall decide to issue any portion of said increased capital stock, it shall be their duty to apportion the same at its par value among the stockholders of the Company in proportion to the number of shares held by them respectively; provided, however, that no fractions of shares shall be so issued; and in case any stockholder shall neglect to take and pay for such portion of said stock within the time fixed by the Board of Directors, the directors shall be at liberty to dispose of such shares not so taken at the market price of said stock; pro-

vided that none of said increased capital stock shall be disposed of at less than its par value.

Feather River and Beckwourth Pass R.R.

Articles of incorporation of this company were recently filed in the office of the Secretary of State of the State of California. The object of the company, as set forth in the articles filed, is "to construct and run a railroad, with necessary branches, etc., from the town of Oroville, Butte county, up the North Fork of Feather river, through the county of Plumas, by the way of Beckwourth Pass, to the eastern boundary of California, a distance of 145 miles; the term of existence 50 years; capital stock, $8,000,000, divided into shares of $100 each; principal place of business, Quincy, Plumas county; Directors—Amos F. Blood, William F. King, G. P. Cornell, I. N. Thorne and S. F. Seabury."

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$1,824,225 75	$1,721,506 97
" freight	2,285,521 69	2,480,974 16
" mails, etc	215,743 07	268,398 51
	$4,325,490 51	$4,470,879 64
Expenses, viz:		
Repairs of road	$723,842 58	$700,636 18
" buildings	178,423 31	120,366 20
" locomotives	304,799 90	258,017 42
" cars	305,672 03	260,554 47
Locomotive service	120,315 34	125,273 70
Train "	106,647 27	130,754 67
Station "	489,407 96	515,447 30
Fuel	328,781 55	311,249 06
Oil and waste	55,106 38	39,291 78
Stationery, etc	29,025 08	33,877 25
Telegraph	22,938 90	24,854 06
Local taxes	99,710 43	104,198 94
Miscellaneous	62,106 48	90,024 61
	$2,826,777 21	$2,714,545 64
Net earnings	$1,498,713 30	$1,756,384 00

Compared with the previous year the gross earnings of 1867-'68 show an increase of $145,389 13; with a decrease in expenses of $112,231 57—making an increase in net earnings of $257,620 70.

The earnings from passengers show a decrease of $102,718 78, or 5.63 per cent. from those of the previous year. The earnings from freight show an increase of $195,452 47, or 8.55 per cent. over last year. The increased tonnage of all freights moved amounts to 9.05 per cent.

The expenses of operating the road (not including taxes) were $2,610,346 70, or 58.38 per cent. of the gross earnings. In 1867 they were 62.81; in 1866, 61; in 1865, 55.8; in 1864, 47.6; in 1863, 40.4; in 1862, 45.1; in 1861, 51; in 1860, 53.7. The expenses, including taxes, the past year were 60.71 per cent., against 65.35 per cent. in the year preceeding. The president in his report says:

The falling off in the amount of revenue from the passenger traffic is to a considerable extent owing to a reduction of rates of fare, and also, to some extent, to the habit into which railway managers have fallen of paying commissions for the sale of passenger tickets, a practice which sensibly affects the revenues of every company which allows it, and still more those of any company which does not resort to it while it is permitted by competing roads.

It has been found possible considerably to diminish the expenses of working the road during the year, and it is confidently expected that still better results will be attained the coming year.

The track of the road and its equipment, both of machinery and rolling stock, has been fully kept up to the high standard which they have for so many years maintained. Its passenger rolling stock has been much improved, and the road itself is perhaps in a better condition than at any former period.

There has, however, been a material reduction of the expenses in each department.

The equipment of the road now consists of 98 locomotives, 67 first class passenger coaches, of which ten are Pullman sleeping and day coaches, 4 second class and 14 military cars, used for transportation of emigrants, 20 baggage and mail cars, 30 accommodation cars, for drovers, &c., and 1,480 freight cars, for all purposes.

There have been relaid about 40 miles of track the past year, included in which is three miles of steel rail. The amount relaid has been a little larger than is usual, the average for a term of years being somewhat less. The steel rail thus far has hardly borne the test, having been found more liable to break than iron. As the average life of iron on the road is about eight years, it is somewhat more than questionable if it will be found economical to substitute steel for iron in the track of the road. At stations, and where the life of the iron is short from great wear, it is expedient, perhaps, to make the substitution.

During the month of March the business of the road was very nearly broken up by extraordinary floods in Michigan, and along the lines of its eastern connections to New York, the business of each road having been successively interrupted during the month, and subjecting this company to a large loss of business.

The construction of the roads north and northwest from Jackson, and the consequent very great increase of business at that point, will require some expenditure the coming year to enable that station to meet the enlarged demand upon it. There will be some other, but not large, expenditures for local improvements along the line.

The opening of a new route from Chicago to the seaboard through the Great Eastern road, so called, and the Baltimore and Ohio roads, and by sea to New York and Boston, has introduced a new element in the competition for business. This has had a tendency to reduce rates, and, coupled with the practice of the New York roads to charge arbitrary rates between Buffalo and the Bridge, and New York and Boston, instead of prorating the charges for freight with the Western roads, has turned a large traffic from the more direct Northern roads over the more circuitous land and water routes, and has been injurious to the business of the roads west of Lake Erie. This state of things cannot probably long continue. In the multiplication of railways from Chicago and the West to New York and Boston, and the immense development of the West, the result must be greatly reduced rates over the New York roads, and they must eventually rely upon the great volume of business with low charges, instead of high charges, with smaller business, for their profits. Their effort should be, and will be, to perfect their road beds, and reduce to the lowest possible point the charges of transportation, and thus command the great volume of traffic which, at comparatively small rates, will yield larger revenues.

With easy grades and but little curvatures, the capacity of the New York Central road to do business, is immense. It will necessarily, at no distant day, adopt the policy of securing as perfect a track as shall be possible, and consequently reduced expense of transportation, and an immense increase in the aggregate of its business. It will be able then to deal more justly with its Western connections,—be of far greater value to New York City and the country, as well as its stockholders. The contrary policy is suggestive of the necessity of new roads, and new connections with old roads through the State of New York, which, indeed, are springing into life, and which it (as things now are), is for the interest of all capitalists interested in North-Western railways to promote.

The establishment of lines of through freight cars, now fully in operation, is an important step in advance in the progress of railway management. To establish such a line on the North Shore, the several railway companies owning the roads connecting with the Michigan Central between Boston and New York and in the West united, each furnishing or agreeing to furnish its proper proportion of the cars requisite for the line. There are now running in the line 716 cars of uniform construction, of which this company has furnished 154.

The line is not yet full, all the companies not having furnished their proper share of cars. The advantages, however, of this mode of doing business, by which freight is transported without change of cars, or the consequent damage and delay and expense, is so great, that all will find it for their interest to fill up their quotas, and the line, it is believed, will soon have the capacity to do all the business required of it. The uniformity in the gauge of all the roads on the North Shore leaves nothing to be desired in that respect for the successful working of the plan, and the "Blue Line," so called, has not only preserved, but added great strength to the route by the very greatly increased advantages it affords.

The establishment of a line of through passenger cars, well fitted for both day and sleeping cars, between Chicago and New York, yet remains to be accomplished. As yet, all efforts on the part of the Western roads have been unsuccessful by reason of the refusal hitherto of the New York roads to co-operate in the establishment of it. Such a line of cars being in successful operation upon another route, has resulted in the diversion of a very considerable travel from the North Shore and New York Central line of roads. It is still hoped that the great route of central roads will yet soon be able to afford to all classes of travel the accommodations they may desire.

The progress of railway improvement in Michigan, will in the future contribute very considerably to increase the local business of the road. Already the railroad from Jackson, by way of Lansing, the capital of the State, to Saginaw and Bay City, is in operation. Its length is about one hundred and fourteen miles, and connects the Saginaw Valley, the great lumber and salt marts of the West, with Chicago, by means of your road. There are now about thirty thousand people in the towns and cities of the valley, and with the rapid progress of the development of that section of the State, it must soon become of very much greater importance, in both business and population; and that road will be of constantly increasing importance, as a contributor to the business of your road.

Two other roads of great value to the future business of this company are now in progress. That from Jackson to Grand Rapids, a distance of about ninety miles, is now ready for the rail, about two-thirds of its whole distance, and will be opened undoubtedly for sixty miles, in time to do the fall business of the country through which it will run. By this road, the most important business city of the western part of the State, as well as the productive country through which it runs, will be connected with Detroit by the Michigan Central road.

The business of the country along the line of the road, and that which it will naturally command at Grand Rapids, must be an important element in the aggregate of the business of this company.

The road also from Kalamazoo northwards, to Grand Rapids, is in such progress, that its completion may be confidently expected at an early day, and probably within the coming year. It is a road which has long been needed, and will also bring a valuable contribution to the business of the Michigan Central road. This company has contributed, by its influence and assistance, to aid in the construction of the two first mentioned roads, though, in a manner, to constitute no bur-

den upon its own finances, while, by so doing, it has hastened the construction of those very valuable tributary roads.

While the unsatisfactory relations which have subsisted between the New York roads and those West connecting with them, has been productive of loss of business to the whole lines, and is rapidly building up the more southern roads, still the aggregate amount of business for the last year has been somewhat larger than that of past years, and will probably continue to increase. The progress of population westward, the immense productiveness of the country and its rapid development, and the vast extent of it yet to be filled with an industrious and busy and thriving people,—with towns, villages and large cities everywhere springing into existence,—the rapid construction of railways to almost the remotest settlements in every quarter, as well as to the Pacific coast, and all, in a greater or less degree, contributing to swell now, and in the future, the business of great routes between Chicago and the seaboard, seem to render it certain that they must all continue to increase in value and usefulness in the future, as they have done in the past.

The total number of tons of freight moved has been 638,586; of which 248,588 tons were through, and 389,998 local. Of the through freight, 165,954 tons were carried east, and 82,634 west. Of the local freight, 196,176 tons were carried east, and 193,822 west. Total tonnage east, 362,130; do., west, 276,456.

The whole number of passengers carried was 786,405, of which 659,449 were local, 109,484 through, and 17,472 emigrants. Of the local passengers, 321,940 went east, and 337,509 west; of the through passengers, 52,327 went east, and 57,157 west. Total passengers east, 374,267; do., west, 412,138. The superintendent in his report says:

The through travel, by all the East and West lines, without having increased in the aggregate, has been to some extent diverted by new and rival lines offering strong competition for the business, but mainly by reduced rates of through fare and extraordinary commissions in procuring the sale of tickets not resorted to by this Company.

The local passenger traffic shows a small falling off, less than the previous year, before which it was unusually large, incident to the close of the war.

All through freight destined to New York City and State, and principal points in New England, is now carried in through cars to destination without breaking bulk.

Since the completion of the "third rail" upon the Great Western road, and of the Detroit Iron Ferry Train Steamer, by which through cars commenced passing to and beyond the New York Central Railroad on the 1st of January, 1867, the through freight traffic has steadily increased and must continue to increase.

The plan adopted by the several roads in interest of the through or "Blue Line," of building the line freight cars of entirely uniform pattern, particularly in running gear, has proved itself of incalculable advantage and importance. Upwards of one thousand of these cars are now completed and in use, and there has been no instance thus far of a day's delay to freight by reason of detention for repairs incident to running cars of mixed construction to points remote from home.

The organization of the Blue Line has so far commended itself to the favor of connecting roads that, during the past year, the Providence and Worcester, the Worcester and Nashua, the Housatonic, and the Jackson, Lansing and Saginaw roads have voluntarily subscribed to its articles of agreement, and put in their quota of the new uniform cars. These roads will prove valuable auxiliaries to the line, and share its advantages. The entire business is transacted by the officers and agents of the several roads interested, and its earnings, unlike the generality of other through freight lines, pass entirely to the roads participating in the organization.

The following roads, forming an aggregate of 3,020 miles, are now parties to the line, all having put in their quota of new cars, which are being increased from time to time by each.

Illinois Central,	New York Central,
St. Louis, Alton & Chicago,	Hudson River,
Chicago, Burlington & Quincy,	Boston & Albany,
Michigan Central,	Housatonic,
Jackson, Lansing & Saginaw,	Prov. & Worcester,
Great Western,	Worcester & Nashua.

The line is thus composed of roads running from the five important Mississippi points, Cairo, St. Louis, Quincy, Burlington and Dunleith to New York, Bridgeport, Conn., Providence, Boston, Nashua, N. H., and all intermediate points, over track of uniform gauge.

The cars of this line are also run without through shipments from seaboard cities to St. Paul, Omaha, Kansas City and extreme points of completion of Pacific road, without breaking bulk.

Additions have been made to the stock of refrigerator cars, which are in good demand and highly appreciated by shippers of perishable freight in both directions.

The opening of the Jackson, Lansing and Saginaw road to Saginaw affords new facilities to our local points for procuring plaster, pine lumber and salt, and is increasing our traffic accordingly.

The arrangement entered into in May, 1867, for a joint passenger and freight business, *via.* Michigan City, with the Louisville, New Albany and Chicago, and Indianapolis, Cincinnati and La Fayette roads to Cincinnati, has been to some extent disregarded by the latter company, but through passenger and freight arrangements are in successful working to Jeffersonville and Louisville,—day and night passenger trains running in both directions between these points and Chicago, furnished with a good class of through day and sleeping cars.

INCOME ACCOUNT.

Balance from previous year		$443,450 22
Receipts from pass.	$1,760,246 78	
" freight.	2,446,967 11	
" miscel.	273,016 44	
		4,480,230 33
Total		$4,923,680 55
Expenses (including local taxes)		$2,714,545 64
Payments towards sinking funds		84,500 00
Interest and exchange account		646,170 63
Dividend 5 per cent. in cash, payable July 1, 1867		406,025 00
Dividend 5 per cent. in cash, payable January 1, 1868		408,860 00
U. S. tax on dividends, etc		37,817 13
U. S. tax on receipts		43,518 20
Balance to new account		582,243 95
Total, as above		$4,923,680 55

Construction account has been decreased during the past year, $16,646 39.

The bonded debt has been decreased during the year by the conversion of bonds to stock, to the extent of $300,000; and the capital stock has been increased by that amount, and by the issue of $106,700 new stock, being balance unsold of amount authorized by a vote of the directors March 13, 1867.

The bonded debt now amounts to $6,968,988 89; capital stock, $8,477,366—total, $15,446,354 89. The sum invested in the sinking funds now amounts to $1,195,728 92. The company owes no floating debt of any description.

The equipment of the road consists of 98 locomotives, 57 coaches, 10 sleeping cars, 4 second class, 14 military, 20 baggage, 30 accommodation, 433 stock, 631 merchandize, 134 Blue Line, 20 refrigerator, 232 platform, 130 band and 165 wood and rubble cars.

The number of miles run by locomotives with passenger trains was 809,013; with freight trains, 854,120; working trains, 127,613; switching trains, 264,308—total, 2,055,049.

GENERAL ACCOUNT.

Construction account		$14,914,167 47
Cash on hand and loaned on call		354,378 77
Materials on hand		153,732 60
Assets in hands of Oliver Macy, General Receiver		58,697 68
Assets in hands of James F. Joy, President		85,854 27
Joliet and Northern Indiana Railroad Stock		168,225 00
Chicago land account		97,627 00
Jackson land account		24,411 31
Advance to Jackson, Lansing and Saginaw Railroad Company		105,000 00
U. S. Government five per cent tax		2,690 89
Sundry Accounts		64,766 45
		$16,029,546 44
Capital stock		$8,477,366 00
6 per cent. sterling bonds, payable Jan. 1, 1872		467,488 89
8 per cent. sterling bonds, payable Sept. 1, 1869		500,000 00
8 per cent. bonds, 1st mortgage payable Sept. 1, 1869		1,294,500 00
8 per cent. bonds, 1st mortgage, payable Oct. 1, 1882		500,000 00
8 per cent. bonds, 1st mortgage sinking funds, payable Oct. 1, 1882		4,207,000 00
Amount due U. S. Government, 3 per cent. tax on coupons		33 60
Unpaid dividends		914 00
Income account, balance of this account		582,243 95
		$16,029,546 44

President.—JAMES F. JOY.

Vice President—NATHANIEL THAYER.

Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, Erastus Corning, J. M. Forbes, George F. Talman, Moses Taylor, Sidney Bartlett, and Edward Jones.

Treasurer.—ISAAC LIVERMORE.

Superintendent.—H. E. SARGENT.

Auditor.—WILLIAM BOOTT.

Philadelphia and New Hope Railroad.

The survey of the upper line of this road, where it connects with the North Pennsylvania Railroad, at Edge Hill, has been completed. The length of the line to Edge Hill Station is 25½ miles, and thence to the city 12 miles, making its total length 37½ miles. The heaviest grade is 58 feet to the mile, and this at one point only. The survey of the through route has been commenced by way of Davisville, Huntingdon Valley, and the Fox Chase. The two routes bifurcate at a point not far from where the road crosses the Neshaminy. The heaviest grade on this line, as far as reached, is 42 feet to the mile. A meeting of persons interested in having a railroad built along Stony creek, to connect with the North Pennsylvania Railroad, was recently held in Norristown, when assurances were given that from $125,000 to $150,000 in stock could be raised along the route.

☞ The engineers have finished the survey of the through route for the Philadelphia and New Hope Railroad, and report it as very favorable. They are now engaged surveying a route to run above Johnsville, and thence to the valley of the Pennypack. The prospect of this road being built is very favorable.

☞ The Belfast and Moosehead Lake Railroad is to pass through Brooks village, Thorndike, Troy and Detroit. It will be thirty six miles long. The payment is to be $750,000 cash, and the balance $182,000 preferred stock of the road for the thirty-six miles, and such further sum in preferred stock, as it may exceed that distance. The road is to be commenced in August next.

Atlantic and Great Western Railway.

The following statement, showing the present financial position of the Company, with proposals for its Reorganization and Resumption of Coupon Payments, has just been issued in London. The estimated net revenue from April, 1867, to December, 1872, is said to be amply sufficient to meet all the charges for interest, &c., under the proposed arrangement to put the line in full repair, etc.

Offices of the Atlantic and Great Western Railway,
5. Westminster Chambers, Victoria street, Westminster, London,
June 20, 1868.

At the earnest solicitation of friends who have large interests in the Atlantic and Great Western Railway Company, I accepted the office of President in January last. Duty to myself and to all concerned made it imperative that I should, as conditions of my acceptance, stipulate for the withdrawal of its affairs from the control of a Receiver at the earliest possible moment, and that the open or uncovered debts in Europe should be settled so as to remove all fear of litigation, or too great a pressure on the Company's resources. These debts have been arranged. In order to restore the affairs of the Company to a normal administration, I have now, on behalf of the Board of Directors, to submit the following statements, and to request the earnest co-operation of bond and debenture holders in the scheme herein proposed for capitalization and conversion.

A.—*Actual Cash Requirements on 1st April, 1867, on which date the Receiver took possession.*

1. For coupons due prior to and including 5th of January, 1867, which, not being presented in due course, or from other causes, were shut out by the suspension, but which equity compels should now be paid, and that the capitalization should be only of those coupons falling due after the suspension, but not including coupons on bonds lodged as collaterals for certificates of debenture, which are dealt with in statement C	$1,409,196
2. Supply debt in America, less supplies on hand	61,405
3. Mr. Trevithick's estimates in his report to committee of investigation of amount expended since April 1st, 1867, and required for new works and renewal of works	2.613,288
Total	$4,083,889

Of this amount more than one-third has already been provided out of the revenues during the year ending 31st March last.

B.—*Capitalization of Interest.*

The Company having lost, by forced realization of its securities, during the panic, a larger amount of its capital than has been found necessary for the completion of the line and its special requirements, it has reasonable grounds for asking that its creditors should for a comparatively short time reinvest their interest. It is proposed to capitalize into "income bonds," bearing 4 per cent. annual interest in gold from November 15 next, having twenty years to run, with semi-annual coupons attached:—

1. Two years' coupons on first mortgage divisional bonds	$798,110
2. Three years' coupons on second mortgage divisional bonds	308,553
3. Four years' coupons on consolidated mortgage bonds	4,926,180
4. Two years' interest on debentures from date of payment of last coupon, November 15, 1867, at 5 per cent. per annum	1,400.000
Total amount of income bonds to be issued	$7,432,843

Resumption of interest at 7 per cent. will commence on the first mortgage bonds from October 1 next.

C.—*Certificates of Debenture.*—(£2.800,000, *or* $14,000,000).

These debentures were originally issued for temporary purposes, at a time when the Bank rate was eight per cent. The works of the railway were making rapid progress in the midst of the great civil war. It was considered that the securities of the completed railway, whose receipts, as each section was opened, exceeded the estimates on which the construction was based, would, on the restoration of peace, considerably increase in value. A large amount of divisional and other securities of the Company, pending arrangements for consolidation, was placed with trustees as collaterals for the debentures, which were issued for three years, with interest guaranteed. In this way it was believed the public would be fully protected, and the Compaay realize extreme rates for its bonds and shares. In order to close this trust, which has been the source of much complication and litigation, it is proposed to convert the certificates of debenture into second mortgage consolidated bonds bearing 5 per cent. interest in gold from the 15th of November, 1869; the two years interest from maturity of debentures, 15th November, 1867, until interest on the bonds commences, being funded at 5 per cent. per annum, as per statement B. Certificates of debenture when exchanged will be cancelled by the trustees, after withdrawing from the trust and returning to the Company a proportionate amount of each description of collaterals, according to the deed of trust. Holders who prefer the security of the collaterals will not have their position impaired; the interest on bonds lodged as collaterals will yield 425,732 dols., or about 3 per cent. per annum on the certificates of debenture, and a large amount of the other securities will improve in value by the restoration of the Company's credit.

D.—*Present Position of the Capital Account.*

1. First mortgage bonds, severally secured on the New York, Pennsylvania, and Ohio divisions of the railway as they stood prior to consolidation.		$5,700,500
2. Second mortgage bonds secured on same		1,469,300
3. Consolidated mortgage bonds, secured on the whole line, and with the additional special security of its franchises, and of the revenues of the Mahoning and Franklin branches, from which over one quarter of the whole net income of the company is derived		17,593,600
4. Certificates of debenture, £2 800,-000 equal to, in gold		14,000,000
5. Shares or common stock		17,358,850
		$56,122,250
Balance being difference between the amount of collaterals lodged as security for certificates of debentures—viz., bonds.	$5,236,600	
Do., shares	12,641,150	
	$17,877,750	
Less amount of certificates of debenture	14,000,000	
		3,877,750
Total present authorised issue		$60,000,000

E.—*Position of the Bond and Capital Issues.*

On Completion of the Scheme of Conversion of Debentures and Capitalisation of Interest.

1. First mortgage divisional bonds, 7 per cent	$5,700,500
2. Second mortgage divisional bonds 7 per cent.	1,469,300
3. Consolidated bonds, 7 per cent	17,593,600
4. Second mortgage consolidated b'ds, 5 per cent. (new)	14,000,000
5. Income bonds, 4 per cent. (new)	7,432,831
6. Share capital or common stock	17,358,850
	$63,555,081

The whole of the securities in trust for certificates of debenture will revert to the company.

F.—*Estimates of Revenue from 1st April, 1867, to 31st December, 1872, and its Appropriation.*

The ability to resume payments at the dates hereafter named is based on the estimates of Mr. Thevithick, the consulting engineer of the committee of investigation, and of Mr. Oewel, one of the committee who visited the railway. The moderation of these estimates is proved by the actual net receipts of 1867-'8 being 15 per cent. in excess of Mr. Trevithick's calculations. The estimates are in United States currency, and coupons must be for the present so payable; but for the difference between currency and gold on such coupons as are payable in gold, certificates will be given redeemable from the earliest revenues which can fairly be appropriated for that purpose. The greatly increased development of traffic which will be obtained by an energetic administration under a restored credit, will, no doubt, provide a margin for payment of coupons in gold, drawn bonds, resumption of the drawings, and for all contingencies connected with the liabilities of the company. The estimates of net revenue, after providing for rent, taxes, and working expenses, are:

	By Mr. Trevithick.	By Mr. Oewel.
April 1, 1867, to Apr. 1, '68.	$1,450,000	$1,495,000
April 1, 1868, to Apr. 1, '69.	1,740,000	1,840,000
April 1, 1869, to Apr. 1, '70.	2,052,500	2,005,000
April 1, 1870, to Apr. 1, '71.	2,337,500	2,430,000
April 1, 1871, to Apr. 1, '72.	2,506,250	2,615,000
April 1, 1872, to Dec. 31, '72	2,000,000	2,100,000
Net amount of revenue	$12,086,250	12,485,000
The demands on the revenue will be—		
As per statement A	$4,083.889	
Coup. due in '69	671,578	
" '70	1,466.803	
" '71	2,422,853	
" '72	2,730,751	
	11,376,054	11,376,054
Surplus	$710,196	$1,108,946

Bond Issue and Annual Interest thereon from date of complete Resumption of Payments.

	Principal.	Interest.
First Mortgage, Divisional bonds, 7 per cent.	$5,700,500	$399,035
Second Mortgage, Divisional bonds, 7 per cent.	1,469,300	102,851
Consolidated mort. bonds, 7 per cent	17,593,600	1,231,552
Second mortgage, consolidated bonds, 5 per cent.	14,000,000	700,000
Income bonds, 4 per cent.	7,432,843	207,313
Total bonds	$46,196,243	$2,730,751

It is proposed to resume cash payments of interest accruing on the first mortgage divisional bonds, from 1st Oct., 1867. Second ditto, ditto, from 1st Oct., 1869. Consolidated mortgage bonds, from 15th Jan., 1871, funding the previous coupons.

To enable the board of Directors to carry out the scheme for funding and conversion, it is requested that holders of first mortgage bonds of the Pennsylvania and Ohio divisions send in to

the secretary, at the offices of the Company, 5, Westminster Chambers, Victoria street, Westminster, the coupons due in April and October, 1867, and April 1868, for which scrip for income bonds will be issued. The coupons due in October, 1868, will be stamped "payable in income bonds," and returned. Holders of first mortgage bonds of the New York division are requested to send in their coupons due July, 1867, and January and July, 1868, for which scrip for income bonds will be issued; the coupons due January, 1869, will be stamped "payable in income bonds," and returned. Holders of second mortgage bonds of the New York division are requested to send in their coupons due in April and October, 1867, and April, 1868, for which scrip for income bonds will be issued; the coupons due in October, 1868, and April and October, 1869, will be stamped "payable in income bonds," and returned. Holders of second mortgage bonds of the Pennsylvania and Ohio divisions are requested to send in the coupons due in July, 1867, and January and July, 1868, for which scrip for income bonds will be issued; the coupons due in January and July, 1869, and January, 1870, will be stamped "payable in income bonds" and returned. Holders of consolidated bonds are requested to send in their coupons due in April, July, and October, 1867, and January, April, and July, 1868, for which scrip for income bonds will be issued. The coupons due in October, 1868, January, April, July, October, 1869, and January, April, July, October, 1870, and January, 1871, will be stamped "payable in income bonds" and returned. Bondholders will thus retain in their possession the coupon not yet due, preserving the marketable shape of their bonds. Holders of certificates of debenture are requested to send them in to the secretary, as above, for which scrip for two years' interest will be issued, and also scrip for the consolidated second mortgage bonds. All scrip will be exchanged for bonds, as soon as they are received from the United States.

HENRY G. STEBBINS, President,
L. J. WOODMAN, Secretary.

United States Supreme Court.

WESTERN RAILROAD MORTGAGES—FORECLOSURE—NOTICE OF SALE.

Frederick P. James *et al. vs.* The Milwaukee and Minnesota Railroad Company.—This is an appeal from the Circuit Court of the United States for the district of Wisconsin. Mr. Justice Nelson delivered the opinion of the court. The bill before us is a creditors's bill, filed by four different judgment creditors against the defendants to set aside as fradulent and void against creditors the sale under a mortgage made to Barnes on the 21st of June, 1858, for two millions of dollars, by the La Crosse and Milwaukee Railroad Company, which sale took place on the 21st of May, 1859, and under which the defendants' company was organized, and that the company be perpetually enjoined and restrained from exercising any control over the property or franchises mentioned in said mortgage or from interfering in any manner with the road or its franchises; and further, that the said company be decreed to take nothing under the sale, and, that the property and franchises of the La Crosse and Milwaukee Company may be sold and applied. after discharging all prior liens, to the satisfaction of the judgments of the complainants. The complainants consist of the firm of F. P. James & Co., who are the owners of a judgment against the La Crosse and Milwaukee Company for $26,363 51, recovered in the District Court of the United States for the district of Wisconsin, on the 5th of October, 1858, in favor of Edwin C. Litchfield, and which came to the complainants by assignment; Nathaniel S. Bouton, who recovered in the same court a judgment against the same company for $7,937 37, on the 5th of April, 1859, and which judgment came to the firm of F. P. James & Co., by assignment; Philip S. Justice and others, who recovered a judgment in the Circuit Court of Milwaukee county against the same company for $235 33, and E. Bradford Greenleaf, a judgment in the same court against the same company for $840 06. These judgments were liens on the La Crosse and Milwaukee Railroad subsequent to the mortgage to Barnes already referred to, which with the sale under it is sought to be set aside as fraudulent and void against creditors. The mortgage was given to secure the payment of an issue of bonds for $2,000,000 on the 21st of June, 1858, and which were issued accordingly by the president and secretary, and were made payable in thirty years; one thousand bonds of $1,000 each, one thousand four hundred of $500 each, and three thousand of $100 each, interest at seven per cent., payable semi-annually on the 1st day of January and July in each year, with coupons attached. The sale under the mortgage took place on default of the payment of the first instalment of interest, six months after it was executed. Barnes, the mortgagee, acted as auctioneer, and bid off the property himself as trustee for the bondholders, who soon after organized the Milwaukee and Minnesota Railroad Company, one o the defendants in this suit. As appears from the proofs at the time of this sale there had not been $200,000 advanced on the entire issue of the two millions of bonds; indeed the actual amount is but little over $150,000. $550,000 of the bonds do not appear to have been negotiated at all, which were held in trust and never used, and $103,000 had been returned and cancelled, making in the aggregate $653,000. $400,000 were given to Chamberlain to secure a note of the company for $20,000, whtch he sold at auction, and which were bid in, principally by the directors, at five cents on the dollar. $310,000 of the bonds were given to secure a loan of $15,500, and which came into the hands of the same persons or their friends for about five cents on the dollar. It is charged in the bill—and the proofs are very strong in support of it—that this note to Chamberlain for $20,000 and the loan of $15,500 to secure the payment of which these bonds were given—$400,000 in amount for the first sum, and $310,000 for the second—were made by the company for the purpose and with the intention of obtaining a division of them among the directors, at merely nominal prices. It is very fully established that this was, in point of fact, the result of the transaction. We have looked with some care into the proofs, and into the brief of the learned counsel for the defendants, to ascertain the portion or amount of these bonds, or of the stock of the Milwaukee and Minnesota Company, into which some of them were converted that are now in the hands of *bona fide* holders, and we find no evidence in the record tending to show any amount beyond the sum already mentioned, less than $200,000. These were the only outstanding bonds existing at the time of the foreclosure and sale for which value had been paid; the remainder of the $2,000,009 were either in the hands of the directors or under their control, and not negotiated, or they were in their hands under the fraudulent arrangements we have already stated, at nominal prices. Nor do we find that the present holders of the bonds or stock of the company are in any better or more favorable condition than those who organized the defendants. The notice of sale set forth that the mortgage debt was $2,000,000, and that $70,000 of interest was due. It needs no authorities to show that such a sale cannot be upheld without sanctioning the grossest fraud and injustice to the La Crosse and Milwaukee Company, the mortgagee and its creditors. This deceptive notice was calculated to destroy all competition among the bidders, and, indeed, to exclude from the purchase every one, except those engaged in perpetuation of the fraud. The sale, therefore, must be set aside, and the Milwaukee and Minnesota Company be perpetually enjoined from setting up any right or title under it, the mortgage to remain as security for the bonds in the hands of *bona fide* holders for value, and that the judgment creditors, the complainants, be at liberty to enforce their judgments against the defendants therein, subject to all prior liens or encumbrances.

Rockford, Rock Island and St. Louis R. R.

The Rockford, Rock Island and St. Louis Railroad Company's first Mortgage Gold Bonds offer special inducements to investors.

They pay seven per cent. interest in gold coin, free of Government tax, equal, at present price of gold, to over 10 per cent., in currency.

They have fifty years to run.

They give the holder the option to receive his interest either in New York or London.

They are convertible into stock at the option of the holder.

Each bond is for $1,000, or £200 sterling and the principal, as well as the interest, is payable in gold coin.

The bonds are amply secured on two hundred miles of railroad equal in value to any line of equal length in the West, and upon more than twenty thousand acres of choice Coal Lands, worth on the completion of the road, from $300 to $500 per acre.

The line passes through a district of Illinois which in population, in the amount and variety of its productions, in the extent and value of its water power and in its consequent ability to furnish a large and profitable business to a railroad, is equal to any in the State.

The Company, like the Delaware, Lackawanna and Western, combines with its ordinary operation the business of mining and selling coal. More than 1,000 miles of railroad and the population of more than 40,000 square miles of territory, can be supplied with fuel from this Company's mines far more readily and cheaply than from any other quarter.

This road is not under the necessity of creating a business for its own support; a present and most urgent demand exists for all the coal the Company can produce. The supply in the Company's mines awaiting the opening of the division now under construction is practically inexhaustible.

Every dollar realized from the bonds and from a large stock subscription, is expended upon the property.

The enterprise is in the hands of able and experienced men who will push it rapidly to completion. Twenty-five miles are now ready for the rails and the whole division between the Northwestern and Rock Island Roads, the opening of which will give an outlet to the coal from the Company's mines, will be completed by January 1, 1869.

The bonds are for sale at 95 per cent. of their par value at the office of the Company 12 Wall street New York.

H. H. BOODY, Treasurer.

☞ Ground was broken on the Atlantic and Pacific Railroad at Springfield, Mo., on the 4th inst., with imposing ceremonies. A large force has been placed at work on the road west of Springfield; also on the South Pacific road west of Little Piney. The enterprise will be pushed rapidly forward, with the view of connecting St. Louis and San Francisco by the thirty-fifth parallel route to Albuquerque beyond.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St. Louis.....100	125,000	J. A. J&O	Oct.'67 1½
Atlanta and West Point.. 100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ..100	5,645,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref.. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	----------	Jan. '68 3
Bay de Noquet & Marq...100	----------	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J. A. J&O	Jul.'68 1½
Bloesburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,600	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,900	----------	----------
Do, do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,300	J. & D.	Jun. '68 4
Boston and Maine.....100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,660,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J. A. J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 100	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buff., New York & Erie*..100	850,000	M. & N.	M'y'67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch 50	721,926	J. & J.	Jul.'68 3½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jul. '68 4½
Central of Georgia..... 100	4,666,300	J. & J	Jul. '68 7
Central of New Jersey ...100	13,768,000	J. A. J&O	Apl.'68 2½
Central Ohio..... 100	400,000	J. & D.	Jun.'68 3
Do. pref.....	----------	J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S Carolina...100	1,201,000	----------	----------
Chemung*.....100	380,000	----------	July '68 2
Cheshire, prefered 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'68 5
" " pref...100	2,425,576	M. & S.	Mar.'68 5
Chicago, Burl. & Quincy .. 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern..100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jul. '68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I & Pacific....100	9 100,000	A. & O.	Oct. '67 5
Cin., Ham. & Dayton 100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68 $2
" Street	----------	J. & J.	Jan.'68 $2
Cincinnati and Zanesville. 50	1,000,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,044,800	M. & N.	M. '68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleve., Painsv. & Ashta... 50	5,424,091	J. A. J &O	July '68 2
Cleveland and Pittsburg... 50	4,841,600	J. & J.	Jul.'68 3½
Cleveland and Toledo* 50	4,000,000	J. A. J&O	O. '67 2½
Col. & Indianapolis Cen...100	1,786,200	J. & J.	Jan.'68 4½
Columbus and Xenia*..... 50	1,700,000	M. & N.	May '68 5
Concord 50	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	800,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,216,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*....100	2,284,941	----------	----------
Delaware*..... 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley 100	1,550,050	----------	----------
Detroit & Milwaukee.....100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw, & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City...100	1,673,641	----------	----------
Do. do. pref.100	1,937,351	----------	Jul.'68 3½
Eastern (Mass.) 100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	18,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,538,700	Annual	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordav.100	2,142,834	----------	----------
Fitchburg 100	4,640,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,020	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Grunho.....100	----------	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3.000.000	J. A J&O	July '68 3
Hannibal and St. Joseph..100	2,900.000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River..... 100	13,937,100	J. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y '68 2½
Huntingdon & B'd Top.. 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jan.'68 3½
Illinois Central..... 100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind.... 100	2,000.000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J. A J&O	Ap'.'68 1½
Joliet & North. Indiana*..100	300.000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,665	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	4,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J. A. J&O	Jul.'68 2½
Lenigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkil*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000.000	F.M.A.N.	Aug.'68 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200.000	A. & O.	Apl. '68 3
Macon and Western 100	1,500,000	----------	Apl '68 4
Mahanoy & B'd Mountn* 50	921,615	----------	----------
Maine Central..... 100	1,600,860	----------	----------
Manchester & Lawrence..100	1.000.000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & B	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Bostou).....100	1,250,000	J. & J.	July '68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	2,811,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 1
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014 000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3.627,000	J. & J	----------
" " " pref.....100	7,371,000	J. & J.	Jan '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July'68 5
Nashua and Lowell..... 100	600,000	M. & N	May '68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck..... 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1.224,100	J. & J.	Jan. '68 3
New Jersey..... 100	5,000 000	F. & A.	Feb.'68 5
New London Northern.....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem..... 50	5,255,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N. Y., Provid. & Boston ..100	1,755,241	J. & J.	Jul. '67 3
Nbg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 5
Ninth Avenue..... 100	797,400	----------	----------
North Carolina..... 100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh...100	3,06 .400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport 100	4,848,300	J. & J.	July '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri..... 100	3.581,000	----------	----------
Panama..... 100	7,000,000	J. A. J&O.	July '68 6
Paterson and Ramapo..... 100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630 000	J. & J.	Jul '68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul.'68 5s
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*..... 100	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J. & J.	Jul. '68 3
Philadelphia and Darby.... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A. J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec....100	579,600	F. & A.	Feb.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Reading and Columbia ... 50	665,019	----------	----------
Rensselaer and Saratoga . 100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g.100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041.800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,386,500	J. & J.	July'68 5
Rutland preferred..... 100	----------	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R... 100	1 020 000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susquch'a. 50	1,284,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkil Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke.....100	888,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	655,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '68 3
South Carolina 100	2,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi..... 100	1,000,000	----------	----------
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jul.'68 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)..... 100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jun. '68 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*...100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250.000	J. & D.	Jun'68 4
Vermont Central..... 100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'68 1½
Vermont Valley..... 100	516,164	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,457,815	----------	----------
Western Union 100	2,687,237	----------	----------
West Jersey 100	731,050	----------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,130,470	----------	----------
Wilm. and Weldon..... 100	1,340,223	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4

CANALS.

Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '68 4
Delaware and Hudson..... 100	10 000,000	F. & A.	Feb. '68 8
Delaware and Raritan..... 100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Mt. Pleasant Coal.....	200,000	J. A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000	----------	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,810	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	68½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	98½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,944	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,573,225	1,250,000	—	183,198	736,709	129,635	10	—	68
0 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	—	60
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	868	loss.	—	—	—
30 Nov.'6	1.45	—	55	9	—	Quincy	136,840	71,600	68,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	39½
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	—
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Melrose.)	—	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	863,870	200,000	24,000	117,842	368,351	13.015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109.000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'6	7.37	—	87	6	6	Albany	139,414	98,000	40.000	—	71,861	15,873	—	100	—
30 Sep.'67	4.00	—	53	—	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	1.76	—	—	—	37	Broadway (Brooklyn)	260 561	200,000	35,000	10 015	107,736	28,744	8	100	—
30 Sep.'67	18.0	—	103	—	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,432	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath& Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70 00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep.'6	.12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep.'67	24.00	—	—	57	22	Brooklyn Central& Jamaica	995,785	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	8.40	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,883	21,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,788	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Central P'k,N & E. Riv.(N.Y.)	1,629,263	1,031,500	550,000	54,827	531 915	16,285	—	100	—
30 Sep.'67	14 82	—	—	—	—	Coney Island & Brooklyn	644,872	500.000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,632	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 055	12	100	—
30 Sep.'67	10.24	—	—	40	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,964	94,714	5	100	—
30 Sep.'67	5.60	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5.000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42.194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,600	3,900	—	—	—	100	—
30 Sep.'67	10.60	—	—	21	3	Harlem Br.,Moris'a&Ford'm	227,400	95,900	124,000	7,500	68,603	4,5'8	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	76,000	—	—	27,600	1 520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184.000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40.000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	183,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,69	458,945	9,470	—	100	—
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	87,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6.596	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453 404	1,170,000	1.280000	50 000	1,18495	222,222	12	100	—
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,962	44,150	19,000	11 238	12,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	76,179	14,707	—	100	—
30 Sep.'67	2.25	—	—	4	—	V. Brunt st & Erie Bas.(Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westerviiet (Albany)	294,388	240,000	134,000	2,700	104,222	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300 000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56.300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k(Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	36
31 Oct.'67	34.25	—	367	59	—	Germantown	642,270	112,245	350,000	20,000	284,574	63,582	26½	50	20
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,895	9 750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,91'	2.5,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	135	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	9 886	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb.,Allegheny &Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	—
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,759	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	330,007	114,200	68,088	408.156	105,448	18½	50	60
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,884	84,648	—	50	16½
31 Oct.'67	25.00	—	529	70	18	Union (Philadelphia)	764,927	400,009	300,000	—	366,348	42,591	7½	50	41½
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	575,000	100,000	—	281,058	50,092	10	50	66
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,219	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1885	—
Brook yn and Rockaway 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	496,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw.& Battery 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	—	—
Forty second street: 1st Mortgage	127,150	7	J. & J.	1875	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a& Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J	'71-'72	91½
Malden and Melrose: 1st Mortgage [unattied	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	..	—	—	—
Malden & Melrose bonds	46,971	..	—	—	—
Real Estate	6,000	..	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	—	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	—	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,400	..	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	160,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	..	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J	1900	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	8,582,242	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	129
" " " ..... coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	114
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " " ..... coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	113½
" " " ..... coupon		6	" "	1881	113½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 ..... registered	264,246,200	6	Jan & July.	1881	113½
" " " ..... coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) ... registered		6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	111
" " " (5-20s) ..... coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s) ... registered	1,104,755,660	6	May & Nov.	1885	109½
" " " (5-20s) ..... coupon		6	" "	1885	111½
" " " 2d series (5-20s) .. registered		6	Jan. & July.	1886	109½
" " " (5-20s) ..... coupon		6	" "	1886	108½
" " " 3d series (5-20s) ... registered		6	" "	1887	108
" " " (5-20s) ..... coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) ... registered	193,790,400	5	Mar. & Sept.	1904	107
" " " (10-40s) ..... coupon		5	" "	1904	107½
Pacific R. R. Bonds ..... (currency)	25,902,000	6	Jan. & July.	'95-'97	102½
Treas'y Notes (7-30s) June 30, '64 : 2d series	105,610,650	7.3	June & Dec.	1868	108½
" " (7-30s) Mar. 3, '65 : 3d series		7.3	Jan. & July.	1868	108½
Matured Debt not presented	3,578,262	---	presentation.	------	---
Gold Certificates of Deposit	20,298,180	---	presentation.	------	---
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	356,144,212	---	------	------	---
Three per cent. certificates	50,000,000	---	------	------	---
Fractional currency	32,631,589	---	------	------	---
Navy Pension Fund	13,000,000	---	------	------	---
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	68
" — " " (extended) ... "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) ..... "	648,000	5	Jan. & July	1876	---
" — " " ( ) ..... "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	134
" " — " 1860 ..... "	198,500	7	" "	1880	---
" " —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	---
" — " " Nov., 1863	2,000,000	6	" "	1883	---
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	---
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	---
" — " " ..... "		7	" "	var.	---
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	72-'74	95½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July	1886	---
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	84
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (sterling) ..... "	72,000	5	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal ..... coupon	1,157,423	6	Jan. & July.	1870	99½
" — " " ..... registered	1,229,647	6	" "	1870	---
" —State Bonds ..... coupon	948,910	6	" "	'80-'70	---
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1868	---
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	209,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds ..... "	300,000	7	" "	1881	---
Kansas—State Bonds ..... coupon	99,945	---	Jan. & July.	1875	---
" —War Loan Bonds ..... "	500,000	---	" "	'76-'81	---
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	---
" — " " ..... "	415,000	6	May & Nov.	1870	---
" — " " ..... "	263,000	5	April & Oct.	'67-'73	---
" —Military Bonds ..... "	686,000	6	various.	'80-'95	---
Louisiana—State Bonds (Banks) ..... coupon	4,832,988	6	Feb. & Aug.	'68-'86	---
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	---
" — " " (Levees) ..... "	1,000,000	6	various.	1886	---
" — " " (New) ..... "	892 800	6	"	'98-'87	---
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	---
" —Civil Loans of 1855-'56 ..... coupon	174 000	6	Mar. & Sept.	'67-'74	---
" — " 1857-'61 ..... "	171 000	6	various.	'75-'78	---
" —War Loan of 1861	800,000	6	" "	1871	99
" — " " 1863	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863	4-5,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,090	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,822	5	" "	1865	---
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	---
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	---
" — " " (R.R. various) "	120 000	5	" "	1889	---
" — " " (") currcy.	159,974	5	" "	'89-'90	---
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	---
" — " " (C. and O. Can.) "	3,259,616	5	" "	18-0	---
" — " " (Ches. & Ohio Can.).	2 000,000	6	"	1870	98
" — " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	98
" — " " (Bounty)	601,000	6	"	abt.'74	---
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	---
" — " " (Balt. & Susq. R.R.).	429,688	6	"	1890	---
Massachusetts—Funding Loan	15.000	5	June & Dec.	1868	---
" "	21.000	5	" "	1870	---
" —General Statutes Loan	150,000	5	Jan. & July.	1870	---
" —Funding Loan	17,000	5	June & Dec.	1872	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	159,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70-'72	127
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	125
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	888,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" — " " " sterling	4,379,500	5	May & Nov.	1894	113½
" —Union Fund Loan	3,996,000	5	" "	1894	---
" — " " " (stg.)	850,000	6	Jan. & July.	'71-'72	126
" —War Loan (currency)	2,250,000	6	" "	'74-'76	120½
" —Western R.R. Loan (sterling)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Eastern R.R. Loan	4,319,520	5	April & Oct.	'68-'71	---
" —Southern Vermont R.R.	275,000	5	Jan. & July.	68-'71	---
" —Troy and Greenfi'd R.R.	200,000	5	April & Oct.	1890	---
" — " " " (stg.)	966,500	5	" "	'91-'93	111½
Michigan—Sault Canal Bonds	554,180	5	" "	'88-'90	---
" —Renewal Bonds	100,000	6	Jan. & July.	1878	93
" —Two Million Loan Bonds	216,000	6	" "	1878	---
" — " " "	1,750,000	6	" "	'73-'83	95
" —War Loan Bonds	250,000	7	" "	1868	---
" —Bounty Loan Bonds	1,117,600	7	" "	1886	99
Minnesota—State Building Loan	463,000	7	May & Nov.	1890	---
" —*Railroad Loan Bonds	100,000	7	Jan. & July.	1877	---
Mississippi—*State Bonds (Planters' Bank) .	2,275,006	7	" "	1883	---
" — " " (Union Bank)	2,000,000	6	------	'41-'71	---
Missouri—State Bonds	5,000,000	6	------	Var.	---
" —Hannibal and St. Joseph R.R.	622,000	6	Jan. & July.	'62-'83	91½
" —Pacific R.R.	3,000,000	6	" "	'81-'85	91½
" —Southwestern R.R.	7,000,000	6	" "	'81- 87	93½
" —North Missouri R.R.	4,500,000	6	" "	'85-'87	---
" —Iron Mountain R.R.	4,350,000	6	" "	'82-'87	---
" —Cairo and Fulton R.R.	3,500,000	6	" "	'83-'89	---
" —Platte County R.R.	650,000	6	" "	'85-'87	---
New Hampshire—War Loan of July 1, 1861 ..	700,000	6	" "	1887	---
" — " " Sept. 1, 1864 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Oct. 1, 1866 ..	600,000	6	May & Nov.	'84-'89	100½
" — " " July 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
New Jersey—War Loan of 1861 (free)	500,000	8	Jan. & July.	1869	99½
" — " " 1863 (")	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1864	1,002,900	6	" "	'86-'96	---
New York—General Fund Bonds	793,400	6	" "	'97-'02	105
" —Bounty Fund Bonds ..... coupon	700,000	7	J. A. J. & O.	1870	103
" — " " ..... registered	2,559,000	7	Jan. & July.	1877	108½
" —General Fund Bonds	27,726,500	7	" "	1877	108½
" — " " "	1,189,780	6	" "	pleas.	---
" — " " "	500,000	6	" "	1868	---
" —Canal Fund Bonds	800,000	6	" "	1878	100½
" — " "	3,050,000	6	J. A. J. & O.	1871	101
" — " "	6,000,000	6	" "	1873	101½
" — " "	2,250,000	6	" "	1874	100½
" —General Fund Bonds	1,400,000	6	" "	'75-'77	101
" — " "	909 607	5	Jan. & July.	pleas.	---
" — " "	442,960	5	May & Nov.	1868	---
" —Canal Bonds	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	---
North Carolina—State Bonds	1,163,000	5	J. A. J. & O.	1868	---
" — " "	167,000	5	" "	1871	---
" — " "	4,500 000	5	" "	1874	93
" — " " (new)	366,000	6	Various.	'69-'78	65
Ohio—State Bonds (Union Loan)	8,334,000	6	Jan. & July.	'81-'90	---
" — " "	660,000	6	April & Oct.	'90-'91	---
" — " "	3,500,000	6	Jan. & July.	1900	74½
" — " "	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	---
Pennsylvania—State Bonds ..... coupon	4,995,000	5	Various.	'77-'82	98½
" — " " ..... registered	5,083,052	5	" "	'88-'90	95
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	104½
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	107
" — " " 2d series	99,480	5	" "	1882	109
" — " " 3d series	720,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	107½
" — " " 2d series	7,909,520	6	" "	1882	109½
" — " " 3d series	9,270,017	6	" "	1892	112
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	104½
Rhode Island—State War Bonds of 1861	463,000	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1885	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,888	5	J. A. J. & O.	'68-'70	---
" —State Bonds (various)	3,276,000	6	Jan. & July	'71-'90	---
" — " " (new)	1,210,803	6	" "	1887	---
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	---
" — " "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	---
" " endorsement	2,207,000	6	" "	1882	---
" —New Bonds	6,000,000	6	" "	Var.	---
Vermont—State War Bonds	1,567,000	6	June & Dec.	'71-'78	69
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	1873	100½
" — " " (sterling new)	466,250	5	" "	long.	---
" — " " ..... registered	108,000	5	" "	long.	---
" — " " ..... "	21, 69 398	6	" "	long.	---
" — " " ..... coupon	10,000,000	6	" "	long.	---
" — " " (new) ..... registered	1,376,600	6	" "	1876	57
" — " " (") ..... coupon	489,300	6	" "	1886	---
" — " " (")	39,000	6	" "	1890	---
Wisconsin—State Bond	405,100		Jan & July	77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	191,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825 335
1866	475,641	433 279	385,991	412,521	464,507	493,243	468,898	568,589	533 150	599,670	474 056	388,573	5,696,119
1867	377,852	380,190	489,555	407 018	465.102	383,396	400,560	461,879	483,177	483,917	474,134	360,641	5.167,371
1868	404,467	393,251	408,847	398,654	355,447	352,169	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149.137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,654	320,870	307,803	252,015	2 770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	387 966	307,919	236,824	3 840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157 832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,762	369,102	330 169	3,892,861
1868	259,539	296,496	261,599	270,586	335,510	373,461	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Chicago, Rock Island and Pacific:													
1863	140,024	130.225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307 523	270,073	201,779	3,313,514
1866	241 395	183,385	257,230	209,099	277,506	306,693	278,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,912
1868	283,600	281,900	262,900	288,700	308,891	366,200	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Chicago and Northwestern:													
1863	— — —	— — —	— — —	— — —	— — —	366,100	281.334	296,169	473,186	551,122	495,945	407 688	2,811,544
1864	273.876	317,839	390,365	421,363	466,830	565,145	490,710	519,306	660,605	729,759	716 378	563,400	6,11 :.566
1865	641,005	482,164	499,296	468,358	585,623	747,942	702,691	767,598	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,367	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,068	11,532,348
1868	741,926	800,787	856,611	1,068,959	1,206,796	1,167,544	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41.212	43,580	65,035	80.588	73.140	50,296	580.271
1867	49,694	36,098	56,859	59,196	61,447	53,999	55,683	69,018	71,113	81,676	80,467	61,955	735,605
Erie:													
1863	845,693	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,208	1,041,976	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,699	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division.. 1,185,746	987,935	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,298,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444 745	1,498,716	1,421,881	1,041,646	14,139,900
1868	1,081,320	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Illinois Central:													
1863	299,944	271,085	275,643	280.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	605,402	6,329,447
1865	571,536	528,972	616,645	516,608	460,573	617,682	578,403	747,469	739,736	641,569	643,787	518,086	7,181,208
1866	603,053	505,266	505,465	411,605	589,250	567,679	480,620	578,253	571,348	661,971	588,219	504,066	6,646,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	467,764	496 686	543,019	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104.608	115,184	125,252	116,495	116,146	105,787	1,224,058
1866	90,411	85,447	84,351	81,181	96,288	103,373	98,043	106,921	104.866	113.504	112,952	123,902	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114 716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	306,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315 268	278,891	358,862	402,219	407,107	441,934	411,806	4,129,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,584	338,858	384,401	429,177	486 455	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Michigan Central:													
1863	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,163,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	369,663	329,105	413,501	476,651	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,936	359,646	429,161	493,640	414,004	306,659	4 260,115
1867	304,095	283,661	376,210	362 783	333,952	284,977	318,021	398,993	464,778	506,295	414,934	330,373	4,371,973
1868	343,316	304,316	328,880	415,758	369,226	325,591	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,104,771	775,6'6	438,323	5,883,666
1868	368,487	350,884	333,281	425,629	565,718	458,094	— — —	— — —	— — —	— — —	— — —	— — —	— — —
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	619,417	749,571	752,841	892,744	1,018,375	968,228	1,092,756	9,692,244
1863	920,272	790,167	867,590	911,397	839,128	841,165	818,512	840,450	1,079,551	1,041,922	1,045,401	1,157,318	11,089,853
1864	921,831	936,987	959,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187.505	1,113,929	13,857,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,528,939	1,486,356	1.117,854	14,576,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,255,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,076,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	— — —	— — —	— — —	— — —
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,008	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	366,348	372,618	412,583	284,319	3,795,005
1866	267,641	246,109	326,256	277,424	283,130	253,925	247.262	305,464	275,761	310,762	302,426	281,613	3,330,653
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,6.3	322,521	365,371	379,367	336,066	272,063	3,459,310
1868	211,978	231,361	265,905	252,149	204,620	217,082	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Philadelphia and Reading:													
1862	102,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,828	4,068,831
1863	336,685	361,834	396,771	429,929	506,517	464,809	451,884	574,486	714,302	815,902	746,055	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,140	812,178	9,566,510
1865	653,053	608,305	116,215	925,283	416,341	866,979	957,194	1,121,206	1,351,579	1,419,.32	1,196,965	702,485	10,033,028
1866	738,061	725,967	779,198	861,604	1,100,267	1,140,201	996,841	1,252,356	833,742	887,793	874,974	436,990	10 637,124
1867	500,488	554,561	703,618	836,003	965,358	903,974	864,537	693,104	873,153	956,658	837,351	— — —	— — —
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,580	307,525	401,299	364,331	370,983	3,745,318
1863	337,360	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	200,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,588	733,866	637,186	646 985	554,523	712,496	795,938	858,501	712,383	580,984	8,489 062
1866	869,982	480,986	662,163	599,806	682,510	638,667	552,378	648,201	654 926	757,441	679,735	556,242	7,467,21 '
1867	544,416	525,497	627,960	590,657	586,484	507,451	537,381	606,218	669,987	784,800	690,568	573,727	7,242,126
1868	492,894	602,763	684,180	774,103	611,914	601,246	— — —	— — —	— — —	— — —	— — —	— — —	— — —
St. Louis, Alton and Terre Haute:													
1863	100,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	156,730	144,942	218,236	234,194	204,785	202,966	204,728	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,548	216,783	222,738	207.901	162 694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,864	241,534	212,227	177,364	2,250,143
1867	149,656	149,542	174,163	188,162	171,736	156,066	174,933	229,788	219,160	230,340	205,095	190 971	2,218,402
1868	127,593	133,392	149,164	155,388	130,546	------	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132.111	134,272	152,585	105,554	116,379	150,595	151,652	134,563	111,339	1,439,798
1864	79,785	95,843	132,896	123,987	127,010	166,538	139,626	244,114	241,840	221,570	240,209	265,154	2,050,422
1865	144,084	139,171	156,763	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,643
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717 386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	408,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	248,844	— — —	— — —	— — —	— — —	— — —	— — —	— — —
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,716	61,770	37,830	684,283
1866	45.102	35,006	39,301	43,332	86,913	02,918	85,276	66,698	84,462	100,313	76.248	54,486	814,090
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,625	126,495	120 209	79,971	64,719	774 937
1868	46,415	40,703	39,108	49,231	70,163	77,389	— — —	— — —	— — —	— — —	— — —	— — —	— — —

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,924,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	8	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850.	602,000	6	Jan. & July.	"	1880	96
" " " 1855.	894,250	6	Jan. & July.	"	1875	99
" " " 1834.	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	84
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	96½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	96
Convertible bonds	500,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,802	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	98
" " $675,000	675,000	6	April & Oct.	"	1875	93
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	91
" " $2,500,000	867,000	6	May & Nov.	"	1889	87½
Consolid. Mort. Loan $6,000,000	4,437,300	6	June & Dec.	"	1889	98
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	80½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	88
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,245,800	7	" "	" "	1875	
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	96
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1888	110
" " " inconvertible	2,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.		1890	
3d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	93

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	79
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99½
General 1st Mortgage	3,600,000	7	" "	" "	1885	97½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	93
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	94½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,200,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	18-0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	93
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	128,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,027,000	7	Jan. & July.	" "	1885	101
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	673,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	509,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	99½
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	800,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	125,000	5	Ja. Ap. Ju. Oc.	"	68-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,309,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	98
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,855,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73–'78	91½
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	120
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,600	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69–'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68–'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68–'77	
Lebanon Branch 1st Mortgage	600,000	7			'80–'85	
Memphis Branch 1st Mortgage	267,000	7			'70–'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86–'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80–'81	
Loan $400,000	314,100	6			'70–'71	
McMinnville and Manchester.						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	94
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		76½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,580	6	Jan. & July.	New York.	1892	
1st Mortgage	1,240,000	7	May & N v.	"	1880	
2d Mortgage	1,000,000	7	Jan & July.		1886	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	115½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	115½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	102
2d General Mortgage	2,693,000	7	" "	" "	1877	96½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	89
Real Estate Purchase	135,500				1876	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,500	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	207,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862–'67	625,700	8	" "	Mobile.	'62–'65	
" ten years	76,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63–'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		90
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & Ju'y.	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1880	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	458,000	7	Feb. & Aug	" "	1876	103
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	94
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1872	102
Consolidated	1,000,000	7	Feb. & Aug	" "	1903	100
3d Mortgage	990,300	7	Jan. & July	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York	1875	97½
N. York, Providence and Boston:						90
1st Mortgage	400,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145.0 0	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	83
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1857	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug	"	'63–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,600	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1896	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
2d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80½
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1850	
" 1849, "	2,356,600	6	April & Oct.	"	1870	105½
" 1851, "	106,000	6	Jan. & July.	"	1871	98
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	91½
" 1848, "	101,000	6	" "	"	1880	91½
1849, "	67,000	6	" "	"	1880	91½
1857, (convertible)	171,500	6	" "	"	1886	93
1836, "	288,000	7	" "	"	'72–'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1880	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	530.000	7	May & Nov.	New York	1890	20
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	70
Mortgage (Registered)	504,000	7	"	"	1873	70
Richmond and Petersburg:						
Mortgage bonds	130 500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	149
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,912	6			1878	
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	84½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	96
1st M. (I. K., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	81
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	72½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	86
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	37
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	90½
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	81
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N. Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	161,000	7	March & Sept.		1894	
Wilmington and Weldon:						
Sterling Bonds	576 857	6		London.	1881	
"	179 777				1883	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
30 Jun. '60	65.0	—	----	50.6	---	---	----	ALABAMA. *Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,866	—	—
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----	55,791	31,852	—	—
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,626	111,232	—	—
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	—
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	—
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	189,402	—	—
8 Nov. '58	38.5	—	----	107.5	---	---	----	ARKANSAS. Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
30 Dec. '60	22.5	—	----	—	---	---	----	CALIFORNIA. Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,894	—	—
31 July '65	23.8	—	1.9	—	6	5	47	CONNECTICUT. Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	—	23.8	53,885	103,333	26,249	3	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	—	122.4	319,433	644,725	166,186	—	—
31 Aug. '67	61.4	10 2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,066	—	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	—	62 0	----	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,561,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000,000	1,079.500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	145
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,600	9,172	3,380,357	66.4	364,521	680,438	291,086	8	92
31 Oct. '60	34.3	—	10.7	—	—	—	—	DELAWARE. Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	—
31 Oct. '62	16.2	—	----	—	---	---	---	Newcastle and Frenchtown	704,860	—	18,585	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	—
— — '62	154.2	—	----	150	---	---	----	FLORIDA. *Florida*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,817	5,536	—	—
— — '62	59.9	—	5.0	—	---	---	----	*Flo., Atlantic and Gulf Central*	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	—	—
— — '62	100.0	3.9	10.0	153 5	---	---	----	*Pensacola and Georgia*	----------	----------	----------	----------	----------	----------	----------	29.4	----	----------	----------	—	—
30 Jun. '67	86.7	—	----	—	18	6	88	GEORGIA. Atlanta and West Point	1,200,079	*	145,551	1,232,200	35,500	56,575	1,346,632	86.7	----	391,477	68,880	3½	—
— — '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	----------	----------	----------	----------	----------	----------	----------	30.0	----	----------	----------	—	—
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	120,500	—	----------	53.0	----	168,968	95,612	—	—
30 Apr. '60	43.5	—	23.7	—	---	---	----	Brunswick and Florida	755,000	*	—	151,887	—	—	----------	21.0	----	----------	----------	—	—
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,949,923	4,666,800	786,000	183 940	6,686,956	229.0	----	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	----	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	----	1,136,142	246,356	6½	—
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	10	—
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	—
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	----	----------	----------	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,983	332,551	9	—
30 Sep. '59	138.0	—	----	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	----	832,243	454,541	—	—
31 Dec. '67	280.0	—	----	—	72	34	1,321	ILLINOIS. Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,965	3,892,861	1,743 733	10	137
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	18,246 711	2,966,327	2,753,986	10,399,010	5,458,250	365,542	18,957 024	400.0	2,421,566	6,146,886	2,793,463	20	154
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	----	10,161,735	2,226,967	—	78½
31 Mar. '67	181.8	181.6	—	42.7	92	46	1,500	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,674,084	1,415,999	10	107½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	----	742,097	377,476	—	—
31 Dec '67	454.8	252.5	—	—	150	94	3,776	*Illinois Central*	21,328,473	*	10,233,807	23,115,780	10,544,500	—	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	145½
31 Dec. '67	111.0	—	----	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,138,269	111.0	297,509	754,463	187,056	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----------	—	4,000,000	6,700,000	—	10,700,000	200.0	----	2,218,402	----	—	43
— —	224.0	—	----	—	41	23	765	INDIANA. Chicago and Great Eastern	----------	----------	----------	4,390,000	5,600,000	----------	----------	224.0	----	----------	----------	—	37½
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	—
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----	----------	442,893	158,541	—	—
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,962	640,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	----------	230,834	9	25
31 Dec. '64	84.0	—	----	—	15	---	----	Ind., Pittsburg and Cleveland	2,735,556	*	240,022	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,649,518	*	278,334	1,015,907	621,000	—	2,178,223	108.0	312,859	527,868	208,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	----	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,40	—	96½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73 0	448,884	1,049,720	297,126	12	159½
30 Apr. '66	75.5	—	----	176.5	11	8	275	IOWA. *Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	126,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,140	3,682,123	960,000	653,956	5,429,203	156 5	319,880	805,271	237,861	—	75
31 Dec. '67	162.0	—	----	—	17	10	221	Des Moines Valley	5 507,204	—	—	1,820 200	2,892,000	795,004	5,507,204	162.0	----	736,557	309,685	—	—
30 Jun. '65	135.0	95.0	----	312.0	---	---	----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	----	----------	----------	—	—
31 Oct. '59	80.0	—	----	—	---	---	----	KENTUCKY. Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	426,408	227,584	—	—
30 Jun. '67	29.0	—	3.4	—}	14	13	225	} Lexington and Frankfort	801,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,221	510,319	163,217	7	—
30 Jun. '67	65.1	—	5.4	—}				} Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,060	444,172	12,841,096	334 0	929,486	2,156,874	810,468	8	—
31 Dec. '66	80.0	—	----	178.0	10	17	126	LOUISIANA. *N. O. Opelousas and Gr. West'n*	4,254,217	551.218	1,315,464	4,098,425	1,730,000	2,804,768	8,628 793	80.0	105,960	414,741	200,220	—	—
30 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	----	1,623,042	386,268	—	—
31 Aug '60	53.7	—	----	125.3	---	---	----	*Vicksburgh, Shreveport & Texas*	1,662,091	*	—	1,283,015	248,969	108,434	1,710,819	53.7	----	----------	----------	—	—
30 Sep. '62	57.0	—	----	—	---	---	----	MICHIGAN. Chic. Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	----------	----------	—	—
30 Jun. '62	188.0	—	----	—	---	---	----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----------	9,006,369	188.0	----	340,898	----------	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	114½
29 Feb. '68	246.0	277.8	----	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,538,230	10,646,200	9,085,640	267,478	20,762,597	523.8	2,887,398	4,747,219	1,880,832	—	91½
31 Dec. '62	14.5	—	—	608.5	2	2	10	MINNESOTA. *Minnesota and Pacific*	1,400,000	—	—	----------	1,550,000	----------	----------	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----------	----------	----------	----------	575,000	----------	----------	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----------	----------	----------	----------	600,000	----------	----------	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----------	----------	----------	----------	500,000	----------	----------	—	—	—	—	—	—
30 Apr. '60	236.0	—	----	—	25	22	336	MISSISSIPPI. *Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,752	895,902	6,331,899	236,0	----	584,342	328,002	—	—
31 Oct. '59	71.4	—	—	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----	176,462	116,433	—	—
31 Dec. '58	83.2	—	—	90.4	---	---	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	----	280,047	121,659	—	—
31 Aug. '63	66.8	—	13.2	—	31	24	526	MISSOURI. *Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	----------	----------	206.8	579,524	1,047,567	430,026	—	86
28 Feb. '66	182.0	—	17.7	210.0	28	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	----	1,020,089	267,804	—	—
31 Dec. '62	152.0	—	3.6	—	---	---	----	*Platte County*	1,200,000	*	—	500,000	700,000	----------	----------	52.0	----	----------	----------	—	—
28 Feb. '67	283.0	—	14.4	—	47	41	604	*Pacific*	14,116,636	2,042,674	432,089	8,609,118	9,200,000	1,555,135	16,598,448	309.0	1,199,660	2,675,875	719 220	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,798	1,306,000	1,250,000	2,000,000	—	5,000,000	127.0	----	----------	----------	—	—
28 Feb. '64	86.5	3.0	8.2	—	24	13	219	*St. Louis and Iron Mountain*	4,487,023	360,029	—	1,971,221	3,181,800	40 155	6,253,109	90.	386,180	899,261	230	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nt Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No.	No.	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,688	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	9.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	18	15	233	Maine Central	4,212,201	*	57,091	1,447,000	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	237,294	529,325	230,825	6	100
								MARYLAND.													
30 Sep. '66	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,651	3,021,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	124
30 Sep. '6	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	584,843	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,643,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,868	1,212 159	8	49
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	209.6	18	12	176	Boston, Hartford & Erie	19,242,091	*	—	14,884,000	3,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	16½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	868,737	1,603,167	481,471	10	137
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	136
30 Nov. '67	44.6	24.0	66.6	—	40	71	642	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	80,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	9½	64½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,158	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	125
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,170,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	114½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,861	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	129½
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	26,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O. by B. & L.)		21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	31,122	721,000	—	15,000	855,725	74.9	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,682	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	905,677	4,848,320	2,270,000	128,000	7,618,306	141.0	826,061	1,381,065	336,310	6	96
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	391,470	82,543	6,679	243,305	226,900	486	470,692	(O by B & L.)		17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	298,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.8	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Operated by Troy and Boston.)		—	—	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	57½
30 Nov '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11 108,521	1,583,810	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	110½
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,12[illegible]	—	80
30 Nov. '67	53.0	—	8.0	—	22	15	271	Cheshire	2,689.307	*	280,780	2,085,925	672,200	—	2,970,087	63.6	433,650	688, 09	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Operated by Concord)			97,925	9	135
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare.	609,000	—	—	200,000	—	—	600,000	(Operated by C.)		50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	606,862	3,068,400	145,400	14,217	3,674,282	82.2	352,640	681,301	242,998	8	116½
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124 2	.....	3,408,511	781,801	10	131
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,163,043	1,034,380	127,871	2,265,294	60.2	.....	325,497	147,928	—	11½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160.643	2,075,493	5 497,127	13,768, 60	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10	124
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,995,596	2,495,012	1,013,617	3,616,360	6,347,437	1,813,438	11,477,225	87.7	827,528	1,382,840	164,54	3½	65
31 Dec. '67	33.8	—	33 8	—	37	70	211	New Jersey	4,077,493	868,314	3,024,434	6,000 000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,393	846,160	10	133
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495.044	*	—	159,100	300 000	62,145	495,044	25.0	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,867	5,262,067	81.0	.....	431,361	6,664	—	65
31 Dec '67	18 3	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,847,950	511.400	—	2,059,050	18.3	.....	458.606	155,976	7	91
31 Dec '67	37 5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,358	804,150	1,018,000	—	1,822,150	37.5	.....	278,639	119,287	14	.....
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,946	50,018	1,774 824	2,486,000	289,767	5,465,947	103.0	287,170	484,228	220,215	—	.....
30 Sep. '67	36.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	800,000	298,512	1,258,152	43 2	20,733	49,159	28,860	—	.....
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Railway	Co.	—	233,100	7	85
30 Sep. '67	88.3	—	35 0	—	44	24	863	Buffalo and Erie	5,109,733	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,352,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,837	Erie	49,247,770	*	5,071,492	25,111,210	22,429,929	3,524,813	54,319,282	784.0	6,458,279	14,317,213	2,662,141	—	67½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018 602	—	9,981,500	6,188,000	1,167	17,506,037	150.0	1,598,326	5,111,800	1,886,047	8	137
30 Sep. '67	97.0	20.0	—	5 0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	296 0	452.6	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,0[illegible]9,930	688,879	46,023,535	692.0	6,401,420	13,979,514	3,[illegible]09,801	6	131½
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,563,697	1,109,365	6,755,050	5 993,625	37,000	12,815,675	16.9	788,120	2,783,699	1,119,369	8	122
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,984,779	1,070,184	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,645	86,515	—	67
30 Sept. '67	28.5	—	2 3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000.000	operated by R., W & O. R.R. Co.				—	—
30 Sep. '67	36.3	—	21.5	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,620	6	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	517,225	1,423,000	386,954	6	98½
30 Sept. '67	76.2	—	1.2	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	included in Erie.			53,953	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g.	4 000,724	*	587,519	2,400,000	1,834,600	353,643	4,588,243	218 6	—	—	1,215,471	449,003	10	110
30 Sept. '67	34 0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	3.3	—	3	6	6	Staten Island	298,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	668,896	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	2,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	589,285	246,894	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,095	362,249	—	607,111	1,550,000	448,171	2,609,282	112.0	354,360	509,582	196,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	982,732	*	—	831 300	—	121,432	952,732	34.9	83,168	150,375	83,379	7½	—
30 Sep. '67	12 0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	155,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,673	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,167,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	—	103,963	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598.199	loss.	—	—
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	978,300	126,200	—	206,917	97.0	.....	206,917	108,841	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3 280,173	*	493 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432.069	152,543	—	—
30 Sep. '66	161.9	—	.....	—	26	14	181	Wilmington and Weldon	3,058,895	*	501,335	1,463,775	674,664	823,468	3,560,528	171.9	.....	611,599	255,351	—	—
15 Mar. '66	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118 2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,367	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	35
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	2,201,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,008	6,820,957	191.2	1,123,750	1,903 438	554,507	8	89½
31 Oct '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,000	—	—	11,250,000	95.5	804,876	2,659 346	978,518	10	160
30 Nov. '67	101 0	102.5	.....	—	63	37	1,29c	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,329	809,514	—	86
31 May '67	109.5	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	138,692	8,673,764	188.6	1,225,823	2,492,216	1 107,377	14	102½
30 Nov '67	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464.078	—	736 66	1,786,200	248,000	80,667	2,200,714	operated with Little Miami.				8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,661,304	494,643	64,292	2,888,064	3,685,800	344,005	6,417,869	142.0	.....	853,363	209,512	—	—
30 Nov. '67	53.5	—	43.6	—	45	40	747	Little Miami	3,775,757	*	1,704,128	3,572,400	1,589,000	75,935	5 476,886	153.2	1,110,056	1,985,764	384,190	8	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,777	*	1,578,999	12,667,658	3,688,385	315,484	17,429,777	250.8	739,960	1,224,058	445,302	—	—
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,345	1,707,000	461,533	23,500,000	3,888,000	594,693	28,108,918	340.0	.....	3,459,319	286,455	—	29½
30 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,865,354	596 400	391,992	3,282,163	1,218,972	109,918	4,272,746	205.9	346,271	604,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,868,436	*	106,628	900,286	2,041,600	38.22[illegible]	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	454.9	46.2	—	—	105	49	2,139	Toledo, Wabash & Western	20,999,000	*	1,755,153	6,709,000	15,494,000	68,670	22,764,183	632.0	1,259,486	3,809,353	1,002,471	—	48½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance, Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	184.201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,940,900	1,049,166	58,838,989	565.7	—	5,195,265	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	10
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	—	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,396,020	3,308,000	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	153
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	674,900	—	1,861,664	36.0	221,129	538,531	259,993	—	—
	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,378	396,149	4,888	5	31½
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	—
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	133,284	7	—
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	686,130	1,656,245	—	2,341,375	58.8	149,189	186,451	52,343	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,295	68,830	3,753,130	80.0	508,071	790,908	235,545	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,469,626	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	654,154	193,776	8	—
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	806,111	14,867,142	101.2	1,224,375	3,580,764	1,272,069	10	54½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	868,000	—	3,514,100	oper	by Read	ing R.R.	—	—	44½
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	302,048	8	—	56½
31 Oct. '67	55.0	11.9	16.0	—	25	21	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	843,012	898,574	361,604	5	35
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311 840	691,655	34,949,145	561.6	7,740,290	16 340,156	4,751,521	11	52½
31 Oct. '67	17.0	8.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,585,550	116,100	—	1,856,993	24.2	815 164	634,717	298,318	10	68
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,000,000	22,478	19,019,173	287.5	1,604,828	2,334,731	loss.	—	26
31 Oct. '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907 514	3,099,019	23,856,101	6,580,825	—	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	47½
31 Oct. '67	28.5	—	32.2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	33.3	—	863,705	299,326	10	129
31 Oct. '67	96.0	3 8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,825,000	—	10,884,300	99.8	876,241	2,432,531	890 730	9	56½
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,125	1,900,000	74,868	3,420,992	70.9	338,804	60 [illegible]	270 419	—	—
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,500	83,778	25,118,927	544.2	4,618,501	7,276,898	2,382 623	10	108½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,452	107,811	6½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,888	180,693	10,000	684,036	962,600	133,966	880,602	35.4	167,552	375,680	189,705	—	16
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(operated by Penn.					
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,509	133,671	8	45
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,885	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	.....	164.5	.....	341,190	125,871	—	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,147,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,575	242.0	.....	1,812,738	387,282	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	—	2,141,970	—	.....	140.0	10 mos.	451,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,281,585	1,002,601	2,196,331	5,312,725	3,126 530	921,937	9,431,517	291.0	786,231	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	562,059	3,015,107	99.2	—	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	64,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	58,816	—	144,894	406,000	5,000	.....	34.2	30,066	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	819	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	.....	159.0	.....	734.119	337,384	6	—
1859	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	—	—	—	—	—	.....	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	—	—	216,962	413,000	408,477	.....	30.0	.....	1,248	—	—	—
								TEXAS, *(all aided by State).*													
— — '58	32 0	—	.....	168.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— — '58	56.0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— — '60	60.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	.....	50.0	31,300	32.670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,245	*	—	455,000	975,000	389,000	.....	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	896,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1[illegible]
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	161
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	703,200	.....	.....	23.6	.....	90.275	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,554,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	156,161	6 months	79.2	47,702	84,121	16,332	—	—
30 Sep. '65	103.5	—	—	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,880 685	694,000	.....	.....	103.5	436,729	758,883	42,876	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	.....	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	.....	—	14	17	121	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,577	80.5	.....	326,554	213,852	7½	—
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	106.5	310,204	639,662	280,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	—
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,906	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	.....	23.7	12,542	—	—	—	—
28 Feb '67	80.0	—	—	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,814	286,428	3,353,679	1,919,550	37[illegible],297	6,479,046	221.8	300,405	554,611	135,648	—	—
Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,199,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	550,022	93,832	—	—
								WISCONSIN.													
1 Dec. '66	196.0	79.0	.....	—	68	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	9,220,000	—	18,508,374	275 0	996,727	2,538,800	934,103	—	67
1 Dec. '66	200.0	135.0	23.3	—	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	.....	235.0	.....	.....	.....	—	40
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (N. Y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236.798	67,652	—	15
31 Dec. '62	49.0	—	.....	—	16	17	214	Montreal and Champlain	2,462,589	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242.796	117,842	—	63
30 Jun. '63	1,096	137.0	.....	78.0	204	130	2,899	Grand Trunk	[illegible],410,345	*	—	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.6	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	367.0	.....	3,011,860	1,649,510	1[illegible]	—
11Dec. '64	94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	—	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,286	191,132	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	.....	108.0	—	148,339	55,777	—	—
July, '61	60.0	—	.....	—	—	—	—	New Brunswick and Canada	1,402,748	02,3[illegible]	—	1,380,000	13,100	126,000	1,709,232	60 0	—	132 [illegible]56	36,670	—	—
								NOVA SCOTIA.													
Dec. '63	61.5	30.5	—	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	139,107	57,181	—	—
	5.				11	22	120	NEW GRANADA.													
								Pan [illegible]	9,000,000	*		4,000,[illegible]	6	—	10,765,[illegible]	44.1	—	[illegible]87,[illegible]	[illegible]38,[illegible]	—	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7.	---	---
Camden & Atlantic (preferred)	620,800	7	---	18
Catawissa (preferred)	1,150,000	7	---	31½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	843,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	70
Chicago & Alton (preferred)	2,425,400	7	7	139½
Chicago & Northwestern (pref.)	14,789,125	7	7	81
Cochecho (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers, (pref.)	1, 73,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & William-port (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	74½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	87
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,185	7	3	28
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,201,296	8	8	106
" " " (2d pref.)	841,400	7	7	100
Milwaukee & St. Paul (preferred)	7,370,900	7	---	79½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	126
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1866	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414.158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	" "	1866	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	66
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86
2d Mortgage	3,980,670	6	J. & J.	1882	71½
Improvement	1,001,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.	600,000	6	J. & J.	1878	71

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	42
Chesapeake and Ohio	100	8,228,595	---	----
Delaware Division	100	1,633,350	---	49
Delaware and Hudson	100	10,000,000	10	139
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,900	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	75
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	11
" " (preferred)	50	2,888,988	---	21½
Susquehanna and Tide Water	50	2,048,260	---	15½
Union	----	----	---	----
Union (preferred)	50	2,787,000	---	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb

Pig, Scotch, No. 1	per ton.	40 —	@ 43 —
Pig, American, No. 1		39 —	@ 40 —
Pig, American, No. 2		35 —	@ 37 —
Bar, Refined, English and American		81 —	@ 87 50
Bar, Swedes, assorted sizes	(gold)	87 50	@ 90 —
	(Store Prices.)		
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		95 —	@100 —
Bar, English and American, Common		85 —	@ 90 —
Scroll		125 —	@170 —
Ovals and Half-round		120 —	@150 —
Band		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ¾ @ 3-16 inch		100 —	@160 —
Hoop		133 —	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No's		— 18½	@ — 19½
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	51 50	@ 52 —
Rails, American (at works)		79 —	@ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring.(2d and 1st q ty.)		— 10	@ — 12½
English Blister.(2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German. (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 10½	@ — 16
American, Cast, Tool, do.		— 19	@ — —
American, Spring, do.		— 10	@ — 13
American Machinery, do.		— —	@ — 13
American German do.		— 10	@ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 33
Bolts		— 33	@ — —
Braziers'		— 33	@ — 42
Sheathing, &c., Old		— 18	@ — 20
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 26
American Ingot		— 23½	@ — 24½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 35	@ 6 37½
German Refined	(gold)	6 25	@ 6 50
English	(gold)	6 30	@ 6 87½
Bar	(net)	10 —	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 27
Straits	(gold).	— 24	@ — —
English	(gold).	— 24	@ — 24½
	(Gold.)	(Currency.)	
Plates, I.C.Charcoal.p.box.	8 37½@	8 50	12 — @ 12 50
Plates, I. C. Coke	6 87½@	7 50	9 75 @ 10 75
Plates, Coke Terne	— — @	6 25	9 — @ 9 25
Plates, Charcoal Terne	7 87½@	8 12½	11 50 @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).	per gall.	— 15½	@ — 16
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 22½
Refined, free, S. W.		— —	@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 31½
Refined, in bond, Standard White		— 32½	@ — 33
Refined, in bond, prime White		— 34	@ — —
Naptha, Refined, (60 @ 63 gravity)		— —	@ — 18½
Residuum	per bbl.	— —	@ 3 20

New York Stock Exchange.

Actual Sale Prices for the week ending July 15.

	Th. 9	F. 10	Sat. 11	M 13.	Tu 14.	W. 15
Atlantic M. S. S. Co	----	----	----	29½	----	----
Boston, Hartford & Erie	----	----	16	16½	16½	----
California 7s	----	----	----	----	----	----
Canton Co.	48	----	----	47½	47	----
Central of N. Jersey	124	124	----	----	----	----
Chicago & Alton	----	----	----	137	----	----
" " pref.	139½	----	----	----	----	----
" " 1 M.	----	----	101	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c	110	----	----	----	----	110
Chi. & Gt. Eastern 1st m	----	79½	79	----	----	----
Ohio. & Northwest'n	79½	81½	----	----	79	79
" " pref.	81½	81½	91	81½	81½	80½
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	94½	94½	----	94½	----
Chicago & Rock Isl.	108½	109½	108½	108½	108	107½
" 1st M '70	----	----	----	----	99	----
Chi., R. I. & Pa. 7s 1896.	94	----	----	----	93½	93½
C., C., C. and Ind.	89½	89½	89	----	90	----
Clev. and Pittsburg	87½x	87	87	86½	85½	85
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	77	----	----	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	103½	104½	103½	----	----	102½
" " S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	99½	99½	----	100	----	----
Cumberland Coal pref.	----	----	----	34½	34½	----
Del. & Hudson Canal	140	----	----	137	139	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	99	----	99½
" 2M. 8 p.c. '81	----	----	----	99½	----	99½
Erie	70½	69½	69½	69½	68½	67½
" pref.	75	----	----	----	74½	----
" 1 M. 7 p.c. '67	----	----	----	----	104	----
" 2 M. 7 p.c. '79	----	----	----	----	103	102½
" 3 M. 7 p.c. '83	----	----	----	----	----	98
" 4 M. 7 p.c. '80	----	----	----	----	13	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	76½	----	76	76	76	----
Hudson River	138	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	158	159½	158½	158½	144x	145
" bonds	120	----	----	----	----	120
Marietta & Cin. 1st pref.	28	----	----	----	----	28
" " 2d "	10	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref	9	8½	----	9½	----	9½
Michigan Central	116½	117½	----	----	116½	----
" S.F. 8 pc. '82	----	----	----	----	----	----
" conv. 8 p.c. '89	----	----	----	----	----	----
M. S. and N. I.	92½	91½	91½	91½	91½	90
" " 1M. S. F.	102	----	----	----	----	----
" " 2 M.	----	----	----	----	96½	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	106	----	----	----	106
" " 2d pref.	100	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	67½	66½	----	67½	67½	67½
" " pref.	79½	79	79½	79½	80	79½
" " 1st mort.	93	93	----	----	93	----
" " 2d mort.	----	----	----	----	89	----
Missouri 6s	91½x	91½	91½	91½	91½	91½
" 1as. to H. & St. J. R.	91	----	91½	91½	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	65	----
" 1st mort.	----	----	----	100	100	99½
" 2d mort	90	----	----	----	----	----
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	134½	134½	----	134	134	132
" 7s. S.F. '76	----	----	----	----	----	----
" 7s. conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	----	----	----	95	----
" 6s, S.F. '87	94	----	----	----	----	----
N. York & Harlem	122	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '75	102	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	77	74½	75½	75½	76½	74½
" new	74	73	74½	74½	74	74½
Ohio & Miss.	----	29½	29½	29½	29½	29½
" " pref.	----	----	----	----	----	----
" " 1st m.	96	----	----	----	----	----
Pacific Mail S.S. Co.	101½	100	----	----	101½	100½
Panama	----	----	----	330	330	330
Phila. and Reading	96½x	96½	97½	96	94½	94½
Pitts. Ft. W. & Chicago	108½x	107½	108½	108½	107½	107½
" " 1M.	----	----	----	----	104	----
" " 2M.	97	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	21	21½	22	----	----	21
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
" " 1M.	----	94½	94	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. ex-coup.	70½	71	71½	71½	71½	71½
" new	69½	69½	70½	70½	69½	69
Tol. Wab. & Western	----	48½	----	----	44½	48½
" Pref.	69	----	----	70	69	70
" 1M. ex.	----	----	----	----	----	----
" 2M.	----	----	82	----	82	----
" Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	57½	58½	----	57½	57½	57
" new	57½	58	----	----	----	56½

New York Stock Exchange.

Actual Sale Prices for the week ending July 15.

	Th 9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	115
U. S. 5s, 10-40s., coup.	107¼	107¼	107⅜	----	----	107¼
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	113¼	113¼	----	113⅜	----	----
U. S. 6s, 1881, coup.	----	----	----	113⅜	----	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	110	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	109¼	109¼	----	----	110¼	----
U. S. 6s, 5-20s, c. '62	112¼	----	113¼	113¼	113¼	----
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	110¼	110¼	----	110½	110½	110½
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	110¼	111¼	111¼	111¼	111¼	111¼
U. S. 6s, 5-20s, r. n. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	108¼x	108¼	108¼	108¼	108¼	108¼
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '67	108¼x	108¼	108¼	108¼	108¼	108¼
U. S. 6s, 5-20s c. '68	108¼x	108¼	----	----	109	109
7.30 Notes, 2d series	108¼	108¼	----	108¼	----	----
" " 3d series	108¼	108¼	108¼	----	----	108¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 14.

	W 8.	Th 9	F.10	Sat.11	M.13.	Tu.14
Catawissa	----	----	----	10	----	----
" preferred	----	29¼	30¼	30¼	30¼	30¼
Camden & Amboy	130¼	130¼	----	----	130¼	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	93	----	93	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	87¼	----	----	----
" mort. 6s, '89	97	97	97	----	97	97
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21¼	22	21¼	21¼	21¼	21¼
" " 6s, '84	----	----	82¼	----	----	82
" " Gold L.	88¼	88¼	88¼	----	88¼	88¼
Lehigh Valley R. R.	54¼	54¼	54¼	54¼	----	54¼
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	33¼	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	48¼	48¼	48¼	----	48¼	49
Pennsylvania R. R.	52¼	52¼	52¼	52¼	52¼	52¼
" 1st m.	----	99¼	100	100	100	100
" 2d m.	----	98¼	----	----	----	----
Penn. State, 6s 1st series	----	----	104¼	----	----	----
" " 6s, 2d series	107	----	107	----	----	----
" " 6s, 3d series	109	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	107	----
Philadelphia City, 6s	99¼	100	99¼	----	----	100
" " new	103¼	103¼	103¼	103	103	102¼
Philad. Germ. & Nor.	68	----	68	68	68	----
Phila. & Reading	48¼	48	48	48¼	47¼	47¼
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	105	----	----	----
Philadelphia & Erie	----	----	26¼	----	26¼	26¼
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	21¼	----	21¼	----	----	----
" " 6s '82	----	----	----	71¼	----	71¼
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10¼	----	----	----	10¼	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	50¼	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 14.

	W 8	Th.9.	F.10.	Sat.11.	M 13	Tu.14
Baltimore City 6s, 1875	----	----	----	98¼	93¼	----
" " 1886	----	97	----	----	----	----
" " 1890	97¼	97¼	97¼	----	97¼	97¼
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds '75	----	----	----	----	----	----
" " " '80	96	----	----	----	96	----
" " " '85	----	----	----	----	----	----
Marietta & Cin. 1st m	----	96	95	94¼	94¼	
" " 2d m	73¼	73¼	----	76	----	76¼
Northern Central	48¼	----	----	49	----	----
" " b'ds, 1885	83	----	83	----	----	83
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort	----	----	----	----	----	----
" " 2d mort	----	----	----	----	----	----
" " 3d mort	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 15.

	Th 9.	F.10.	Sat.11	M.13.	Tu.14	W.15
Boston and Albany	146	----	146	----	----	----
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	136¼	----	136¼	137	----	----
Boston and Providence	----	----	134	----	133	----
Boston Hartford & Erie	15¼	15¼	15¼	16¼	16¼	----
Cheshire, pref.	70	70	70	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	120	----	119¼	----	----	----
Fitchburg	----	120¼	----	----	----	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	118	----	117	----
Northern, N. H.	----	116¼	----	----	----	----
Ogdens. & Lake Champ	67¼	67¼	67	----	----	----
Old Colony & Newport.	94	----	----	95	95	----
Ph., Wil. & Baltimore	56¼	56¼	----	56¼	----	----
Portl'd, Saco & Porta.	100	100	----	----	----	----
Vermont & Canada	101	----	101	101	----	----
Vermont & Mass.	----	----	----	----	67¼	----
Broadway (Horse)	----	58¼	----	----	----	----
Cambridge "	98	----	----	----	----	----
Metropolitan "	66¼	66¼	66¼	----	----	----
Middlesex "	52	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	----	19¼	----
Franklin "	----	----	----	----	----	----
Huron "	19¼	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	----	7¼	----
Pittsburg "	----	----	----	----	----	----
Quincy "	21¼	20¼	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities June 26th, and July 3d:

	Closing Prices. July 3.	June 26.
United States, 5-20s, 6 per cent 1882	73½@ 73¾	73 @ 73¼
Do. do. 6 do. 1884	71 @ 72	71 @ 73
Do. do. 6 do. 1885	72½@ 72¾	72 @ 72¼
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	35 @ 37	35 @ 37
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	55 @ 60	55 @ 60
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	55 @ 60	55 @ 60
Do., consolid. mort. bonds, 1890	34 @ 35	33 @ 34
Detroit and Mil. 1st mort. 7 p. c. 1884	59 @ 61	59 @ 61
Erie shares, $100 (all paid)	45¼@ 46¼	45 @ 46
Do., sterlg. 6 p. c. conv. bonds	73 @ 75	73 @ 75
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	101¼@101¾	101 @101¼
Do., 7 p. c., 1875	78 @ 82	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.	105 @107	105 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	94 @ 96	93 @ 95

American Railroad Journal.

Saturday, July 18, 1868.

Stock Exchange and Money Market.

The Money Market has been very liberally supplied with loanable funds, since our last, both by banks and by private parties, and as the demand has been of a very moderate nature, as well for speculative as for mercantile purposes, the tendency of rates has been decidedly downward, call loans closing at 3@4, and prime discounts at 5@6 per cent. per annum, as the rule of the street. The extraordinarily hot weather has very seriously impeded business in all branches. The city banks, in their last weekly return, showed a gain of 7¼ millions of specie, their reserve in this form being now up to 19¼ millions, or 6½ millions more than at this date last year. They also added over 3¼ millions, last week, to their deposits, against which they reported a decrease of 3½ millions in their legal tender hoard, which is now $68,531,542, against $73,853,303 on the 27th of June. Their loans have been enlarged to $284,147,708. The Sub-Treasury business has been very heavy, since our last. The receipts and disbursements reached some 27 millions on Saturday alone. The aggregate of both items, for the week, have been over 40 millions. Yet the cash balance of the office has been very slightly disturbed.

The specie reserve of the city banks is now $19,235,348, against $12,715,404 same time last year. The city bank deposits are now $224,320,141, against $197,872,003 week ending July 13, 1867. The legal tender reserve amounts to $68,531,542, against $72,495,708 same time last year. The circulation now stands at $34,068,202, against $23,653,859 same time last year. The loans are now $284,147,708, against $247,913,009 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $98,626,066 a day, against a daily average of $105,129,338 the preceding week, and $86,121,000 the week ending with June 27, 1868. The current week's exchanges average about $91,000,000 a day. The city banks, last week, lost $3,594,397 of legal tender, while they gained $3,269,335 in the deposit line, and $7,280,618 of specie reserve. They increased their loans, $2,201,777; and their circulation, $35,736.

The Philadelphia Bank movement the past week shows an increase in loans of $138,125; a decrease of $51,472 in specie; an increase in legal tenders of $221,049; an increase of $58,625 in deposits; and an increase of $788 in circulation. The Bank Clearings show an increase of $5,182,547, and the balances, a decrease of $22,877.

The New York Gold Exchange Bank reports for the week ending Saturday, the 11th day of July, 1868, the average amount of loans and discounts as $1,068,132; average amount of specie, $1,047,343; average amount of deposits, $1,555,153.

The U. S. Sub-Treasury receipts, week ending with July 11, were $40,366,307, including $1,730,412 from customs duties; payments, $40,481,498, including $4,029,000 of coin interest; balance at the close of the week, $83,310,744, against $83,425,935, at the close of the preceding week, showing a decrease of $115,191. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,935,471 including $255,438 from customs; and payments, $3,213,025; on Tuesday, receipts, $2,698,603 including $523,000 from customs, and payments, $2,884,861. The balance at the close of business on Tuesday stood at $82,846 935, against $82,167,933, a week previous; and $89,125,661, on July 3, 1868. The aggregate receipts of the office from all sources in June, were $87,512,859; aggregate payments, $93,065,184. The balance on the 1st inst., was over 5½ millions below that on the 1st ult., which amounted to $94,677,986.

The coin certificates issued by the Sub-Treasury office, during June, reached $3,543,860.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,900 on the 1st of May, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $4,913,000, and retired $1,643,411.

National Bank notes to the amount of $112,070 were issued last week, making the total issue to 1,673 banks thus far, $308,785,016, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be de-

ducted the currency returned, including worn out notes, amounting to $8,961,791, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,823,225. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,518,900; and for the public deposits, $38,447,950—making a total of $379,966,850. The Treasury Department last week redeemed and destroyed $433,100 of worn and mutilated fractional currency, and issued $1?2,265 of new. The outstanding amount of fractional currency on the 1st of June was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been quite limited, since our last. Both customs and excises have given a meagre yield. The customs at this port have been rather more prolific thus far in the current week. The excises, last week, yielded some 2¾ millions; customs at the port of New York, $1,730,412, and at the outports about $600,000 (in coin) more, making the grand total income for the week equal to about $6,036,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, was about $192,000,000.

Gold has been in more active speculative demand, since our last. The bidding at the Gold Board and in the street has been on a more confident basis. The range of the price has been from 140⅝ to 142½, and the latest quotation on Wednesday were 142⅜@142½. The export movement last week was extensive, having reached nearly four millions. Thus far in the current week, the shipments have been $773,000, as follows: on Tuesday, $268,000, and on Wednesday, $505,000. The reduced London quotations for U. S. Securities have tended to strength the speculative interest. The *Rising Star* arrived at this port on Wednesday from Aspinwall, with a treasure freight of some $523,000.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $4,107,663, against $1,589,049 same time last year. The customs demand for Gold last week, averaged $288,402 a day; thus far, this week, it has been equal to $389,219 a day, or equal to a weekly aggregate of $2,335,314. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $7,179 and from California, $523,000. The total customs revenue of the Government, in coin, at this port, during the fiscal year ending with June 30, 1868, was $113,529,891, against $122,667,016 in the preceding fiscal year. The customs revenue in coin at this port, since Jan. 1, 1868, has been $59,457,362, against $64,118,511 same time in 1867. The total receipts of California gold at this port, in the last fiscal year, ending with July 1, 1868, were $36,726,790, against $38,338,762 in the preceding fiscal year, showing a decrease of $1,611,972 in 1867–'68. The receipts from the same source, since Jan. 1, 1868, have been $23,295,754, against $14,793,540, in 1867, showing an increase thus far in 1868, of $8,502,214. The exports of specie, hence, year ending with July 1, 1868, were $76,256,594, against $41,366,932 same time in 1866–'7. The exports of specie from this port, last week, were $3,947,891, against $4,659,935 same week last year; total, since Jan. 1, 1868, $55,425,178, against $31,213,658 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $4,029,000; since Jan. 1, 1868, $54,077,367, against $35,993,329; and during the last fiscal year, ending with June 30, 1868, $73,485,386, against $54,218,392 in 1866–'7. The specie exports from San Francisco, from Jan. 1, to June 29, 1868, were $20,360,325, against $19,179,374 same time last year.

Government received $3,970,123 from customs at the port of San Francisco, from Jan. 1, to June 29, against $3,578,322 same time in the preceding year.

Foreign Exchange has been in quite moderate demand, yet as the offerings of prime bills have been limited, rates have been well supported. Bankers' prime sixty day bills on London closed on Wednesday at 110⅛@110⅜, and on Paris to 5.15c.@5.12½; sight bills on London to 110½@110¾, and on Paris to 5.11c.@5.10. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,317,411, against $3,325,599 same week last year; total, since Jan., 1, 1868, $90,958,806 against $104,178,966 in 1867; and grand total, during the fiscal year ending July 1, 1868, $179,784,280, against $195,544,905 in 1866–'67.

Government securities have been in rather more request, chiefly for home investment purposes, and prices have exhibited more firmness, with, however, very little buoyancy. The offerings of both bonds and notes have been on a less extensive scale, and the leading street holders have been much less desirous of realizing. Seven-Thirties of the June issue have been in less favor. The extended privilege of conversion matured on this issue on Wednesday, July 15, when the notes commanded a premium of 8⅝@8⅞ per cent. Like the matured first (or August) series, the outstanding notes of the June issue will now be redeemed in currency, we presume.

U. S. sixes of 1881 closed here on Wednesday (ex July 1, coupon,) at 113¼@113½; U. S. Five-twenties of 1862, 113@113¼; U. S. Five twenties of 1864 at 110⅛@110¼; U. S. Five-twenties of 1865 at 111⅛@111⅜; U. S. Five-twenties of 1865, consolidated, 108⅝@108¾; U. S. Five-twenties of 1867, 108⅜@108⅝; U. S. Five-twenties of 1868, 108⅞@109; U. S. Ten-forties at 107¼@107½, and U. S. Seven-thirties at 108⅜@108⅝; U. S. Six per cent. currency bonds, 102¾@103. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....118½	October, 1865....117½
September, 1865..118	
U. S. three per cent. certificates	100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 1.	July 8.	July 15.
Consols.....	94⅞	95	94¾
U. S. 5-20's of 1862...	73¼	73¼	72⅜
Erie.....	45½	46	43¾
Ill. Central.....	101⅛	102	*92

* Ex-dividend.

Railway and miscellaneous stocks have been much less freely dealt in, and quite seriously depressed in price, partly because of the apprehensions excited by the discovery of forced certificates of various lots of shares, in all amounting to some $200,000.

General business has been comparatively tame, since our last. All the leading kinds of domestic produce have been in limited demand and depressed in price. Middling upland cotton closed strong on Wednesday at 32 cents, per lb. The stock of cotton now here is estimated at about 57,500 bales. The receipts at the port this week, have averaged only about 1400 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,170,000 bales, against 1,842,000 bales same time last year; exports, same time 1,682,500 bales, against 1,489,000 bales same time last year; stock on hand at latest dates, 100,000 bales, against 180,000 bales same date last year. At the Live Stock markets, this week, Beeves have been in more demand and firmer at from 12½@17c. per lb.; week's receipts, 5,810. Veal calves have been in less request, and heavy at from 7@12c. per lb.; receipts, 1,945. Sheep and lambs have been moderately active at from 3@6½c., and 7@9½, respectively, per lb.; receipts, 22,564. Swine have been in good demand at from 9¼@10⅛c. per lb.; receipts, 15,007. Foreign merchandise has been in limited request and irregular in price. The total imports of foreign dry goods, last week, were $1,280,470, and the total amount marketed $1,063,125. The value of foreign merchandise imported last week, was $3,082,774—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,363,514, against $3,850,662, same week last year; from Jan. 1, 1868, $128,959,843, against $137,949,424 same time in 1867; and year ending July 1, 1868, $238,283,518, against $269,831,007 in 1866–'67. Freights have been rather firmer, but not very active. For Liverpool we quote flour at 1s. 3d.@1s. 4½d. by sail, and 1s. 6d. @1s. 9d. by steamer, per bbl.; grain at 4½@5d. by sail, and 6@6½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and $\frac{3}{16}$d.@¼d. by steamer, per lb.; and heavy goods at 10s.@25s. by sail, and 15s.@27s. 6d. steamer, per ton. Total number of vessels in port on Wednesday 477.

The New York exports, exclusive of specie, for the week ending July 14, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,325,599	$2,317,411
Prev. reported.....	100,853,268	88,641,395
Since January 1.....	$104,178,867	$90,958,806

The imports for the week ending July 11, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,699,056	$1.280,470
Gen. merchandise.....	3,713,520	3,082,774
Total for the week.....	$5,412,576	$4,363 244
Previously reported....	132,536,848	124,596,599
Since January 1.....	$137,949,424	$128,959,843

The balance in the Sub-Treasury on Wednesday was $82,523,255.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s Bounty Loan, reg., 108¾; Georgia 6s, 83; do., 7s, 93⅞; Louisiana 6s, 63½; Michigan 6s, 1878, 95; Brooklyn 6s, Park Loan, 94; do., W. L., 94; Jersey City W. L., 93¼; Hannibal and St. Joseph conv. bonds, 98; Boston, Hartford and Erie guar. bonds, 89⅝; Galena and Chicago 1st mort., 100½; Chicago and Milwaukee 1st mort., 91½; Ohio and Mississippi con. bonds, 87; Milwaukee and St. Paul 1st mort. Iowa Div., 90; Long Dock bonds, 98; Marietta and Cincinnati 1st mort., 94; Indianapolis and Cincinnati 51½; Joliet and Chicago R. R., 91; Rome, Watertown and Ogdensburg R. R., 110; Second Avenue R.R., 40; Dubuque and Sioux City, 75; Adams' Express, 52½; Merchants' Union Exp. Co., 24½; American Exp. 45½; U. S. Exp., 46¼; N. Y. Guano, 4⅛; Union Navigation Co., 27¾; Boston Water Power, 16½; Cary Imp., 10; Western Union Telegraph, Co., 34⅞; do., 7s, 88; Manhattan Gas, 210; Fourth National Bank, 105½; Bank State of New York, 120½; Ocean Bank, 105½; Central National Bank, 106½; Mechanics' Bank, 130; Phœnix Bank, 104; Metropolitan Bank, 135; Bankers' and Brokers' Ass., 106; Irving Bank, 105¼; Ninth National Bank, 107½ Am. Ex. Bank, 121; Bank of Republic, 121¼; Bank of Commerce, 125; Consol. Gregory, Gold, 4.20; Edgehill Mining, 4.20; La Crosse Gold, 0.40; Montana Gold, 0.54; New York Gold, 0.75; Quartz Hill, 1.10; Rynd Farm Oil, 0.18; Smith and Parmalee, 3.75; United States, petroleum, 1.95; Walkill Lead, 0.17.

Philadelphia.—Camden and Atlantic R.R., 11¾; Harrisburg and Lancaster 6s, 89; North Pennsylvania 7s, 87⅝; Phila. and Reading 6s, 1843-'60, 91¼; Lehigh Navigation R. R. Loan, 88; Connecting R. R. bonds, 87; West Jersey R. R. 6s, 90¼; Thirteenth and Fifteenth streets R. R., 15; Chestnut and Walnut street R. R., bonds, 82; Pennsylvania State 5s, coupon, 99½; Pittsburg 5s, 92½; Ocean Oil, 1⅛; St. Nicholas Coal, ½; Mechanics' Bank, 31; Commonwealth Bank, 56; Manufacturers' Bank, 31; Phila. Bank, 161; Girard Bank, 61. The latest quotations are: City 6s, 99½@100; do., free of tax, 102¾@102⅞; State 5s, reg., 99@—; do., coupon, 99½@100½; do., 6s, W. L., 101½@103; Reading, 47@47⅛; do., 6s, 1870, 104¾@105; do., bonds, 91½@—; Camden and Amboy, 130@130½; do., mort. 6s, 1889, 96¾@97; do., 1883, 90½@91¼; Penn. R. R., 52¼@52⅜; do., 1st mort., 99⅛@100; do., 2d mort., 99@—; Little Schuylkill R. R., 44@44; Morris Canal, 31@50; do., pref., 75½@—; do., bonds, 86@90; Wyoming Valley Canal, 38@40; do., 6s, 80@83; Susquehanna Canal, 15@15¾; do., 6s, 60@61; Sch. Nav., 11@12; do., pref., 21@21½; do., 6s, 1882, 71@71½; Union Canal bonds, 12@12; Delaware Div. Canal, 48@50; do., bonds, 80@—; Elmira and Williamsport, 31@32; do., pref., 41@45; do., 7s, 1873, 93@95; do., 5s, 61@62; Lehigh Coal and Navigation, 21@21¼; do., bonds, 1884, 82@82¼; North Pennsylvania, 33@34; do., 6s, 90@—; Philadelphia and Erie, 26@26¼; do., 6s, 91½@91½; Minehill, 56½@57; Catawissa, 9⅞@10; do., pref., 32@32½; Lehigh Valley, 54@54; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 49@50½; West Philadelphia, 65@66; Spruce and Pine, 24@25; Green and Coates, 31@31¼; Chestnut and Walnut, 45@50; Thirteenth and Fifteenth, 15@16; Girard College, 26@27; Tenth and Eleventh, 66@—; Union, 43@45; Hestonville, 10@10½.

Boston.—Boston, Hartford and Erie 7s, 72; do., new, 57½; Vermont Central 1st mort., consolidated, 80; Union Pacific R. R. 6s, 101¼; North Missouri 7s, 83½; Western R. R. 6s, 1875, 98½; Rutland and Burlington 1st mort., 149; Cedar Rapids and Missouri River R. R. 7s, guar., 91½; St. Joseph and Council Bluffs R. R. 10s, 109¾; Michigan Central 8s, 1882, 115½; Vermont Central and Vermont and Canada 8s, 103; Burlington and Missouri River R. R. 7s, 96; Connecticut and Passumpsic Rivers R.R., 91; Eastern (N. H.) R.R., 116; Indianapolis and Cincinnati, 25; Boston Water Power Co., 16; Cary Imp., Co., 10½; East Boston Co., 12; Maine 6s, 1871, 100½; New Hampshire 6s, 1884@1870, 100¼; Massachusetts 6s, 1871, gold, 125; do., currency, 103; do., 5s, 1893, gold, 111½; Chicago 7s, River Imp., 99; do., W. L., 99; do., sewerage, 99⅛; Cambridge 6s, 1875, 100; do., 1888, 108½; Portland Water Works 6s, gold, 100; Salem 6s, 1883, W. L., 100; Lynn 6s, 1886, 100; Boston 6s, 1874, currency, 102⅞; Bunker Hill National Bank, 121; Blackstone National Bank, 132½; Hide and Leather National Bank, 93¼; Mount Vernon National Bank, 119; National Bank of North America, 111; Webster National Bank, 110¾; Allouez Mining Co., 3¼; Winthrop, 50c.

Baltimore.—Richmond and Danville R.R. bonds, 70; Central Ohio 1st mort., 88; Parkersburg R. R. 27⅛; Virginia 6s, old, reg., 48; do., 1866, 46; do., 1867, reg., 46; Maryland Defence, 100; Atlantic Coal, 1.55; Balt. and Cuba S. & M. Co., 44½; Bank of Baltimore, 114; Farmers' and Merchants' Bank, 49; Western Bank, 28½; Citizens' Bank, 15⅛; Union Bank, 60½; Franklin Bank, 137⅛; Farmers' and Planters' Bank, 32; National Exchange Bank, 98; Mechanics' Bank, 11¼. The latest quotations are: Balt. and Ohio, 123¾@124; do., 6s, 1875, 96@96; do., 1880, 96@96; do., 1885, 97@97¼; Northern Central, 48¾@49; do., bonds, 1885, 83@83; do., 1900, 82@82¾; Parkersburg Branch, 27@27½; N. W. Va., 1st mort., 94@—; do., 2d mort., 90@—; do., 3d mort., 1873, 95@—; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 94¾@95; do., 2d mort., 76¼@75⅜; Central Ohio, 35½@36; do., 1st mort., 87@88; Western Md. 6s, 1890, 77@81¼; do., guar., 96@96¾; Baltimore 6s, 1875, 98½@98¾; do., 1886, 97@97; do., 1890, 97¾@98; do., 1893, 97@97; do., 5s, 1838-'70, 80@80; City Passenger R. R., 19@19; George's Creek, 55@58; Santa Clara, 1.50@3.00; Atlantic Coal, 1.45@1.55.

Railroad from Allegan to Holland, Mich.

We learn that the citizens of these places have just united in organizing a company to build a road from the former to the latter place, a distance of 22 miles. Allegan lately secured a road from Kalamazoo, and now she aids in extending the line to Holland city, on the Eastern shore of Lake Michigan.

The capital stock is mostly subscribed and five per cent. paid in. The road will be extended by other companies northward to Grand Haven, Muskegon and Grand Traverse city. It will be a lake shore road, and must develop to an immense degree the Western portion of the State.

European and North American Railway.

The Annual Meeting of the Stockholders of the European and North American Railway Company for Western Extension was held at St. John, N. B., on the 17th ult. The Directors report the road rapidly progressing, and that there is every probability of its being opened for traffic to Fredericton on the 1st of January next, and to Woodstock and the border of Maine in June following. The Treasurer acknowledges receipt of cash from the Province, the City St. John, and from shareholders amounting to about $430,000, of which $392,000 has been paid to the contractors, $10,000 for material and expenses, leaving some $28,000 at present in the Treasury towards meeting a liability of some $60,000 now or shortly to become due. Sleepers for the whole road have been procured and the most of them distributed along the line. Upwards of 2,000 tons of rails have been purchased in England, a portion of these being now on the ocean and the balance ready for shipment. Two locomotives and a quantity of rolling stock have been procured in the United States, the bonds of the company having been taken in exchange. Over eleven hundred laborers are now employed on the road.

The share lists show that the larger portion of the subscribers have responded to the several calls for payments, and that those who seem desirous of repudiating are few and their subscriptions small. The calls on the City Corporation for its stock have been promptly met.

After the thanks of the Shareholders had been voted to the retiring Board for their unwearied and gratuitous services, the following gentlemen were elected Directors for the ensuing year:—Wm. Parks, Esq., Major W. B. Robinson, F. T. C. Burpee, Esq., Alex. Jardine, Esq., and L. Carvel. At a subsequent meeting of the Directors, William Parks, Esq., was unanimously re-elected President; Charles N. Skinner, Esq., Solicitor; T. Barclay Robinson, Esq., Secretary and Treasurer.

☞ A preliminary meeting has been held at Lewisville, by parties interested in the construction of a railroad from Wilmington, Del., to Peach Bottom, on the Susquehanna river. A committee of six was appointed to confer with the friends of the road in Wilmington, for the purpose of arranging for a general survey of the routes suggested.

☞ Tennessee State bonds, to the amount of $300,000 have been issued to the Southwestern Railroad Company, which proposes constructing a railroad from McMinnville Tenn., to Danville, Ky.

☞ A road is in contemplation to Upper Somerset from Fisher's Ferry, on the Portland and Kennebec road, by way of Canaan and Hartland to St. Albans, to be leased and run by the Portland and Kennebec company.

☞ The trains of Pacific Railroad are now running to Wadsworth, one hundred and ninety miles east from Sacramento City, and five hundred miles from Salt Lake.

☞ The county of Nicholas, in West Virginia, has voted in favor of a subscription of $50,000 to the preferred 8 per cent. stock of the Chesapeake and Ohio Railroad.

Railroad Earnings.--Weekly.

The earnings of the Western Union Railroad for the 1st week in July, 1868..... $12,832 20
Corresponding week previous year.... 13,121 61

Decrease $289 41

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week in July, 1868, were..... $74,605 00
Corresponding week of 1867..... 63,928 00

Increase $10,677 00

The earnings of the Michigan Central Railroad for the 1st week in July, 1868, were... $75,943 10
Corresponding week of previous year.. 60,761 41

Increase. $15,181 69

The earnings of the Marietta and Cincinnati Railroad the 1st week in July, 1868.. $24,418 00
Corresponding week previous year.... 23,603 00

Increase $815 00

The earnings of the Chicago and Rock Island Railroad for the first week in July, 1868, were..... $88,700 00
Corresponding week of previous year.. 69,552 00

Increase $19,148 00

The earnings of the Chicago and Northwestern Railroad for the 1st week in July, 1868. $239,350 32
Corresponding week previous year .. 192,924 48

Increase $46,425 84

The earnings of the Detroit and Milwaukee Railroad for the first week in July, 1868, were $35,330 86
Corresponding week of 1867..... 35,057 72

Increase $273 14

The earnings of the Toledo, Wabash and Western Railroad for the first week of July, 1868, were..... $66,899 89
Same week in 1867..... 70,113 82

Decrease $3,213 93

The earnings of the Chicago and Alton Railroad for the 1st week in July, 1868... $83,882 80
Corresponding period previous year .. 75,720 11

Increase $8,162 69

Illinois Central Railroad.

The statement of this Company for the month ending June 30, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold.....	15,556.62 for	$147,169 22
Acres Int. Fund Lands sold.....	120.00 for	1,644 20
Acres Free Lands sold..	1,819.08 for	25,226 40
Total sales during month of June, 1868.....	17,495.70 for	$174,039 82
To which add Town Lot Sales.....		1,230 00
Total of all.....	17,495.70 for	$155,269 82
Cash collected in June		$220,507 52

TRAFFIC DEPARTMENT.

Receipts from Freight		$338,486 00
do. Passengers		124,174 27
do. Mails.....		6,358 33
do. Rent of Road.....		4,000 00
do. Other Sources.....		70,000 00
Total Receipts in June, 1868.....		$543,018 60
Total Receipts in June, 1867.....		$496,257 54
Estimated earnings in the month of June, on the D. & S. C. R. R., not included above.....		$78,666 00

☞ The preferred stock of the Rutland Railroad, upon which a dividend of 3½ per cent. has been declared, is issued only in exchange for first mortgage bonds of the Rutland and Burlington Railroad Company. To secure this dividend conversion must be made on or before the 25th inst., when the books will be closed for making up the dividend.

Commerce of New York.

The foreign imports at New York for the month of June, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	$8,947,379	$8,786,471
Do. for warehousing....	10,478,305	10,063,867
Free goods	1,043,040	783,149
Specie and bullion	499,184	838,111
Total entered at port...	$20,967,908	$20,471,598
Withdrawn fr. wareh'use	6,910,287	6,658,943

The foreign imports at New York for the six months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	$64,972,615	$58,924,841
Do. for warehousing...	64,071,291	59,723,073
Free goods.....	5,975,691	4,954,049
Specie and bullion.....	1,556,696	4,038,900
Total entered at port..	$136,576,293	$127,640,863
Withdrawn fr. wareh'se	59,487,891	51,922,215

The foreign imports at New York for the fiscal year ending June 30, were:

	1866-'67.	1867-'68.
Entered for consumpt'n.	$140,013,482	$121,493,242
Entered for warehouse.	117,877,762	106,408,721
Free goods	11,940,663	10,022,539
Specie and bullion....	9,954,539	5,788,543
Total entered at port..	$279,786,446	$243,713,045
Withdrawn fr. wareh'se	109,735,319	99,210,380

The imports for the year ending June 30, are described as follows:

	1866-'67.	1867-'68.
Dry goods.....	$103,407,278	$77,254,182
Gen. mdse.....	166,424,629	160,670,320
Specie and bullion....	9,954,539	5,788,543
Total imports.....	$279,786,446	$243,713,045

The revenue from customs at New York, were:

	1867.	1868.
In June.....	$7,725,135 60	$7,678,200 69
Previous 5 mos.	51,629,553 30	47,772,547 96
Total 6 months.	$59,354,688 90	$55,450,748 65
Total fiscal year.	$119,886,260 72	$110,182,050 09

The exports from New York to foreign ports in the month of June, were:

	1867.	1868.
Domestic produce	$14,346,769	$10,634,544
Foreign free goods.....	43,214	32,946
Do. dutiable.....	713,139	641,409
Specie and bullion	6,724,272	11,823,628
Total exports.....	$21,827,392	$23,132,527
Do. exclusive of specie.	15,103,120	11,308,899

The exports from New York to foreign ports for six months from January 1st, were:

	1867.	1868.
Domestic produce.....	$91,147,858	$79,101,312
Foreign free goods....	287,238	404,249
Do. dutiable	4,211,544	3,909,473
Specie and bullion.....	24,595,662	49,103,600
Total exports	$120,242,302	$132,518,634
Do. exclusive of specie	95,646,640	83,415,034

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1867.	1868.
Domestic prodnce.....	$173,549,691	$166,163,863
Foreign free goods....	534,927	553,666
Do. dutiable.....	6,152,659	7,840,890
Specie and bullion....	41,366,932	76,309,886
Total exports.....	$221,604,209	$250,868,305
Do. exclusive.....	180,287,277	174,558,419

Pacific Railroads.

AN ACT RELATIVE TO FILING REPORTS OF RAILROAD COMPANIES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the reports required to be made to the Secretary of the Treasury on or before the first day of July of each year, by the corporations created by or entitled to subsidies under the provisions of an act entitled "An act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the Government the use of the same for postal, military and other purposes," approved July 1st, 1862, and the acts supplemental to and amendatory thereof, shall hereafter be made to the Secretary of the Interior on or before the first day of October of each year. Said reports shall furnish full and specific information upon the several points mentioned in the twentieth section of the said act of 1862, and shall be verified as therein prescribed, and on failure to make the same as herein required, the issue of bonds or pattents to the company in default shall be suspended until the requirements of this act shall be complied with by such company. And the reports hitherto made to the Secretary of the Treasury under the said act of July 1st, 1862, shall be transferred and delivered by him to the Secretary of the Interior to be filed by him.

Section 2. *And be it further enacted*, That the corporations created by the provisions of the acts of Congress, approved July 2d, 1864, and July 27th, 1866, and known as the Northern Pacific Railroad Company, the Atlantic and Pacific Railroad Company, and the Southern Pacific Railroad Company, shall make reports to the Secretary of the Interior on or before the first of October of each year, as are required to be made by the Union Pacific Railroad and branches, under the provisions of the first section of this act, and on failure so to do, shall be subject to the like suspension.

Section 3. *And be it further enacted*, That the reports required from the Commissioners appointed to examine and report in relation to the road of any of the corporations whereto reference is made in this act, shall be addressed to and filed in the Department of the Interior; and all such reports heretofore made shall be transferred to and filed in said Department of the Interior; and so much of any and all acts as requires any reports from such companies, or any officers thereof, to be made to the Secretary of the Treasury, is hereby repealed.

Section 4. *And be it further enacted*, That, in addition to the eight subjects referred to in section twenty of the act of July, 1862, to be reported upon, there shall also be furnished annually to the Secretary of the Interior all reports of engineers, superintendents, or other officers who make annually reports to any of said railroad companies.

Approved, June 25, 1868.

West Wisconsin Railway.

A prospectus of the above undertaking has been issued for $4,000,000 (£800,000) in bonds secured by a first mortgage on the entire property of the Company, including 1,004,800 acres of land. The present issue now offered for public subscription is $1,000,000 in bonds to bearer of £100 and £200 each, convertible, at the option of holders, into stock of the Company at par value.

The bonds bear interest at 7 per cent. per annum, payable on 1st January and 1st July, at the head office of the London and County Bank, in sterling money. The bonds will be issued at the price of 70, thereby making the interest equal to 10 per cent. and redeemable at par in 15 years.

The instalments are payable between this and 1st January next, and interest at 7 per cent. will be allowed on bonds paid up in advance. The length of the Company's line is 157 miles, of which the earthworks and bridges on the first 32 miles are completed and are expected to be in working order not later than 1st October next, and it is an-

ticipated that the entire line will be completed in two years from the present date. It is believed that the traffic will yield a net profit of upwards of 7 per cent. on the capital expended, gradually increasing to 15 per cent.

The report of Mr. Collinson, C. E., and the authority for issuing these bonds, and other documents, can be inspected at the office of Messrs. Janson, Cobb, and Pearson, who act for the Company in London.

The West Wisconsin Railway runs from Tomah to Hudson, and is a continuation of the Milwaukee and La Crosse Railway, and connecting at Hudson with the St. Paul and Pacific Railway will become an important section of the great overland route to San Francisco and the Western States, and the Government grant of territory cannot fail to become an important feature in the undertaking.—*Herapath, June 27.*

To Engineers.

SEALED PROPOSALS ARE INVITED by the undersigned on behalf of the commission appointed by the laws of 1868, for laying out opening and closing streets roads and avenues in the town of Morrisania.

For making a complete survey of said town with a map fully showing the whole matter and a copy of the same, subject to the approval of the Commissioners, for a fixed sum. All offers must be handed to

THOMAS E. SUTTON,
142 Fulton Street, N. Y.
Or to G. MORRIS,
Port Morris.

On or before 10th Aug., prox.

ELASTIC SPONGE.

Superior to Cur'ed Hair or any other article now in use for

RAILROAD CUSHIONS,
MATTRASSES
AND ALL UPHOLSTERY.

ELASTIC SPONGE

Is proof against insect life, does not decay, is always clean, and is of indestructible elasticity.

VAN NORDEN & GOURAND,
36 Howard street.
Agents of American Pat. Elastic Sponge Co.

Descriptive pamphlets mailed on application.

FOR SALE.

Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1-2 in. Gauge—Cylinders 16×24, Drivers 5 ft. diam.

KASSON & CO.,
119 Broadway, N. Y.

P. O. Box 5,195.

LUBRICATING OILS.

FIRST PREMIUM. 1867.

Awarded by the American Institute to

CHESEBROUGH & CO., 132 Maiden Lane, New York.

"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,

HORACE GREELEY, President.

Perfectly pure (not mixed,) absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market. 3m25

JOHN W. GOULD & CO.,

FOREIGN & AMERICAN

IRON & STEEL RAILS,

Of all Weights and Patterns.

RAILROAD SUPPLIES,

Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.

Iron Bridges and Roofing.

Plans and Estimates furnished on application.

65 WALL STREET, New York.

JOHN W. GOULD. EDWARD P. BIGELOW.

660 MILES

OF THE

UNION PACIFIC

RAILROAD

Are now finished and in active operation. One hundred and twenty miles have been built in the last three months. More than twenty thousand men are employed, and this average of forty miles per month will be continued throughout the season, making NINE HUNDRED COMPLETED MILES by January 1st, and it is now probable that the ENTIRE GRAND LINE TO THE PACIFIC WILL BE OPEN FOR BUSINESS IN 1869.

No other first-class railroad in the world has been built and equipped so rapidly as the Union Pacific, which runs west from Omaha

Across the Continent.

The United States Government makes of this railroad a GREAT NATIONAL WORK, and aids its construction by very liberal grants of money and of lands. To further insure the speedy completion of the road, the Company are authorized to issue their own

First Mortgage Bonds

having thirty years to run, and having interest coupons payable semi-annually at the rate of six per cent. in gold. The principal, as well as interest, is made

PAYABLE IN GOLD.

The Mortgage Bonds of nearly all other railroads in this country, are payable, principal and interest, in currency; and it is asserted, without fear of contradiction, that no other railroad company in the world, building so great an extent of road, issues bonds of equal value with the First Mortgage Bonds now offered for sale by the Union Pacific Railroad Company.

The price of these Bonds is now **103,** and accrued interest from July 1, in currency. The Company believe that at this price their bonds are the

Safest and Most Profitable Investment

in the market, and they confidently expect that they will shortly command a higher premium than any similar security. The Company reserve the right to advance the price at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's office before the time of such advance. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by leading Bankers generally throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

JULY 2, 1868

FOR SALE.

TWO FIRST CLASS SIXTY PASSENGER Coaches, 4, 8½ guage, Compromise Wheels.

MICHAEL SCHALL,
Empire Car Works, York, Pa.

To Tunnel Contractors.

THE Commissioners of the Troy and Greenfield Railroad and Hoosac Tunnel, acting for the State of Massachusetts, invite proposals until the 12th day of August next, for completing said Tunnel, either in separate contracts for three different sections of the work, or in one contract for the whole.

The Tunnel when completed will be 4¼ miles long.

From the **East End** the mountain has been penetrated about one mile, and for a portion of that distance the section has been enlarged to the full width of 24 and height of 20 feet. The enlargement is required to be finished, and working continued westward.

The **Central Shaft,** 27 by 15 feet, has been sunk 583 feet, and remains to be sunk 447 feet to grade; and the Tunnel is to be driven in each direction therefrom.

The **West Shaft Workings,** located about half a mile from the west portal, embrace two auxiliary shafts used mainly for pumping and ventilation, and the headings driven in each direction make an aggregate length of about 2300 feet.

The depth of the west shaft to grade is 318 feet.

The **West End,** where arching is required, is already under contract to a point about 930 feet from portal, and from this point a draining drift is to be run eastward to meet workings from west shaft, which will obviate the necessity of pumping probably by the close of the present year.

The existing buildings, and fixed machinery provided by the State for hoisting, pumping, ventilation, and supply of compressed air to the drilling machines, now successfully operating in the rapid advance of the work, will be turned over to the contractors as they are.

A sufficient appropriation has been made by the State for the completion of the whole work.

Ample sureties will be required from parties who may be contracted with, and the Governor and Council reserve the right to reject all offers that may be made.

Plans may be seen, and specifications obtained, on application to B. D. FROST, Superintending Engineer, at the Engineers' Office in North Adams, Mass., or to B. H. LATROBE, Consulting Engineer, at his office, 49 Lexington street, Baltimore, Md. Specifications and other information may be had at the State House, in Boston, from TAPPAN WENTWORTH, Commissioner, to whom proposals will be addressed.

ALVAH CROCKER,
TAPPAN WENTWORTH,
S. W. BOWERMAN,
} Commissioners.

PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., June 9th, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the office of the Company, in Oneida, N. Y., until the 25th day of July, 1868, at noon, for the Grading, Masonry and Bridging of that portion of the New York and Oswego Midland Railroad extending from Middletown, Orange County, to Westfield Flats, in Sullivan County, *via* Philipsport, Liberty, and intermediate towns; also, including the Branch from the Main Line to Ellenville. The above work will include a Tunnel of about three thousand (3,000) feet in length, through the Shawangunk Mountain, for which separate proposals are invited.

The line will be divided into Sections, of convenient length, and Proposals may be made for separate Sections or for the entire work. The Company will entertain separate proposals for Bridging only. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Middletown, N. Y., where all necessary information may be obtained, on and after the 15th day of July, 1868.

Sealed Proposals will also be received at the office of the Company, in Oneida, N. Y., until the 30th day of July, 1868, at noon, for the Grading, Masonry, and Bridging of the New Berlin Branch, in Chenango County, extending from the Main Line, at East Guilford, to New Berlin, a distance of 22 miles. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Oneida, N. Y., where all the necessary information may be obtained, on and after the 23d day of July, 1868.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

Mathematical Instruments.

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

T. H McALLISTER,
49 Nassau street, N. Y.

SPECIFICATIONS
FOR
PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgon for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

C. P. LEVERICH,
President Bank of New York.
JOSEPH C. BUTLER,
President Lafayette Bank, Cincinnati, Ohio.
CHAS. PARSONS,
Cashier State Savings Association, St. Louis, Mo.
GEO. STURGIS,
President Northwestern National Bank, Chicago, Ill.

Or to the undersigned,

A. B. SEGER, *President.*

RAILROAD IRON.

1700 TONS T RAILROAD IRON—ERIE PATtern, 56 lbs. per yard, Bailey Bros. & Co's make for sale by

J. BOORMAN JOHNSTON & CO.,
90 Broadway.

HAMILTON SQUARE
RUBBER WORKS.

C. V. MEAD & CO.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.
P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. E. L. HUTCHINSON.
E. S. MANNING. G. W. NORTON.

ENGINEERS' STATIONERY
AND
MATHEMATICAL INSTRUMENTS of all KINDS,
Long Profile and S Cross Section Paper, for sale by
JAMES W. QUEEN & CO.,
924 Chestnut, St., Phila.

A descriptive manual of Mathematical Instruments (a pamphlet of 112 pages) sent free on application.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.,

CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.



Factory, TRENTON, N. J.
Office, 2 Jacob st., New York.

PENNSYLVANIA RAILROAD COMPANY,
Treasurer's Department.

PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.

THOMAS T. FIRTH,
8t21 Treasurer.

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH,
8t21 Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 11, 1868.

AT A MEETING OF THE BOARD OF Directors of this Company, held this day, it was

Resolved, That a dividend of 5 per cent. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 13th day of July next, and that the transfer books be closed on the said 13th day of July, and opened on the 5th day of August following.

Resolved, That in pursuance of the plan approved at the shareholders' meeting, May 27, 1868, the shares of this Company be increased by the issue of eight shares for every one hundred now outstanding, and the same be distributed to the holders of shares registered on the Company's books on the 1st day of August next, in the proportion of one share for every twelve and one-half shares then held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain such fraction and will pay therefor.

THOMAS E. WALKER, Treasurer.

THOMAS FIRTH & SONS,

SHEFFIELD, ENGLAND,

Manufacturers of

HAMMERED CAST STEEL LOCOMOTIVE TIRES,

CRANKS AND AXLES.

ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

ABBOTT & HOWARD, AGENTS.

81 JOHN STREET, New York. 57 KILBY STREET, Boston.

U. S. RAILROAD SCREW SPIKE COMPANY,

NO. 45 CLIFF STREET, NEW YORK,

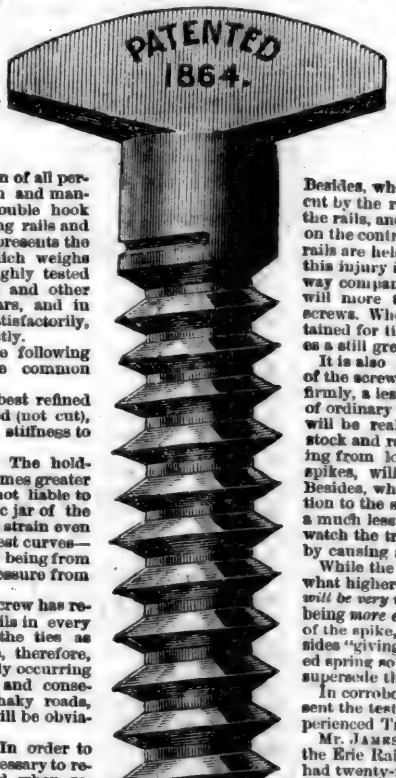
MANUFACTURERS OF MONTIGNANI'S PATENT

RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary

HUBBELL & VANHOESEN, Agents.



Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1866, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, July 25, 1868.

Tebo and Neosho Railroad.

The Tebo and Neosho R. R. Co. was chartered by the Missouri Legislature in 1860, to build a railroad from a point on the Pacific R. R., between Lamine and Muddy Creeks, in a south-westerly direction to the western boundary of the State. Owing to the war, however, nothing was done until 1866, when a survey was made, commencing at Sedalia, and terminating at Fort Scott, Kansas. In 1867 the line was located from Sedalia to Clinton the county seat of Henry county, a distance of forty miles, and work commenced. Up to this time the company has expended over $80,000 for engineering and graduation. Nearly twenty miles of the road-bed are now ready for the ties and iron. About $450,000, in county, city and private subscriptions have been made, and the design is to prosecute the work as rapidly as possible.

This road is located through one of the richest sections of Missouri, reaching into the great coal-fields of Bourbon county, Kansas, and will constitute the only direct eastern out-let for the business of fifteen or twenty of the best counties in the two States. The average cost per mile, for the completed road, including necessary rolling stock, depot buildings and machine shops, will not exceed $20,000. Total length, 102 miles; maximum grades, 52.8 feet per mile; maximum curves, 4°; several tangents are from six to ten miles in length.

Eventually, this road will be extended north-east to Quincy, Ill., making an air line between Fort Scott and Chicago, a distance of a little over 500 miles. The distance from Fort Scott to St. Louis is 290 miles.

The following, are the present officers of the Co.

President.—A. C. MARVIN.

Vice President.—T. L. WILSON.

Treasurer.—C. NEWKIRK.

Secretary.—P. A. LADUE.

Chief Engineer.—E. A. SMITH.

Rockford, Rock Island and St. Louis R. R.

This important Railroad enterprise is now fairly inaugurated. The company is authorized to construct a road from Rockford to a point opposite St. Louis. A large force of men are now at work grading, getting out bridge timber, and ties. The grading is being advanced rapidly and 60,000 ties are to be delivered at Fulton this month.

Arrangements are now completed for furnishing 45 miles of road from near Sterling to Minersville the present season. This will afford an outlet to one of the most valuable coal fields of the great West. Of the portion of the road now under contract some ten miles are through the coal region. The Company have arrangements effected by which they secure 20,000 acres of the most desirable of these lands. The construction of this road, though not of as apparent importance to Cedar Rapids and Iowa, is really of very great interest to our citizens. It will enable them to secure a vastly superior quality of coal to any heretofore furnished in this market at a saving in price of at least two dollars per ton. Considering the present high price of fuel in the territory contiguous by railroad to these immense fields, no one can question but the Company will do, from the first, a very extensive business. It is a low estimate to say that the railroads connecting with the new line and the country supplied by them will consume, from the first, 300,000 tons per annum, at a fair profit to the company and at a reduced price to the consumer: and this demand must steadily increase.

This road also passes through one of the finest portions of Illinois. It has a dense and enterprising population and a soil of great fertility. Rock river and its tributaries furnish many excellent water powers, which, when improved, as they soon will be on the completion of this road, will furnish a vast amount of business. The directness of this road from Burlington to Sterling and thence over the North-Western to Chicago will enable it to compete successfully with any line of road in the West.

The care manifest in the organization of the Company, its liberal charter, the foresight in selection of officers, all indicate success. The officers are as follows:

George Greene, President; B. C. Coblentz, Vice President; H. H. Boody, Treasurer; B. C. Coblentz, Ass't Treas'r and Sec'y; D. A. Boody, Transfer Agent.

Directors—George Greene, B. C. Coblentz, William Greene, James Galt, W. S. Thomas, Calvin Truesdale, James E. Abbott, H. H. Boody, and D. A. Boody.—*Cedar Rapids (Iowa) World, July 18.*

Central Pacific Railroad.

PRINCIPAL AND INTEREST IN GOLD COIN.—FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY.—These securities have attained a prominent position among the safest, most reliable and profitable investments. They are secured beyond all ordinary contingencies by a first claim upon the best and most productive portion of the Great National Pacific Railroad Line, in which an equal amount of the Government credit has been invested upon a subordinate lien.

More than 200 miles have been substantially and durably built, (including the crossing of the Sierra Nevada Mountains,) and the track is being extended across the Salt Lake Basin with unparalleled rapidity by the largest force of laborers ever employed on a similar enterprise, so as to insure a Through Line across the continent in 1869. The earnings from local business alone are three times greater than the interest liabilities incurred on the completed portion, and the future business promises to be very large and satisfactory.

The Six Per Cent. Gold Bonds are for sale at 103, and accrued interest from July 1, in currency.

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☞ A contract has been entered into for the construction of a railroad from Phillipsburg, Clearfield county, Penna., to Morrisdale. The work is to be commenced immediately.

Milwaukee and St. Paul Railway Lines.

The 4th Annual Report of the Milwaukee and St. Paul, and the 7th Annual Report of the Milwaukee and Prairie du Chien Companies, being the reports for the year ending December 31, 1867, are published conjointly, the relations of the two companies being so close and intimate as to preclude their separate consideration. Indeed, they may now be considered as a single corporation, the purchase of the property and franchises of the latter by the former having been agreed upon and partly consummated. The roads owned by the Milwaukee and St. Paul Company will on the completion of the purchase have an aggregate length of 820 miles, passing through a rich and constantly improving country, and connecting St. Paul, Minn., at the navigable head of the Mississippi, with the port of Milwaukee on Lake Michigan. These roads embrace the following lines:

1st. The Milwaukee and St. Paul Railway—

From Milwaukee *via* Watertown to La Crosse	196
From Watertown to Sun Prairie	26
From Milwaukee to Portage	95
From Horicon to Berlin and Omro	53
Length of M. and St. P. R.W. in Wisconsin	370
From McGregor, Ia., to St. Paul and Minneapolis, Minn	215
Total length of M. and St. P. R. W.	585

2d. The Milwaukee and Prairie du Chien Railway—

From Milwaukee to Prairie du Chien	200
From Milton to Monroe	35
Total length of M. and P. du C. R. W	235

The gross earnings and expenses on these lines in 1866 and 1867, compare as shown in the following table:

	1867.	1866.
Milw. and St. Paul.	$2,946,406 95	$2,538,799 96
Iowa and Minn. Div.	745,372 09	542.720 84
Milw. and P. du C.	1,991,829 55	2,013,749 12
Total gross earnings.	$5,683,608 59	$5,095,269 92
From which deduct operating expenses—		
Milw. and St. Paul.	$1,722,217 21	$1,604.696 49
Iowa and Minn. Div.	562,386 98	395,438 82
Milw. and P. du C.	1,381,081 63	1,642,571 70
Total operating exp.	$3,665,685 82	$3,642,707 01
Leaving net earnings as follows:		
Milw. and St. Paul.	$1,224,189 74	$934,103 47
Iowa and Minn. Div.	182,985 11	147,282 02
Milw. and P. du C.	610,747 92	371,177 42
Total net revenue	$2,017,922 77	$1,452,562 91

From this it appears that the gross revenue has increased in 1867, by $588,338 67, and the net revenue by $565,359 86. The expenses in the meanwhile have increased only by $22,978 81.

The net revenue of 1867, viz., $2,017,922 77 paid interest on the mortgage debt and dividend on the Prairie du Chien preferred stocks to the amount of $1,144,932 00, leaving $872,990 77 applicable to the stocks of the Milwaukee and St. Paul Company.

The report of the Directors is very brief. We copy the following from pages 10 and 11, being the sum and substance of all that is given to the public.

No dividend was declared on either class of stock of the St. Paul Company, all the net earnings being required to pay for new buildings and additional equipment for the road. The directors believe that hereafter they will be able to pay a cash dividend, commencing this year on the preferred stock, and, also, they hope on the common stock.

The floating debt, at one time during the year, was fully paid, but on completing the purchase of the Eastern Division of the La Crosse and Milwaukee Road, a debt of $150,000 was incurred, which will soon be extinguished.

During the year, we have expended in the purchase of additional equipment, not charged in the operating account, $116,756 57, a detailed statement of which will be found in the report of the general manager.

The value of supplies on hand belonging to both roads at the close of the year was	$500,295 79

The protracted and expensive litigation which we have been compelled to carry on for several years with parties claiming to own the Eastern Division of the La Crosse and Milwaukee Road, and a portion of our rolling stock, has terminated in our favor by final decisions, recently made in the Supreme Court of the United States.

Since our last annual report the line between Cresco, in Iowa, and Owatonna, in Minnesota, 85 miles in length, has been completed. It was opened for traffic about the 1st of November last. The line west of the Mississippi river, from Mc Gregor to Minneapolis, 215 miles in length, known as the Iowa and Minnesota Division, and owned by the Milwaukee and St. Paul Company, has cost as follows:

In 1st mortgage bonds	$4,000,000
" preferred stock	2,475,000
" common stock	1,557,000
" indebtedness to M.& Pra.du Chien Road merged and cancelled by purchase of road	733,000
" indebtedness on account of interest paid say	250,000
Total cost	$9,015,000

The results of this purchase since the completion of the line, have been highly beneficial to the company, it will soon become among the most valuable of our lines. From January 1st to May 1st, 1868, it earned $358,000 against $134,000 for the same time in 1867, showing an increase of $218,000 in five months, with a great reduction of operating expenses as compared with the previous year.

The company are not engaged in the construction of any additional road, except in extending the line from Omro to Winneconne, a distance of five miles, the cost of which will not exceed $70,000, the company having received valuable donations of right of way and depot grounds at the latter place. Winneconne is on the Wolf River, which is navigable for steamboats 150 miles above that place. This short line will furnish a valuable lumber traffic to the road, and we believe that the additional business it will bring, will pay in one year the entire cost of its construction.

The stockholders of the Milwaukee and Prairie du Chien Company have informally agreed to sell their line of road to the Milwaukee and St. Paul Railway Company. The necessary legislation for this purpose has been obtained, and the arrangement will undoubtedly be carried into effect within the present year.

The following represents the company's condensed balance sheet, (embracing all divisions of the road as it will be when all the securities are exchanged as agreed,) Feb. 1, 1868:

Cost of road	$30,931,299
Stock of material on hand	545,366
U. S. Post Office Department	36,125
Other companies and agents	90,179
Miscellaneous account	47,946
Interest on bonds due Jan. 1, 1868	310,808
Operation account for January, 1868.	243,854
Cash on hand	632,607
	$32,838,184
Preferred stock	$8,050,892
Common stock	5,406,883
Total capital stock	$13,457,775
First mortgage 7 per ct., 370 miles	$5,377,000
Second mortgage do.	1,476,000
First mortgage 8 per ct. P. du Chien, 200 miles	3,582,000
Second mortgage, do., 7 3-10 per cent.	739,000
First mortgage I. & Minn. Div. 215 m.	2,000,000
Incumbrances assumed	3,474,000
Real estate bonds	148,500
Total funded debt	$16,796,500
Dividend due P. du C. pref. stock	$301,467
Shares of other companies	70,700
Unpaid vouchers and pay rolls	299,254
Bills payable	154,573
State taxes	86,267
Due to other companies	60,175
Miscellaneous accounts	7,444
Coupon account	25,860
Gross earnings for January, 1868.	369,228
Income account	1,208,935
Total	$32,838,184

The report of the general manager gives the details of the several divisions of the road. From this elaborate and valuable collection of statistical matter we compile the following summaries.

MILWAUKEE AND ST. PAUL RAILWAY.
(*Old line* 370 *miles*)

The gross earnings and operating expenses on this division of the company's roads for the years 1866 and 1867 compare as follows:

	1867.	1866.
Freight	$1,794,529 09	$1,643,167 08
Passengers	850,633 06	694,423 77
Mail, rents & express	301,244 80	201,209 11
Total gross earn'gs.	$12,946,406 95	$2,538,799 96
Operating expenses.	1,722,217 21	1,604,696 49
Profits or net earn'gs.	$1,224,189 74	$934,103 47

Compared with the previous years the gross earnings in 1867 show an increase of $407,606 99 The increase in expenses was $117,520 72, and in the profits $290,086 27.

The following exhibit shows the character and course of the business on this division in 1867:

	Eastward.	Westward.	Total.
Tons of freight.	297,344	142,984	440,328
Tons one mile.	31,543,323	13,955,617	45,498,940
Revenue	$1,100,861	$694,168	$1,794,529
Rate p. m. (cts.)	3.49	4.97	3.94
Passengers	159,493	187,902	347,395
Pass. one mile.	8,982.406	12,221 946	21,204,352
Revenue	$371,646	$476,190	$847,836
Rate p. m. (cts.)	4.14	3.90	4.00
Military service			$2,796

The freight trains in this year run 692,522, passenger trains 369,081 and wood and gravel trains 112,846 miles—total 1,174,449 miles. The earnings per mile run on freight were $2.59 and on passengers $2.90. The expenses were 53 per cent. of the gross earnings. The cost of maintaining track and bridges per mile run was 35.44 cents, and of repairs of engines, fuel and engines service 41.62 cents. The rolling stock n use at the close of 1867 consist of locomotives, 64; passenger cars, 1st class 25, 2d class 4 and sleeping 3; baggage, mail and express 23; box and freight cars 1,079; flat cars 162. Total number of cars 1,296.

On the *Iowa and Minnesota Division* (215 miles) the gross earnings show an increase of $202,651 25 over those of the previous year, and the net earnings an increase of $35,703 09. During

November and December 1867 there were 85 miles more road in operation than in 1866. The figures in these years compare as follows:

	Earnings.	Expenses.	Profits.
1867....	$745,372 09	$562,386 98	$182,985 11
1866....	542,720 84	395,438 82	147,282 02
Inc. '67..	$202,651 25	$166,948 16	$35,703 09

In 1867 the gross earnings were divided thus—freight $491,990 87, passenger $193,727 43 and mails, rents and express $59,653 79—total $745,372 09. The rolling stock in use on this division consisted of—locomotives 14; passenger cars 1st class 8 and 2d class 1; baggage, mail and express cars 8; box freight 214, flat 84 and boarding 1—total cars 316. The train mileage was as follows—freight 154,142, passenger 75,029 and other 39,537 miles. The statistics of freight and passengers carried in 1867 are as follows:

	Eastward.	Westward.	Total.
Tons of freight.....	90,248	58,643	148,891
Tons one mile.....	4,626,276	2,911,745	7,538,021
Freight receipts...	$249,202	$188,378	$437,580
Rate per mile (cts).	5.38	6.46	5.80
Add to rec'pts storage & d'wb'ks	$54,411.		$491,991
Passengers.....	46,548	50,389	96,937
Passengers one mile	1,816,280	1,939,981	3,756,261
Passenger receipts.	$90,514	$95,988	$186,502
Rate per mile (cts).	4.98	4.95	4.97
Add drawbacks &c. $7,225 to receipts ..			$193,727

The earnings per mile run on freight was $3.19 and on passengers $2.29. The expenses to earnings was 62 per cent. The cost of maintaining track and bridges was 56.05 cents per mile run, and of engines, fuel and service of engines, 53.68 cents per mile.

The balance sheet of the Milwaukee and St. Paul Company includes the cost of the Iowa and Minnesota Division. The balance sheet for 1866 will be found in the JOURNAL of April 13, 1867. That for 1867 (December 31) is as follows:

Purchase of road	$19,501,023 41
Construction of road	3,920,145 28
Total cost of road	$23,421,168 69
Materials on hand	331,434 28
Railway shares owned	4,014,231 44
U. S. post office department	19,236 27
Balances due	155,835 68
Miscellaneous accounts	14,802 24
Sinking fund (2d mort. bonds)	24,000 00
Interest due Jan. 1, 1868	155,564 50
Cash on hand	170,898 76
Total	$28,307,171 89
Capital stock—preferred	$8,050,892 00
" common	5,406,883 00
Total capital stock	$13,457,775 00
Bonds—1st mortgage	$5,361,000 00
" 2d mort. and income	1,500,000 00
" real estate	148,500 00
" 1st mort. (I. & M. Div.)	2,000,000 00
" incumbrances assumed	3,492,042 06
Total bonds	$12,501,542 06
Unpaid pay rolls and bills	$179,290 06
Bills payable	259,646 52
State treasurer, Wisconsin	86,267 21
Freight and tickets	81,936 32
Miscellaneous accounts	38,617 84
M. & P. du Chien Co	732,940 03
Income account	969,156 82
Total	$28,307,171 86

MILWAUKEE AND PRAIRIE DU CHIEN RAILWAY.

(*Length operated* 235 *miles.*)

The gross earnings and expenses in 1866 and 1867 compare as follows:

	Earnings.	Expenses.	Profits.
1867...	$1,991,829 55	$1,381,081 63	$610,747 92
1866...	2,013,749 12	1,642,571 70	371,177 42
Inc. '67.	$.....	$.....	$239,570 50
Dec. '67.	21,919 57	261,490 07	.....

The gross receipts for 1867 were derived from freight $1,504,594 35, from passengers $377,049 73 and from mails, rents and express $110,185 47—total $1,991,829, being $8,443 per mile. The expenses were $1,381,081 53 or 69 per cent. and the profits $610,747 92 or $2,598 per mile. The amount of rolling stock on the road at the close of 1867 consisted of locomotives, 47; passenger cars, 1st class 27, 2d class 3 and sleeping 3; baggage, mail and express cars, 17; box freight cars, 557, flat cars 152 and business car 1—total cars 760. Trains run—freight 483,180, passenger 296,724 and other 73,085—total 852,989 miles. The mileage and revenue of freight and passengers for 1867 were as follows:

	Eastward.	Westward.	Total.
Tons of freight.	230,609	128,206	358,815
Tons one mile...	31,467,606	11,673,482	43,141,088
Freight revenue.	$1,055,224	$449,347	$1,504,571
Rate p. m. (cts).	3.35	3.85	3 49
Add to revenue, storage $23, making..			1,504,594
Passengers.....	120,373	130,545	250,918
Passeng'rs 1 mile.	4,989,391	5,332,217	10,321,608
Passeng'r revenue	$177,313	$197,015	$374,528
Rate p. mile (cts)	3.55	3.69	3.63
Add military service &c.,	$2,721,	mak'g.	$377,049

The earnings per mile run on freight were $3.11 and on passengers $1.62. The cost of maintaining track and bridges per mile run was 50.31 cents and the cost of engine repairs, fuel and service 43.21 cents.

The balance sheet of the Milwaukee and Prairie du Chien Company December 31, 1867 was as follows:

Cost of road &c.	$7,698,281 00
Material and wood on hand	168,861 51
Cash &c. advanced to I. & M. Div.	732,640 03
U. S. Post Office dep't	10,851 07
Money lent in New York	295,072 92
M'Gregor Western R.R. b'ds	$17,000 15,733 33
Due from agents &c	95,574 54
Survey of Min. & Dubuque Extens'n	4,882 78
Cash on hand	128,371 38
Total	$9,150,568 56
Stock—1st preferred	$3,214,250 00
" 2d preferred	1,014,000 00
" common	2,986,081 00
Total stock	$7,214,331 00
1st mortgage bonds	390,500 00
Sinking funds	692,780 00
Sundries	354,318 34
Income account	498,639 22
Total	$9,150,568 56

The following is a list of the officers of the M. and St. Paul Company.

Directors.—Alex. Mitchell, Milwaukee; Walter S. Gurnee, Russell Sage, Fred. P. James and N. A. Cowdrey, New York; Selah Chamberlain, Minnesota; S. S. Merrill Milwaukee; E. B. Wesley, H. C. Stimson, Julius Wadsworth, Joseph Rudd, James G. Garner, and Henry Keep, New York.

Officers.—Alex. Mitchell, President; W. S. Gurnee, Vice President; S. S. Merrill, General Manager; Alanson Cary (Milwaukee) Secretary and Treasurer; Charles P. Gilpin, (New York) Ass't Sec'y and Transfer Agent; John W. Cary, (Milwaukee) Attorney; D. A. Olin, H. C. Atkins, and L. B. Rock, (Milwaukee) Superintendents; D. C. Shepard, (Minneapolis) Supt. I. and M. Division; A. V. H. Carpenter, Gen'l Pass. Agent; O. E. Britt, Gen'l Freight Agent; J. P. Whaling, Auditor; C. A. Place, Paymaster; and Robert Wason, jr., Purchasing Agent, Milwaukee.

Principal office at Milwaukee.

Transfer office, 25 William st. New York city.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of June, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$353,411 82	$289,630 52
" passengers	223,618 79	192,202 27
" express matter	8,307 00	8,019 83
" mail	7,825 00	7,825 00
" rent of railway	7,083 34	7,083 34
" miscellaneous	1,000 00	2,689 68
Total	$601,245 95	$507,450 64
Expenses	409,378 21	506,032 54
Net earnings	$191,867 74	$1,418 10

This shows an increase in earnings of $93,795 31; with an decrease in expenses of $96,654 33—making the increase in net earnings, $190,449 64

The earnings and expenses, from January 1 to June 30, compare as follows:

	1868.	1867.
Earnings	$3,782,252 15	$3,380,364 74
Expenses	2,432,282 39	2,456,985 47
Net earnings	$1,349,969 76	$923,379 27

This shows an increase in earnings of $401,887 41; with a decrease in expenses of $24,703 08—making the increase in net earnings, $426,590 49.

United States Loans.

The following is an official statement of the amount of the several issues of gold bearing loans of the United States outstanding July 1, 1868.

Five per cent. Bonds, due 1871	$7,022,000
Five per cent. Bonds due 1874	20,000,000
Five per cent. Ten-forties	198,449,800
Six per cent. Bonds of 1847 48	6,878,442
Six per cent. Bonds of 1881	283,677,200
Six per cent. Five-twenties, Feb. 25, 1862,	514,771,600
Six per cent. Five-twenties, June 30, 1864	125,561,300
Six per cent. Five twenties, 1865, May and November	197,777,250
Six per cent. Five-twenties, 1865, Consols, January and July	334,972,950
Six per cent. Five-twenties, 1867, Consols, January and July	364,123,900
Six per cent. Five-twenties, 1868, Consols, January and July	17,648,950
	$2,060,883,392

The 1865 Consols, 1867's and 1868's cannot be definitely given, as these Loans are being continually increased on account of the exchange of Seven-thirty notes.

Comparing the above with the Public Debt Statement of June 1, we notice the following changes:

	June 1.	July 1.
Ten-forties	$193,790,400	*198,449,800
Five-Twenties, 1862..	514,780,500	514,771,600
Five-Twenties, '64-65-67	979,975,100	1,022,435,400
Five Twenties, 1868..	.....	17,648,950
Old Loans, 1847-8....	8,582,642	6,878,442
Fives of 1871-74.....	27,022,000	27,022,000
Sixes of 1881.....	283,677,200	283,677,200
Total	$2,007,827,842	$2,060,883,392

*Now within $1,550,200 of the authorized limit.

United States Supreme Court.

EFFECT OF THE WAR ON PARTNERSHIPS, DEBTS AND CONTRACTS BETWEEN THE NORTH AND THE SOUTH—THE RELATIONS OF THE SUBJECTS OF BELLIGERENTS—WAR SUSPENDS ALL CLAIMS, AND PEACE RESTORES ALL RIGHTS AND REMEDIES—CONFISCATION OF DEBTS.

Peter Honger vs. *J. S. and S. A. Abbott*—In error to the Circuit Court for the Eastern District of Arkansas. The decision in this cause determines the existing relations between the Northern creditor and the Southern debtor, and the effect of the rebellion on accounts between the citizens or subjects of belligerent powers. Mr. Justice Clifrord delivered the opinion of the Court, in substance, as follows: The declaration was in assumpsit, and the plaintiffs alleged that the defendant, on the 10th day of April, 1865, was indebted to them for divers goods, wares and merchandise, and also for money had and received, in the sum of $10,000. Defendant appeared and pleaded two pleas in answer to the declaration: First, That he never promised as the plaintiffs have alleged. Second, That the cause of action did not accrue at any time within three years next before the commencement of the suit. Issue was joined by the plaintiffs on the first plea, and in answer to the second, they filed several replications, one of which set forth that the defendant was, from the 6th of May, 1861, an actual resident of the State of Arkansas, and that the plaintiffs were residents of New Hampshire, and were prevented from instituting suit during the war by the closing of the Courts of Arkansas. It was submitted that for such reasons the time elapsed should not be taken as any part of the three years' limitation pleaded by defendant. Demurrers were filed by the defendant to the replications, and the Court gave judgment for the plaintiffs in the sum of $9,483 26 damages and costs of suit; whereupon the defendant sued out this writ of error. Proclamation of blockade was made by the President on the 19th day of April, 1861, and on the 13th day of July, in the same year, Congress passed a law authorizing the President to interdict all trade and intercourse between the inhabitants of the States in insurrection and the rest of the United States, (12 Stat. at Large, 1,258,257). War, when duly declared or recognized as such by the war-making power, imparts a prohibition to the subjects, or citizens, of all commercial intercourse and correspondence with citizens or persons domiciled in the enemy country. (The *Win. Bafaley* 5 Wall, 405; Jecker et al. *vs.* Montgomery, 18 How., 111; Wheat on Mar. Cap., 209). Upon this principle of public law it is the established rule in all commercial nations, that trading with the enemy, except under a Government license, subjects the property to confiscation, or to capture and condemnation. (The *Rapid*, 8 Cran., 155; The *Hoop*, 1 C. R. of Adm., 196.) Parnership with a foreigner is dissolved by the same event which makes him an alien enemy, because there is in that case an utter incompatibility created by operation of law between the partners as to their respective rights, duties and obligations, both public and private, which necessarily dissolves the relation, independent of the will or acts of the parties. (Mac'l on Ship., 475; Story on Part., Sec. 316; Griswold *vs.* Waddington, 15 Johns., 57; same case, 16 Johns., 4,38.) Direct consequences of the rule as established in those cases is, that as soon as war is commenced, all trading, negotiation, communication and intercourse between the citizens of one of the belligerents with those of the other, without the permission of the Government, is unlawful. No valid compact, therefore, can be made, nor can any promise arise by implication of law from any transaction with an enemy. Exceptions to the rule are not admitted; and even after the war has terminated, the defendant, in action founded upon a contract made in violation of that prohibition, may set up the illegality of the transaction as a defence. (Williamson *vs.* Patterson, 7 Taunt., 43.) Various attempts, says Mr. Wheaton, have been made to evade the operation of the rule and to escape its penalties, but they have all been defeated by its inflexible rigor. (Wheat. on Int. Law, by Lawrence, 551,556.) All foreign writers on international law concur in the opinion that the immediate and necessary consequence of a declaration of war is to interdict all intercourse or dealings between the subjects of the belligerent States. Hostilities once commenced, any attempt at trading on the part of the subjects of either State, unless by permission of the Sovereign, is prohibited, and becomes, *ipso facto*, a breach of the allegiance due to their respective Sovereigns, and as such is forbidden by the public law of the civilized world. (Bynk., b. 1, c. 8; Vattel, b. 3, c. 4; Potts *vs.* Bell, 8 Tenn., 561.) Executing contracts also with an alien enemy, or even with a neutral, if they cannot be performed except in the way of commercial intercourse with the enemy, are dissolved by the declaration of war, which operates for that purpose with a force equivalent to an act of Congress. (Exposito *vs.* Bowden, 4 Ellis and Bl., 963; same case, 7 Ellis and Bl., 778.) In former times, the right to confiscate debts was admitted as an acknowledged doctrine of the law of nations, and in strictness it may still be said to exist, but it may well be considered as a naked and impolitic right, condemned by the enlightened conscience and judgment of modern times. (Kent Com., 11th ed., 73.) Better opinion is that executed contracts, such as the debt in this case, although existing prior to the war, are not annulled or extinguished, but the remedy is only suspended, which is a necessary conclusion, on account of the inability of an alien enemy to sue or to sustain, in the language of the civilians, *a persona standi in judicio*. (1 Kent Com., 11th ed., 76; Flint *vs.* Waters, 15 East., 260.) Trading, which supposes the making of contracts, and which also involves the necessity of intercourse and correspondence, is necessarily contradictory to a state of war, but there is no exigency in war which requires that belligerents should confiscate or annul the debts due by the citizens of the other contending party. (Chitty, Sir Wm. Scott and Wheaton are here cited to show that the right to the recovery of debts as between subjects of belligerents revives upon the restoration of peace.) Under the thirty-fourth section of the Judiciary act the statistics of limitations of the several States, where no special provision has been made by Congress, form the rule of decision in the Courts of the United States, and the same effect is given to them as is given in the Courts of the State. (Aug. on Sim., Sec. 24, Mc Chesney *vs.* Silliman, 3 Pet., 270; Bank of United States *vs.* Daniels, 12 Pet., 32; Porterfield *vs.* Clark, 2 How., 125. Grant that the law of nations is that debts due from individuals to the enemy may, by the rigorous application of the rights of war, be confiscated, still it is a right which is seldom or never exercised in modern warfare, and the rule is universally acknowledged that if the debts are not so confiscated the right to enforce payment revives when the war was terminated. (Manning Int. L. 130. Byntes, v. 1. c. 3.) Vattel says the sovereign may confiscate debts due from his subjects to the enemy, if the term of payment happens in time of war; or at least he may prohibit his subjects from paying while the war continues, but at present a regard to the advantages and safety of commerce induces a less rigorous rule.—(Vattel, v. 3, c. 5, Sec. 77.) Where a debt has not been confiscated the rule is undoubted that the right to sue revives on the restoration of peace, and Mr. Chitty says that with the return of peace we return to the creditor the right and the remedy. Unless we return the remedy with the right, the pretence of restoring the latter is a mockery, as the power to exercise it with effect is gone by lapse of time during which both the right and the remedy were suspended. When our ancestors emigrated here they brought with them the statute of 21 Jac. 1., c. 16, entitled, "An act for limitation of actions, and for avoiding of suits in law," known as the statute of limitations. Proceedings in courts of justice are usually determined by the *lex fori* of the place where the suit is pending, including the statutes of limitation, which are those of the country where the suit is brought, and not those of the *lex loci contractus*. (Towsend & Jamison, 9 How., 497. Wheat Int. L. by Lawrence, 187,288. Story Conf. L. Sec. 577.) Such statutes exist in all the States, and with few exceptions they have been copied from the one brought here in colonial times. They are statutes of repose to quiet libels, to suppress fraud, and to supply the deficiency of proofs arising from the ambiguity and obscurity or antiquity of transactions. They proceed also upon the presumption that claims are extinguished whenever they are not litigated in the proper forms within the prescribed period, and they take away all solid ground of complaint, because they rest on the negligence or *laches* of the party himself. Story, Conf. L., Sec. 576. Chitty on Con. (10 Barn Ed. 907.)

Persons within the age of 21 years—*femmes covert, non compos mentis*—persons imprisoned or beyond the seas were excepted out of the operation of the third section of the act, and were allowed the same period of time after such disability was removed. Just exceptions, indeed, are to be found in all such statutes, but when examined, it will appear that they were framed to prevent injustice and never to encourage *laches* or to promote negligence. Cases where the courts of justice are closed in consequence of insurrection or rebellion are not within the express terms of any such exception, but the statute of limitations was passed in 1623, more than a century before it came to be understood that debts due to alien enemies were not subject to confiscation. Down to 1737, says Chancellor Kent, the opinion of the jurists was in favor of the right to confiscate, and many maintained that such debts were annulled by the declaration of war. Regarding such debts as annulled by war, the law-makers of that day never thought of making provisions for the collection of the same on the restoration of peace between the belligerents. Commerce and civilization have wrought great changes in the spirit of nations touching the conduct of war, and in respect to the principles of international law applicable to the subject. Constant usage and practice of belligerent nations from the earliest times subjected enemy's goods in neutral vessels to capture and condemnation as prize of war, but the maxim is now universally acknowledged that "free ships make free goods," which is another victory of commerce over the feelings of avarice and revenge. Individual debts, as a general remark, are no longer the subject of confiscation, and the rule is universally admitted that if not confiscated during the war, the return of peace brings with it both "the right and the remedy." (Wolf *vs.* Oxholm, 6 M. and S. 92.) Total inability on the part of an enemy creditor to sustain any contract in the tribunals of the other belligerent exists during war, but the restoration of peace removes the disability and opens the doors of the Courts. Absolute suspension of the right and prohibition to exercise it exists during war by the law (Jay) of nations, and if so, then it is clear that peace cannot bring with it the remedy if the war is of much duration, unless it also be held that the operation of the statute of limitation is also suspended during the period the creditor is prohibited by the existence of the war and the law of nations from enforcing his claim. Neither *laches* nor fraud can be imputed in such a case, and none of the reasons on which the statute is founded can possibly apply, as the disability to sue becomes absolute by the declaration of war and is a conclusion of law. (2 Wildman Int. L. 17.) Ability to sue was the *status* of the creditor when the contract was made, but the effect of war is to suspend the right, not only without any

fault on his part, but under circumstances which make it his duty to abstain from any such attempt. His remedy is suspended by the acts of the two Governments, and by the law of nations, not applicable at the date of the contract, but which comes into operation in consequence of an event over which he has no control. Old decisions, made when the rule of war was that war annulled all debts between the subjects of the belligerents, are entitled to but little weight, even if it is safe to assume that they are correctly reported, of which, in respect to the leading case of Prideaux *vs.* Webber, 1 Lev., 31, there is much doubt. Miller *vs.* Prideaux1, Kebble, 157; Lee *vs.* Rogers, Lev. W., 110; Hall *vs.* Nybourne, 2 Salk., 420; Aubrey *vs.* Fortescue, 10 Mod., 205, are of the same class and to the same effect. All of those decisions were made between parties who were citizens of the same jurisdiction, and most of them were made nearly a hundred years before the international rule was acknowledged, that war only suspended debts due to an enemy, and that peace had the effect to restore the remedy. The rule of the present day is, that debts existing prior to the war, but which made no part of the reasons for undertaking it, remain entire, and the remedies are revived with the restoration of peace. (1 Kent Com., 11th ed., 169; Grotius, v. 3, c. 20, Sec. 16, 18.) The suspension of the remedy during war is so absolute that courts of justice will not even grant a commission to take testimony in an enemy's country. (Barrick *vs.* Buba, 32 Eng. L. and Eq., 465; Wood *vs.* Allen, 2 Dall., 102.) But when the reason for the suspension ceases, the right to prosecute revives, and the fact that the right had been suspended constitutes no disability. (Foxcraft *vs.* Galloway, 2 Dall., 132; Wall *vs.* Robinson, 2 Nott & McCord, 498; Hopkins *vs.* Bell, 3 Cran., 458; Higginson *vs.* Air, 1 Desau's Eq., 427.) When the courts of justice are open, and Judges and ministers of the same may by law protect men from wrong and violence, and distribute justice to all, says Lord Coke, it is said to be time of peace, but when by invasion, insurrection, rebellion, or such like, the peaceable course of justice is disturbed and stopped, so as the courts of justice be, as it were, shut up, *et silent legis inter arma*, then it is said to be time of war; and having described the conditions both of peace and war, he adds emphatically, that if a man is disseized in time of peace, and the descent is cast in time of war, this shall not take away the entry of the disseizer, which is a direct authority for the plaintiffs in this case. (2 bo. Litt. 249; b. Brace lib. 4, fol. 240; 1 Hale P. C. 347.) Text writers usually say, on the authority of the old cases referred to, that the non-existence of courts, or their being shut, is no answer to the bar of the statute of limitations, but Plowden says that things happening by an invincible necessity, though they be against common law or an act of Parliament, shall not be prejudicial. That, therefore, to say that the courts were shut is a good excuse on voucher of record. (Bro. Tit. Failure of Record; Blanchard on Lim., 163; 6 Bac. ab. 395; 1 Plowden, 98.) Exceptions not mentioned in the statutes have sometimes been admitted, and this Court held that the time which elapsed while certain prior proceedings were suspended by appeals should be deducted, as it appeared that the injured party in the meantime had no right to demand his money or sue for the recovery of the same; and in those circumstances, the Court decided that his right of action had not accrued so as to bar it, although not commenced within six years. (Montgomery *vs.* Hernandez, 12 Wheat., 129.) But the exception set up in this case stands upon much more solid reasons, as the right to sue was suspended by the act of the Government, for which all the citizens are responsible. Unless the rule be so, then the citizens of a State may pay their debts by entering into an insurrection or rebellion against the Government of the Union, if they are able to close the courts and to successfully resist the laws, until the bar of the statute becomes complete, which cannot for a moment be admitted. Peace restores the right and the remedy, and as that cannot be if the limitation continues to run during the period the creditor is rendered incapable to sue, it necessarily follows that the operation of the statute is also suspended during the same period. Reference is made to the remarks of the Judge who gave the opinion in the case of Alabama *vs.* Dalton, 9 How., 522, but the case then before the Court involved no such question as is presented in this case, and those remarks are more than counterbalanced by those made by the Chief Justice in McIver *vs.* Ragan, 2 Wheat, 29, where he admits that the case would be within the exceptions to the statute if it appeared that the courts of the country were closed so that no suits could be instituted. Viewed in any light, we think the decision of the Circuit Court overruling the demurrer to the fifth and sixth replications of the plaintiffs was correct. Plaintiffs also rely upon the act of Congress of the 11th of June, 1864, as being sufficient to take the case out of the operation of the statute; but it is not necessary to decide that point in this case, and we express no opinion upon the subject.

Judgment affirmed with costs.

Peninsular Railway.

In consequence of the repeated inquiries of those interested in the construction of the Peninsular Railroad, it has been thought best that a brief article should be published showing the present condition and prospects of the Company, and its connections between Port Huron and Chicago.

The question is frequently and continually asked, "when will you begin to lay iron?" and, also, "are you at work on the road now?" To the last question, I will now reply, that we are at work on the road, and that we have never stopped work on it since the day we began; and, further, that we shall not, until its entire completion.

Before any Company can begin to lay iron, much must be done. Money to grade the road-bed, to purchase ties, to construct bridges and culverts, and to purchase right of way must be raised, the work must be done, or insured to be done, and the material must be furnished, and the right of way must be obtained. It must also be made to appear to capitalists that the road bed can, not only be prepared for the iron, but that when completed, its connections, both terminal and lateral, and its local business will make it a paying road, and insure a safe and paying investment for their money. To accomplish all of those conditions, is not the work of a moment. Most of those conditions have been complied with on this line, extending, as it now does, from Port Huron to Chicago, and much has also been done in negotiating for iron, with the best of prospects for our early and complete success.

A company has been organized in Illinois, under a Charter granted in 1867, to construct and operate a railroad from Chicago, to connect with the Peninsular Railroad of Indiana, at or near Dyer Station. Its chartered name is "The Chicago, Blue Island and Indiana Railroad Co." The line has just been located by the Chief Engineer of the Peninsular Railway Company. It is a level, beautiful line over the prairies of Illinois, and runs through a section of country for fourteen miles, that will, within ten years, constitute a portion of the city of Chicago, and be the seat of its most valuable manufactures. The gentlemen interested in the construction of that part of our road, are among the oldest and most wealthy citizens of the Garden City of the West. They only required two days to obtain the right of way and a subscription sufficient to prepare the road bed for the iron, from the city limits to the Indiana State line.

On the first day of this month, a meeting was held at parlor No. 10, of the Sherman House, in Chicago, at which were present, the Directors of the Chicago, Blue Island and Indiana Railroad Co., the Directors of the Peninsular Railroad Co., of Indiana, L. D. Dibble, the President of the Peninsular Railway Co., of Michigan, and Hon. Wm L. Bancroft, the Secretary and Treasurer of the Port Huron and Lake Michigan Railroad Co., of Michigan, and, also, Hon. H. H. Emmons, of Detroit, the Attorney of the Grand Trunk Railway Co., of Canada. At that meeting, an agreement was made, by virtue of which, the Chicago Blue Island and Indiana Railroad Co., is to be reorganized, by the resignation of all the Directors but six, and the filling up of the Board by representatives of the Michigan and Indiana companies represented at that meeting. The new Board of Directors will consist of the following named persons, to wit: Henry Fuller, J. P. Young, H. H. Massey, G. S. Hubbard, C. B. Sammons and L. P. Hilliard, of Chicago, Hon. Thos. S. Stanfield, of South Bend, President, and Samuel I. Anthony, of Valparaiso, one of the Directors of the Peninsular Railroad Co., of Indiana; L. D. Dibble, of Battle Creek, President of the Peninsular Railway Co., of Mich., and S. T. Read, of Cassopolis, and and Hon. Wm. L. Bancroft, the Secretary and Treasury of the Port Huron and Lake Mich. R. R. Co., of Michigan. The first meeting of the Board will be held at Chicago, on the 10th day of July inst. A contract was also informally agreed upon, subject to the approval of the Boards of Directors of the four companies before named, under which such companies are to do business, as though they constituted one company, and were under one and the same management, for a long term of years, except that each company retains its own management, and controls, exclusively, its own local business. The contract will apply to all business done over the whole line, or over two or more, or parts of two or more lines, forming a continuous line. The rolling stock of each company will be common to, and be used on the entire line or any part of it, thus insuring the transportation of passengers and freights from Chicago to Port Huron without change of cars, or re-shipment from one road to the other.

It will thus be seen that, while we have been apparently inactive, a very important arrangement has been completed, securing, what no other new company has yet been able to, a *connected* "through line," from Port Huron to Chicago, thus insuring the construction of the entire road, at an early day. Other matters were informally discussed at the meeting, which, at present, it is to our interest, should not be made public, but which will, in the future, be made known.

Upon this line, between Port Huron and Chicago, there is one hundred and fifteen miles of road-bed completed, and ready for the iron, and before the end of the year, at our present rate of progress, there will be one hundred and fifty miles in readiness.

If an early arrangement for iron can be made, from one hundred and fifty to two hundred miles of iron will be laid on the line, before January 1st, 1869, and upon the entire line, without doubt, before January 1st, 1870. A portion of the means to construct and tie the road-bed between Battle Creek and Schoolcraft, and also between Lansing and Flint is yet to be raised; upon the balance of the entire line the money is ready for the work.—That deficiency should be raised immediately and subscriptions in arrears and unpaid, should be promptly paid, so that this great project can be rapidly brought to its completion.

DELTA.

Battle Creek, Mich., July 6, 1868.

☞ The Treverton Railroad has recently been purchased by the Philadelphia and Reading Railroad Company. We learn that the new owners intend building a branch to the Treverton road that will connect with the Middle Creek Railroad, thus largely increasing the business and developing quite an extent of comparatively new territory

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,468,400		
Alton and St. Louis..... 100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point.. 100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ... 100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio..... 100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br. 100	2,850,000	A. & O.	Apl. '68 5
Baltimore City Passenger....	670,000		Jan. '68 3
Bay de Noquet & Marq... 100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware..... 100	997,112		
Berkshire* 100	600,000	J.A.J&O	Jul.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725 000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont.. 100	469,000		
Do. do. pref. 100	1,340,400	M. & N	May '68 3
Boston and Lowell..... 100	1,830,300	J. & D.	Jun. '68 4
Boston and Maine..... 100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,680,000	J. & J.	July '68 4
Broadway (Boston) 50	335,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	Feb.'68 3½
Brooklyn City & Newt'n..100	394,800		
Buff., New York & Erie*..100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy..... 100	6,84 2,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 60	721,928	J. & J.	Jul.'6 8½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110		Jul. '68 4½
Central of Georgia..... 100	4,666,300	J & J	Jul. '68 7
Central of New Jersey....100	13,768.000	J.A.J&O	Apl.'68 2½
Central Ohio..... 100	400,000	J. & D.	Jun.'68 3
Do. pref.....		J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina...100	1,201,000		
Chemung*.....	380,000		July '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton..... 100	3,886,643	M & S.	Mar. '68 5
" pref.... 100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern... 100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '68 5
Chicago and Milwaukee*..100	2,247,000		
Chicago & N. Western.... 100	15,180,927	June	Jn'68 10s
" " pref. 100	12,994,719	June	Jn'68 10s
Chicago, R. I. & Pacific... 100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton 100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger		J'n & J'ly	Jan.'68 2
" Street		J. & J.	Jan.'6 8 2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind.... 100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta... 100	5,000,000	J. & J.	Jul.'68 2½
Cleveland and Pittsburg... 50	5,424,091	J &J &O	July '68 2
Cleveland and Toledo* 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen.... 100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River..... 100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*.....100	2,384,941		
Delaware*..... 50	466,132	J. & J.	Jul. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley..... 100	1,550,060		
Detroit & Milwaukee..... 100	452,359		
" " pref. 100	1,500,000		
D. Dock, E. B'dw. & Bat.. 100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref 100	1,987,351		Jul.'68 3½
Eastern (Mass.)..... 100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.)....100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	18,570,100	F. & A.	Feb.'66 4
Do. pref..... 100	8,536,700	Annual	Jan. '68 7
Erie & North East*..... 100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordav.100	1.142,834		
Fitchburg..... 100	4,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly		M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100		J. & J.	Jan. '68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	July '68 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'68 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River..... 100	13,937,100	A. & O.	Apl. '68 4
Hazleton.....	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,300		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central..... 100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,389,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....			Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	6,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,846,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N. Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Apl.'68 3
Macon and Western..... 100	1,500,000		Apl. '68 4
Mahanoy & B'd Mount n* 50	921,615		
Maine Central..... 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J & J.	July'68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,085,340	August.	Aug.'68 4
" " guaranteed.100	568,500	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,376	J. & J.	July'68 3
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3,627,000	J. & J	
" " " pref..... 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July'68 5
Nashua and Lowell..... 100	600,000	M. & N	May'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey 100	5,000 000	F. & A.	Aug.'68 5
New London Northern.....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	July'68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4.848,300	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri..... 100	3,581,000		
Panama..... 100	7,000,000	J.A.J&O.	July '68 6
Paterson and Ramapo 100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630 000	J. & J.	Jul '68 4
Pennsylvania 50	20,000,000	M. & N.	May'68 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul.'68 5s
Phil., Germ'n'n & Nor't'n 50	1,507,850	A. & O.	Aug.'68 5
Phila. and Trenton*..... 100	999,200	F. & A.	Feb.'68 6
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Jul.'68 2½
Pittsfield and N. Adams..100	459,000	J. @ J.	Jul, '68 3
Portland and Kennebec....100	579,600	F. & A.	Feb.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	800.000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041.800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	July'68
Rutland preferred..... 100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R... 100	1 020.000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	6 5,200	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275		
South Shore..... 100	259,685		Jul. 68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi..... 100	1,000,000		
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.)..... 100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	391,475	J. @ J.	Jul. '68 3
Utica and Black River..... 100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*..... 100	2,250.000	J. & D.	Jun'68 4
Vermont Central..... 100	8,000,000		
Vermont and Massachu'ts.100	2,800.000	J. & J.	Jn.'68 1½
Virginia Central 100	3,353,679		
Virginia and Tennessee....100	3,454,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Ma. chester.... 100	1,150,470		
Wilm. and Weldon..... 100	1,340,273		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,033,350	F. & A.	Feb. '68 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,187,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,460,000	J. & J.	Jul. '68 3
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....		J. & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express..... 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single track	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipments.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000			8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000		64,336	187,427	29,469	9.5	....	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94			9.0	....	98½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,850		1,686	27,268	5,538		....	....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.		....	10
0 Nov.'67	3.00	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.		....	25½
30 Nov.'67	—	—	—	—	—	Margin al Freight	91,643	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,655	10	....	66½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	....	53½
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'6	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	30½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	343,870	200,000	24,000	117,842	368,851	13,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	....	71,861	15,873	—	100	....
30 Sep. '67	5.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep. '67	1.74	—	—	—	37	Broadway (Brooklyn	266,561	200,000	35,000	10,015	107,736	28,744	8	100	....
30 Sep. '67	16.0	—	103	—	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep. '67	8.00	—	17	—	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	8,994	—	100	....
30 Sep. '67	70.00	—	207	—	—	Brooklyn City	1,800,813	1,500,000	300,000	....	1,131129	195,907	12	100	....
30 Sep. '67	11.30	—	49	—	—	Brooklyn City & Newtown	553,340	400,000	200,000	29,587	129,267	14,852	—	100	....
30 Sep. '67	5.12	—	14	—	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	....	15,085	6,352	—	100	....
30 Sep. '67	24.0	—	57	22	—	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep. '67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	....
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,786	8½	100	....
30 Sep. '67	24.00	—	121	14	—	Central P'k, N & E. Riv. (N. Y.)	1,629,983	1,031,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,397	226	—	100	....
30 Sep. '67	2.00	—	201	—	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep. '67	18.00	—	162	—	—	Eighth Avenue	1,420,972	1,000,000	205,000	—	792,574	139 095	12	100	....
30 Sep. '67	10.24	—	49	—	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,984	94,714	5	100	....
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,429	18,793	9½	100	....
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep. '67	9.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,900	—	—	—	100	....
30 Sep. '67	10.60	—	—	21	3	Harlem Br., Morris'a & Ford'm	227,400	95,900	124,000	7,600	68,603	4,578	—	100	....
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	....
30 Sep. '67	7.00	—	17	—	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	....
30 Sep. '67	12.20	—	88	—	—	Ninth Avenue	486,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep. '67	10.00	—	41	—	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,612	800,000	700,000	137,699	458,945	9,470	—	100	45
30 Sep. '67	8.37	—	81	—	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73 564	10	100	....
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	....
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6.598	1,176	5	100	....
30 Sep. '67	18.00	—	180	—	—	Third Avenue (N Y.)	2,453.404	1,170,000	1,280000	50 000	1,18945	222,222	12	100	....
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	....
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	76,179	14,707	—	100	....
30 Sep. '67	2.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	....	2,25	—	100	....
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	—	14,721	9	100	....
						NEW JERSEY.					104,22				
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	17,228	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	—	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	220,480	166,000	56,300	7,700	144,098	52,180	24	50	....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	....
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct. '67	16.37	—	272	40	9	Frankford & South'w'k (Ph.)	766,491	491,650	200,000	—	246,142	56,995	6	50	36
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	550,000	20,000	284,574	63,582	26?	50	20
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	114,204	15,978	12½	50	27
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,004	10	50	31
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9.750	2,248	9,777	loss.	—	25	....
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90.000	60,200	7,900	66 529	13,048	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4.600	2,382	—	100	....
31 Oct. '67	7.08	....	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226.014	53,011	10	50	46½
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	215,307	—	—	9 888	23,343	8	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	....
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	....
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	50½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	164
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,591	7½	50	41½
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375.000	100,000	—	281,058	50,692	10	50	66
31 Oct. '67	4.18	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	60	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	19½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	.....	.....	.....	.....	.....	.....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue.					
1st Mortgage	100,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1860	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1900	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1860	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose:					
1st Mortgage run antied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	....
Malden & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	.....	1869	....
Orange and Newark:			J. & J.		
1st Mortgage Broad street	100,000	7	J. & J.	1891	....
" O. & Newark	100,000	7	J. & J.	1890	....
2d Mortgage "	100,000	7		1883	....
Philadelphia City:			J. & J.		
1st Mortgage	140,000	6		1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,100	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100.000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	490,000	..	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	80,000	7	M & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1880	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, July 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	6,878,442	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	129
" " " " coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	---
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " " coupon		5	" "	1874	115
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125
" " " " coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	116½
" " " " coupon		6	" "	1881	115½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " yearly		6	July.	1881	---
Loan of July 17, 1861 ..... registered	264,246,200	6	Jan & July.	1881	115½
" " " " coupon		6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,564,858,200	6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	111
" " " (5-20s) ..... coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	109½
" " " (5-20s) ..... coupon		6	" "	1885	114½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	108½
" " " (5-20s) ..... coupon		6	" "	1886	109½
" " 3d series (5-20s) ... registered		6	" "	1887	108
" " " (5-20s) ..... coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) ... registered	198,449,800	5	Mar. & Sept.	1904	108½
" " " (10-40s) ..... coupon		5	" "	1904	108½
Pacific R. R. Bonds ..... (currency)	28,000,000	6	Jan. & July.	'95-'97	102½
Treas'y Notes (7-30s) June 30, '64: 2d series	105,610,650	7.3	June & Dec.	1868	108½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	100
Matured Debt not presented	8,578,292	---	presentation.	------	---
Gold Certificates of Deposit	20,298,180	---	presentation.	------	---
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 y'rs	---
United States Notes (greenbacks)	356,144,212	---	------	------	---
Three per cent. certificates	50,000 000	---	------	------	---
Fractional currency	32,531,589	---	------	------	---
Navy Pension Fund	13,900,000	---	------	------	---
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) ... "	1,941,000	5	" "	1883	---
" — " " (funded coup.) "	437,850	5	" "	1887	---
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	---
" — " " (") ... "	688,000	6	" "	1876	---
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	---
" —* " " (State Bank) ... "	610,000	6	Jan. & July.	1868	---
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	134
" " " 1860 ..... "	198,500	7	" "	1880	---
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " Oct. 1861	2,000,000	6	" "	'72-'82	---
" — " Nov., 1863	2,000,000	6	" "	1883	---
" — " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " May, 1865 (free) ...	2,000,000	6	" "	1885	---
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	---
" — " ..... "		7	" "	var.	---
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	93
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	---
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	85
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	---
" — " " (Sterling) ..... "	72,000	6	Mar. & Sept.	1869	---
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " ..... registered	1,229,657	6	" "	1870	---
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	---
" — " ..... "	4,367,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	---
" — " ..... "	3,829,936	6	" "	1866	93½
" — " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	---
" —War Loan Bonds ..... "	300,000	7	" "	1881	---
Kansas—State Bonds ..... coupon	99,945	---	Jan. & July.	1875	---
" —War Loan Bonds ..... "	500,000	---	" "	'76-'81	---
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	95
" — " ..... "	1,421 000	6	April & Oct.	'70-'71	---
" — " ..... "	415,000	6	May & Nov.	1870	---
" —Military Bonds ..... "	253,000	5	April & Oct.	'67-'73	---
Louisiana—State Bonds (Banks) ..... coupon	685,000	6	various.	'80-'95	---
" — " (Railroads) ... "	4,832,983	6	Feb. & Aug.	'68-'86	---
" — " (Schools, &c.) "	2,928,000	6	various.	'69-'99	63½
" — " (Lev ee) ..... "	665,000	6	Jan. & July.	1907	---
" — " (New) ..... "	1,000,000	6	various.	1886	---
Maine—Mass. Land Debt of '53	822,500	6	"	'86-'87	---
" —Civil Loans of 1855-'56 ... coupon	150,000	5	October.	'67-'72	---
" " " 1857-'61 ..... "	174,000	6	Mar. & Sept.	'67-'74	---
" —War Loan of 1861 ..... "	171 000	6	various.	'75-'78	---
" " " 1863 ..... "	800,000	6	"	1871	100½
" —Bounty Loan of 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —War Loan of 1864 ..... "	475,000	6	Feb. & Aug.	1880	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	2,832,500	6	June & Dec.	1889	100½
" — " (S & T. W. Can.) sterl.	815,000	3	J. A. J. & O.	1890	98½
" — " (Balt and Ohio R.R.)	1,017,622	5	" "	1865	---
" — " (C. and O. Can.) sterl.	24,000	5	" "	1880	---
" — " (R. R. various) "	1,405,507	5	" "	1889	---
" — " (") currency.	120 000	5	" "	1889	---
" — " (B. & O. R.R.) sterl.	159,974	5	" "	'80-'90	---
" — " (C. and O. Can.) "	3,277,339	5	" "	1890	---
" — " (Ches. & Ohio Can.)	3,259,816	5	" "	1810	---
" — " (Balt. & Susq. R.R.)	2 000,000	6		1870	98
" — " (Bounty)	1,000,000	6		1870	98
" — " (Ches. & Ohio Can.)	501,000	6	"	abt.'74	---
" — " (Balt. & Susq. R.R.)	30,000	6	"	1885	---
Massachusetts—Funding Loan	429,688	6		1890	---
" "	15,000	5	June & Dec.	1868	---
—General Statutes Loan	21,000	5	" "	1870	---
—Funding Loan	150,000	5	Jan. & July.	1870	---
	17,000	5	June & Dec.	1872	---

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	---
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	---
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	---
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	127
" —Lun Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	---
" —Coast Defense Loan	883,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" — " " "	4,379,500	5	May & Nov.	1894	113½
" — " " " sterling	3,996,000	5	" "	1894	---
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	130
" — " " "	2,150,000	6	" "	'74-'76	130½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	---
" —Eastern R.R. Loan	275,000	5	Jan. & July.	64-'71	---
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	---
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,186	5	" "	'88.'90	---
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	---
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	---
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	---
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	---
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	---
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	------	'41-'71	---
" —* " (Union Bank)	5,000,000	6	------	Var.	---
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	91½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	91½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	98½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	---
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	---
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	---
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	---
" —Platte County R.R.	700,000	6	" "	1887	---
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	100
" — " July 1, 1866 ...	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	---
" — " " 1864	793,400	6	" "	'97-'02	---
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ... coupon	2,559,000	7	Jan. & July.	1877	108½
" — " " ... registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,146,780	6	" "	please.	---
" — " " "	500,000	6	" "	1868	---
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " "	6,000,000	6	" "	1873	101½
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	please.	---
" — " "	442,960	5	May & Nov.	1868	---
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	---
" —Canal Bonds	1,163,000	5	J. A. J. & O.	1868	---
" — " "	167,000	5	" "	1871	---
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	386,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	---
" — " "	650,000	6	April & Oct.	'90-'91	---
" — " (new)	3,500,000	6	Jan. & July.	1900	75
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1866	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	---
Pennsylvania—State Bonds ..... coupon	4,998,000	5	Various.	'77-'82	100
" — " " ..... registered	5,043,062	5	"	'68-'70	96
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	---
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	---
" — " " 2d series	99,480	5	" "	1882	---
" — " " 3d series	720,983	5	" "	1892	---
" — " " 1st series	4,907,150	6	" "	1877	104½
" — " " 2d series	7,909,520	6	" "	1882	107
" — " " 3d series	9,270,017	6	" "	1892	109
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	105
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	264,000	6	April & Oct.	1883	100½
" — " " " 1864	776,000	6	Jan. & July.	1893	100½
South Carolina—Free Loan Bonds	917,000	6	Feb. & Aug.	1894	100½
" —State Bonds (various)	798,898	5	J. A. J. & O.	'68-'70	---
" — " (new)	3,275,000	6	Jan. & July	'71-'90	---
Tennessee—State Bonds	1,210,803	6	" "	1887	---
" — "	1,949,430	6	April & Oct.	1868	60½
" — "	239,187	5½	" "	Var.	---
" — "	1,706,000	6	" "	1868	---
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	---
" — endorsement	2,207,000	6	" "	Var.	---
" —New Bonds	6,000,000	6	" "	1882	---
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	65
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	---
" — " " ..... registered	108,000	5	" "	long.	---
" — " ..... coupon	21,699,398	6	" "	long.	---
" — " (new) ..... registered	10,900,000	6	" "	long.	---
" — " (") ..... coupon	1,379,500	6	" "	1876	57
" — " (")	489,300	6	" "	1886	---
Wisconsin—State Bond	89,000	6	" "	1890	---
	405 100	6	Jan & July.	'77-'89	---

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,341	328,628	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,336
1866	475,641	433 279	385,991	412 521	464,507	493,243	466,898	568,589	533 150	599,670	474.056	388,573	5,696,119
1867	377,852	380,190	489,555	407.018	465,102	385,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,447	352,169	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122.084	132,301	145,542	149.137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312.165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,093
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157.832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	224,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,023	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,812
1868	383,600	281,900	262,800	288,700	308,891	366,200	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281.834	296,169	473,186	451,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	764,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,950	1,206,796	1,167,644	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37.501	39,600	40,458	39,630	41.212	43,580	65,035	80,588	73,140	50,296	580.271
1867	49,694	36,098	56,859	59,196	61,447	58,999	53,683	69,018	73,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,788	770,143	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,935	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,891	1,041,646	14,139,300
1868	1,081,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,551	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,646	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,206
1866	603,053	50h,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477.027	516,493	526,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	467,754	496 666	543,019	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,243	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,068
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,529	98,482	108,461	95,416	95,924	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,302,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 723
1865	312,846	277,234	412,715	413.970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	485,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,096	283,661	376,210	362.788	333,952	284,977	313,021	398,993	464,778	505,296	412,934	330,373	4,371,073
1868	343,816	304,315	326,880	416,758	369,286	326,501	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	458,094	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	762,841	892,744	1,018,375	968,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,026	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,650	1,346,734	1,255.521	1,132,701	1,162,024	1,495,757	1,524,434	1,526,839	1,486,356	1,117,858	14,576,126
1866	1,086,360	896,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,636	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,444	224,963	223,242	268,177	302,696	332,400	278,008	246,243	275,950	3,211,077
1865	259,223	239,139	313,914	271,627	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247.262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,906	252,149	204,620	217,082	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,467	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,688	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,798	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	985,358	903,974	864,637	693,104	873,153	956,659	837,361	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,380	397,525	401,290	364,331	370,963	3,745,219
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,842	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	590,144	678,504	857,583	738,866	637,186	646.995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,736	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,281	606,218	669,087	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,733	143,748	162,921	1,564,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.301	162,594	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,534	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	166,066	172,933	220,788	219,160	230,240	206,095	180,971	2,218,402
1868	127,693	138,392	149,164	155,388	130,545	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,538	139,626	244,114	243,840	221,870	220,209	265,154	2,060,822
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	376,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	266,793	263,269	292,285	260,529	293,844	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	68,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	669,533
1866	45,102	36,006	39,301	43,332	86,913	92,918	85,276	60,698	84,462	100,313	75,248	54,466	814,029
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,625	126,495	120 288	79,431	84,719	774 947
1868	46,415	40,703	39,198	49,231	70,163	77,339	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

') signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	96½
" " " 1850	602,000	6	Jan. & July.	"	1880	96
" " " 1855	894,250	6	Jan. & July.	"	1875	99
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70–'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	82½
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98
"	200,000	6	April & Oct.	"	1879	100
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	96
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	98
" " $675,000	675,000	6	April & Oct.	"	1875	98
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	91½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	89½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	88
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	
3d Mortgage (S. F.)	980,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	
Income	1,192,200	7	Jan. & July.		'67–'80	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75–'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	630,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	79
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	93½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99½
General 1st Mortgage	3,600,000	7	" "	" "	1885	97½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1863	93
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	94
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1886	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	18?0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,608,000	7	May & Nov.	" "	1876	93
4th Mort. (M. L.) or 3d Extension	1,106,480	6	Jan. & July.	" "	1892	77
Consol. S. F. mort. ($5,000,000)	136,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68–'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	101
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	99½
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	65–'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	98
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	77			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	77
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	91½
Land Security	3,344,600	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2 499,000	6	" "	New York.	1875	120
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	247,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,501,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester.						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	94½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		79
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	840,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,595,580	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage Sterling	467,439	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	115½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	115½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	102
2d General Mortgage	2,693,000	7	" "	" "	1877	96½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	89
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	99½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,617,500	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1878	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,009,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1868 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		92
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	6	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,720,800	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	93
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,515	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	94½
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	97½
N. York, Providence and Boston:						90
1st Mortgage	800,000		Feb. [& Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	600,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83½
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	380,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'68–'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,060,000	7	Jan. & July.	New York.	1872	98
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70–'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68–'70	98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1896	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74–'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70–'75)	300,000	6	Jan. & July.	Petersburg.	'70–'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62–'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65–'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63–'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80½
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	104
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	171,500	6	" "	"	1886	93
1836, "	288,000	7	" "	"	'72–'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	91½
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64–'74	
Quincy and Toledo:						
1st Mortgage	550,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75–'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	71
Mortgage (Registered)	504,000	7	"	"	1873	71
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	149
2d Mortgage	937,500	7	" "	"	1863	56
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73–'74	
Domestic Bonds	643,500	7	April & Oct.		'69–'91	
Steri. Stg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75–'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	88
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	52
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	63
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	96
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	88
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	37
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	84
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859–'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70–'77	
Dividend bonds	121,227	6		"	65–'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	998,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	700,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68–'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	99½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	91
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	81
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	91
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	—	50.6	...	...	...	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105.255	1,515,704	54.0	.....	101,102	37,866	—	.....
28 Feb. '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461.505	30,991	—	335,010	109,500	21.632	518,966	30.3	.....	55.791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	.....
31 Dec. '65	469.3	13.5	.....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	.....
28 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	215,199	1,644,104	1,130,700	258,781	3,033,586	116.9	170,707	449,007	189,402	—	.....
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,994	—	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100.000	—	—	23.8	53,855	103,333	26,249	3	.....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	—	122.4	319,433	644,725	166,186	—	.....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150 848	2,787,594	124.0	192.989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295.000	34,065	—	62.0	159,074	419,469	135,922	10	—
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	—	—	62.0	.....	67,163	loss.	—	—
30 Nov. '67	93.0	5.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908.906	6,000,000	1,079,500	258.046	8,272,182	117.4	787,828	2,068,260	704.016	10	145
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	660,438	201,086	8	92
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138.970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
— — '62	154.2	—	—	150	.....	.....	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,807	3,535	—	.....
— — '62	59.9	—	5.0	—	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
— — '62	100.0	3.9	10.0	158 5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '67	86.7	—	.....	—	18	6	88	Atlanta and West Point	1,200,079	*	145,551	1,232,200	35,500	56,575	1,346,632	86.7	.....	391,477	68,880	8	.....
— — '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	—	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.9	.....	.....	.....	—	.....
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,686,956	229.0	.....	1,734 749	359,214	—	.....
31 Mar. '67	171.0	71.0	.....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246,356	6	.....
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404 618	212,676	19	.....
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	189,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	.....
30 Sep. '59	188.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	.....
								ILLINOIS.													
31 Dec. '67	280.0	—	.....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280 0	1,672,965	3,892,961	1,743 733	10	138
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365.542	18,957.024	400.0	2,421,566	6,146,862	2,793,468	20	164
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864.322	1.152	.....	10,161,735	2,226.967	—	84½
31 Mar. '67	181.8	181.6	.....	62.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	4,574,034	1 413,999	10	107½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,542	180.0	.....	742,097	377,476	—	.....
31 Dec. '67	454.8	252.5	.....	—	150	94	3,776	*Illinois Central*	31,328,473	*	10,233,807	23,415.780	10,544,500	—	41,562.280	708.3	3,765,216	7,160,992	3,517,366	10	151½
31 Dec. '67	111.0	—	—	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873.000	229,004	7,136,269	111.0	297,509	754,463	187,005	—	.....
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	.....	.....	4,000,000	6,700,000	—	10,700,000	209.0	.....	2,218,402	.....	—	45½
								INDIANA.													
— —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	.....	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	37½
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	.....
31 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	640,043	25,689	1,699,900	1,382,284	140.689	3,458,108	110.0	.....	448,858	230,834	9	23
31 Dec. '64	84.0	—	.....	—	15	—	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771.763	307,832	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '66	78.0	—	—	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	.....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	.....
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,966	5,639.203	156 5	319,880	805.271	237,861	—	75
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	.....	.....	1,820 200	2,892,000	795,004	5,507,204	162.0	.....	735,587	309,685	—	.....
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	.....	.....	.....	—	.....
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,406	227,534	—	.....
30 Jun. '67	29.0	—	3.4	—	}	}	}	} Lexington and Frankfort	511,966	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	.....
30 Jun. '67	66.1	—	5.4	—	14	13	225	} Louisville and Frankfort	1,405,910	126,735	4.278	1,109,594	294,519	7,430	1,586,923	66.1				6	.....
30 Jun. '67	186.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,060	444,172	12,841,095	334 0	929,486	2,158,874	810,468	8	.....
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,800	2,604,768	8,628,793	80.0	105,960	414,741	200.220	—	.....
30 Nov. '66	206.0	—	.....	206.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	.....	1,533,042	386,268	—	.....
31 Aug '60	53.7	—	.....	185.3	...	...	...	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	53.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	...	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	.....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,389	188.6	.....	840,896	.....	—	.....
31 May '67	284.8	—	28.4	—	97	83	1,728	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	118
29 Feb. '68	246.0	277.8	.....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	3,865,817	1,538,230	10,646,200	9,038,840	267,478	20,762,597	523.8	2,387,398	4,747,219	1,880,832	—	92½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	—	1,550,000	—	—	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	400,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	896,992	6,331,899	236.0	.....	884,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	—	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,800	—	—	206.8	579,324	1.047,567	420,026	—	86
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	.....	1,020,089	267,804	—	.....
31 Dec. '62	152.0	—	3.6	—	.....	.....	.....	*Platte County*	1,200,000	*	—	500,000	700,000	—	—	52.0	.....	.....	.....	—	.....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,256,135	16,598,448	309.0	1,199 680	2,676,876	719 230	—	.....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,733	1,300,000	1,280.000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	.....
28 Feb. '64	86.5	3.6	8 2	.....	16	13	219	*St. Louis and Iron Mountain*	5,437,993	360,029	.....	1,971,224	3,501,900	49 856	6,352,109	90.	240,140	390,291	826	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,564	757,381	63.5	76,244	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	978,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,845	6	100½
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,951	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	124
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	581,848	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,048,096	1,747,641	4,648,900	5,764,500	1,312,648	13,063,151	326.0	.....	3,690,868	1,212 159	8	48½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,091	*	—	14,834,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	16½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	180½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,167	481,471	10	137
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,306	10	136
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 50)	945,761	80,884	66,962	721,926	—	6,184	1,098,587	47.1	88,888	197,981	61,251	6½	64½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	128
30 Nov. '67	44.1	30.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	662,200	6,316,900	94.5	863,222	1,447,046	545,680	8	121
30 Nov. '67	51.0	42.5	78.9	—	31	33	507	Fitchburg	3,189,861	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	131
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O. b	y B. & L.	) 21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	96,684	81,122	720,000	—	15,000	855,725	74.8	331,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	903,077	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,881,065	336,310	8	96
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	180,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470.692	(O b	y B & L.	) 17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	3	85	Taunton Branch	250,000	*	43,780	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	3	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,948	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,342	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	57½
30 Nov '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	.....
30 Nov. '67	48.7	—	10.6	—	11	15	225	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,328	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689.307	*	280,780	2,085,925	672,200	—	2,970,087	63 6	433,650	688,500	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	28	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	135
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,640	681,301	242,998	8	116½
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79 2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124 2	.....	3,608,511	781,801	10	125½
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034 380	127,871	2,265,294	60.2	.....	325,407	147,928	—	11½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768, 00	1,500,000	1,649,963	16,918,563	90.0	1,649,446	3,350,398	1,472,376	10	120½
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,013,617	3,616,350	6,347,437	1,513,438	11,477,225	87.7	827,528	1,382,840	164,54	3½	65
31 Dec. '67	33.8	—	33 8	—	37	70	211	New Jersey	4,077,493	868,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,866,393	846,150	10	133
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	.....	159,100	300 000	62,145	496,044	35.0	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,887	5,262,067	81.0	—	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,647,650	511,400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	257,170	484,228	220,215	—	.....
30 Sep. '67	36.7	—	.....	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43.2	20,738	49,159	28,850	—	.....
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	85
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,102,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,862,230	576,842	10	.....
31 Dec. '67	460.0	97.0	378.0	—	371	190	6,837	Erie	49,247,770	*	5,071,492	25,111,210	23,429,927	3,524,813	54,319,262	784.0	6,458,279	14,317,213	2,662,141	—	68½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018,602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	8	138
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,429	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.6	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	13,009,820	688,879	46,023,535	692.0	6,401,420	13,979,514	3,109,801	6	134
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491 685	1,863,697	1,109,365	6,785,050	5 993,625	37,000	12,815.675	102.9	788,120	2,783,699	1,119,369	8	124
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,954,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,64	86.516	—	66
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	op	r. by R.,	W & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	97	Oswego and Syracuse	1,160,940	139,834	112,320	432,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	95½
30 Sept. '67	25.2	—	1.2	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g	4,000,724	*	587,519	2,400,000	1,834,600	358,643	4,588,243	218 6	—	1,215,471	449,003	10	110
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860.000	13.0	49,747	668,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	148	Syracuse, Binghamton & N.Y.	2,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,096	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	609,582	196,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	962,782	*	—	831 300	—	121,482	952,782	34.9	53,168	150,375	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	185,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	.....	—	—	—	—	Warwick Valley	172,577	*	11,673	98,650	85,000	600	184,250	10.3	19 850	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	8.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,872	—	—
31 May, '67	223.0	—	.....	—	26	15	223	North Carolina	4,950,765	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	59.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	496 266	1,147,018	1,201,000	671,984	3,778,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501 333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,361	—	—
15 Mar. '60	81.0	3.0	.....	102.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	113.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	280,017	2,562,261	1,040,550	116,574	3,719,374	113.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	35
31 Mar. '67	90.3	—	.....	—	34	30	486	Cinc., Hamilton and Dayton	3,930,423	991,196	1,275,919	3,280,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	89
31 Oct '67	95.5	—	54.0	—	43	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,000	2,500,000	—	11,250,000	95.5	804,876	2,659 346	973,518	10	99½
30 Nov. '67	101 0	102.5	.....	—	68	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	87½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,186	133,692	8,673,764	188.6	1,223,523	2,492,215	1 107,877	14	103½
30 Nov '67	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,464.078	—	736,66	1,786,200	243,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	858,368	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	35,935	5,479,856	153.2	1,110,066	1,985,764	384,190	8	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,778	*	1,578,999	12,667,656	3,688,385	315,434	17,429,777	250.8	739,960	1,224,658	445,802	—	—
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,335	1,707,000	461,583	23,500,000	3,888,000	598,693	28,108,918	340.0	.....	3,459,319	286,455	—	30½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,364	595 400	391,992	3,382,163	1,218,972	109,318	4,372,746	205.9	346,671	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,865,435	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	454.8	45.2	—	—	108	49	2,189	Toledo Wabash & Western	20,999,009	*	1,755,188	6,700,000	15,494,000	68,670	22,754,183	421.0	1,259,485	3,809,353	1,002,471	—	54

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, &c.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,575	1,948,400	614,000	313,542	2,876,342	44.0	134.201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	35.7	—	166	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,940,900	1,049,166	58,838,989	565.7	———	5,195,266	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	10
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	93	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,000	708,205	17,402,225	204.5	2,034,524	2,813,979	loss.	10	118
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,992	—	———
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	256,376	396,149	4,835	5	31½
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	388,004	640,768	202,865	—	———
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	183,284	7	———
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	—	2,341,375	58.8	149,189	186,451	52,342	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,295	68,880	3,753,130	80.0	608,071	790,408	235,345	—	———
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	534,154	193,776	8	———
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	101.4	1,224,378	3,580,764	1,272,069	10	84½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	863,000	—	3,514,100	oper	by Read	ing R.R.		—	44
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	"	302,048	8	66½
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,164	—	6,992,287	66.9	343,012	898,574	361,604	5	33
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,760	13,311 840	591,585	34,949,145	561.6	7,740,290	16 340,156	4,151,521	11	62½
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,078	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315 164	634,717	298,315	10	68
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,000,000	22,478	19,019,178	287.6	1,604,823	2,334,731	loss.	—	20½
31 Oct. '67	147.0	20 2	266 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907 514	3,099,019	23,856,101	6,580,825	—	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	47½
31 Oct. '67	26.5	—	32.2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	33.3	———	865,705	299,326	10	129½
31 Oct. '67	96.0	3 8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432,531	890 730	9	86
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,129	1,800,000	74,863	3,420,992	70.9	839,804	604,596	270 419	—	———
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,500	83,778	25,118,927	544.2	4,618,501	7,278,896	2,382 623	10	110½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,452	107 811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,888	180,693	10,000	684,036	962,800	123,966	880,602	35.4	167,552	375,680	189,705	—	16
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.		—	———
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,569	133,671	8	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,835	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	———	———	———	—	———
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	884,000	—	———	109.6	———	783,263	151,536	6	———
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	———	164.5	———	341,190	125,871	—	———
28 Feb. '67	102.0	—	.....	—	11	8	105	North Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	117,775	66,687	—	———
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,796	447,491	9,827,175	242.0	———	———	1,312,738	387,332	———
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	———	29,967	19,187	—	———
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	*	*	*	—	2,141,970	—	———	140.0	10 mos.	441.029	154,061	—	———
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	———
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,281,585	1,002,601	2,195,331	5,312,725	3,126 530	921,937	9,451,517	291.0	786,331	1,661,812	71,490	—	———
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,287	141,144	—	570,000	1,361,000	145,000	———	———	———	———	———	—	———
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	———	———	———	———	———	—	———
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,059	3,015,107	99.2	———	367,252	173,729	—	———
1859	47.4	—	2.3	—	4	5	45	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	———	47.4	54,175	83,129	44,666	—	———
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	———	34.2	30,065	23,808	13,892	—	———
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	———	159.0	———	734.118	337,384	6	———
1859	———	———	———	———	———	———	———	Nashville and Northwestern	———	———	———	———	———	———	———	———	———	———	———	—	———
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	880,000	204,544	———	45.8	57,960	127,963	67,243	—	———
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	———	———	———	216,962	413,000	408,477	———	30.0	———	1,248	———	—	———
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	.....	155.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	———	———	———	———	———	———	———	32.0	———	———	———	—	———
— — '58	56 0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	———	———	———	———	———	———	———	56.0	———	———	———	—	———
— — '60	60.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	———	50.0	31,300	32,670	———	—	———
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	———	70.0	102,200	282,846	196,568	—	———
— — '59	25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	———	———	———	———	———	———	———	25.0	———	———	———	—	———
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	———
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	2,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	———
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	960,000	256,683	—	1,097,000	———	———	1,206,683	62.5	136,761	185,474	67,785	—	———
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,056	*	—	5,000,000	3,500,000	———	8,500,000	184.5	1,030,304	1 477,782	334,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	———	———	2,250,000	oper	r. by Vt.	Central	180,000	8	102½
30 Jun. '65	28.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	———	———	28.6	———	80.273	34,358	—	———
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	———	———	ope	r.b. Troy	& Bost.	53,852	—	———
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	83,131	1,534,194	—	———	———	———	—	———
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,561	775,500	118,789	———	118.7	703,034	186,302	43,062	—	———
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	165,161	6 months	79.2	47,702	54,121	16,332	—	———
30 Sep '65	103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 685	694,000	———	———	103.5	436,729	758,883	42,878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	———	———	———	2,063,655	2,923,000	380,780	———	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '66	123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,981	3,565,187	133.4	———	289,581	49,581	—	———
30 Sep. '59	59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,626	*	—	883,200	102,500	5,799	1,486,527	80.5	———	326,554	213,852	7½	———
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	106.5	310,204	639,662	280,211	—	———
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	———	78.6	159,981	279,945	145,386	7	———
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	———
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	———	———	23.7	12,842	———	———	—	———
28 Feb '67	80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	———
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	37,297	6,379,046	221.5	800,405	554,511	135 648	—	———
Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,522	7,362,250	214.9	278,839	556,022	93,832	—	———
								WISCONSIN.													
1 Dec. '66	196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	———	18,508,374	275 0	996,727	2,548,800	934,103	—	75
1 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwkee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	———	———	235.0	———	———	———	—	40
———	———	———	———	———	———	———	———	Western Union	———	———	———	———	———	———	———	———	———	———	———	—	———
								CANADA.													
31 Jan. '63	161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (¼ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	———	236,798	67,652	—	15
31 Dec. '52	———	———	———	———	16	17	214	Montreal and Champlain	2,462,869	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	———	242.798	117,842	—	68
30 Jun. '63	49.0	—	.....	—	.....	.....	.....	Grand Trunk	72,410,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	———	4,368,510	1,154,865	—	———
31 July '63	1,096	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	———	26,084,180	357.0	———	3,011,860	1,649,510	1½	———
31 Dec. '64	229.0	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,456,615	———	———	———	4,909,960	768,959	5,678,939	96.1	402,670	467,266	191,152	—	———
	94.5							NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,718	—	—	4,658,700	—	—	———	108.0	———	148,339	55,777	—	———
July, '61	60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,338	—	1,380,000	13,100	136,000	1,709,232	60 0	———	132 455	36,670	—	———
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,184	—	———
	b.							NEW GRANADA.													
					11	22	120	Pan R.R.	3,000,000	*	—	6,000,000	0	—	10,165,725	48.7	———	727,498	1,188,994	—	———

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	18
Catawissa (preferred)	1,150,000	7	---	32½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	69½
Chicago & Alton (preferred)	2,425,400	7	7	139
Chicago & Northwestern (pref.)	14,789,125	7	7	84½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	74½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	87
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,566,135	7	3	29
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	636,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	106
" " " (2d pref.)	841,400	7	7	100
Milwaukee & St. Paul (preferred)	7,370,900	7	---	84½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	66
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73½
Toledo, Peoria & Waraaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	----	---	----	----	----
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation: 1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82½
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris: 1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80½
North Branch: 1st Mortgage	500,000	6	M. & N.	1876	65
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & S.	1872	86
2d Mortgage	3,980,670	6	J. & J.	1882	70½
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.) 1st Mortgage	3,000,000	6	M & N.	1883	12
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	———	38½
Chesapeake and Ohio	100	8,226,595	———	----
Delaware Division	100	1,633,350	———	49
Delaware and Hudson	100	10,000,000	10	130
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	———	----
Illinois and Michigan	----	----	———	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	75
North Branch	100	----	———	----
Sault Ste Marie	100	----	———	----
Schuylkill Navigation (consolid.)	50	1,908,207	———	11
" " (preferred)	50	2,888,988	———	21½
Susquehanna and Tide Water	50	2,048,200	———	15
Union	----	----	---	½
Union (preferred)	50	2,787,000	———	½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	42 —	@ 45 —
Pig, American, No. 1		39 —	@ 40 —
Pig, American, No. 2		36 —	@ 37 —
Bar, Refined, English and American		81 —	@ 87 50
Bar, Swedes, assorted sizes	(gold).	87 50	@ 90 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		— —	@ 95 —
Bar, English and American, Common		— —	@ 85 —
Scroll		125 —	@170 —
Ovals and Half-round		120 —	@150 —
Band		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ¾ @ 3-16 inch		100 —	@160 —
Hoop		133 —	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No.'s		— 17½	@ — 19
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	51 50	@ 52 —
Rails, American (at works)		79 —	@ 80 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring.(2d and 1st qlty.)		— 10	@ — 12½
English Blister.(2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German. (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 10½	@ — 16
American, Cast, Tool,	do.	— 19	@ — —
American, Spring,	do.	— 10	@ — 13
American Machinery,	do.	— —	@ — 13
American German	do.	— 10	@ — 15

COPPER—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val. Sheathing Copper and Yellow Metal, in Sheets, 29 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 33
Bolts		— 33	@ — —
Braziers'		— 33	@ — 42
Sheathing, &c., Old		— 18	@ — 20
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 26
American Ingot		— 23½	@ — 24½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 30	@ 6 40
German Refined	(gold)	6 30	@ 6 50
English	(gold)	6 30	@ 6 87½
Bar	(net)	10 —	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½	@ — 27
Straits	(gold).	— 24	@ — —
English	(gold).	— 24	@ — 24½

	—Gold.—		—Currency.—	
Plates, I.C.Charcoal.p.box.	8 37½	@ 8 50	12 25	@ 12 50
Plates, I. C. Coke	6 87½	@ 7 50	9 75	@ 10 75
Plates, Coke Terne	—	@ 6 25	9 25	@ 9 50
Plates, Charcoal Terne	7 87½	@ 8 12½	11 50	@ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 17½	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 22
Refined, free, S. W.		— —	@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 32	@ — 31½
Refined, in bond, Standard White		— 34	@ — —
Refined, in bond, prime White		— 35	@ — —
Naptha, Refined, (60 @ 63 gravity)		— 20	@ — 20½
Residuum	per bbl.	— —	@ 3 80

New York Stock Exchange.

Actual Sale Prices for the week ending July 22.

	Tu.16	F.17	Sat.18.	M 20.	Tu. 21.	W 22
Atlantic M. S. S. Co	----	----	----	----	----	28
Boston, Hartford & Erie	16½	16½	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	----	47	----	----	46½
Central of N. Jersey	..124	----	121x	----	----	120½
Chicago & Alton	----	----	----	137½	138	----
" " pref.	----	----	----	139	----	----
" " M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	91	----	----	----	----
Chicago, Burl. & Q.	----	164	----	----	----	----
" " " S p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	----	----	79	----	----	----
Ohio. & Northwest'n	----	78½	79½	80½	82	83½	84
" " pref.	81	81½	82½	82½	83½	84½
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	94½	94½	----	94	94½
Chicago & Rock Isl.	----	108½	108½	108	108	107½	107½
" '1st M.'70	----	99	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	93½	93½	94	94½	----
C., C., C. and Ind.	----	90	90½	88½	----	89
Clev. and Pittsburg	----	86	86½	86½	87	87½	87½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	----	102½	----	102½	103	103	103½
" "S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	---100	99½	----	----	----	----
Cumberland Coal pref.	----	----	----	----	----	----
Del. & Hudson Canal	----	----	130x	----	131	131
Del., Lack. & West.	----	----	118	----	----	----
" " 1M. 8p.c.'71-5.	----	----	----	----	----	----
" " 2M. 8p.c.'81	----	----	----	----	----	----
Erie	----	68½	68½	68½	68½	68½	68½
" pref.	----	----	----	75	----	74½
" 1 M. 7 p.c. '67	----	----	----	----	----	104
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	98	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	93	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Great Western 2d mort.	----	76	----	----	----	77
Hudson River	----	---137	----	138½	----	138
" 1M. 7p.c.'69	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c.'75	----	----	----	----	----	----
Illinois Central	----	145½x	149	150	152½	151	151½
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	29	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref	----	----	----	----	9	----
Michigan Central	----	----	117½	----	----	117½
" SF. 8p.c.'82	----	----	----	----	----	----
" conv. 8p.c.'69	----	----	----	----	----	----
M. S. and N. I.	----	91½	92½	92	92½	91½	91½
" " 1M. S.F.	----	----	----	----	101½	102
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	106	----	----	----	106
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	67	69½	69½	69½	69½	73
" " pref.	----	80½	82	82½	82½	83	83
" " 1st mort.	----	93	92½	----	----	----
" " 2d mort.	----	----	----	----	89½	----
Missouri 6s	----	91	91	91	91	91½	91
" 1ss. to H. & St. J. R.	----	----	----	----	----	91½	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----	65
" "1st mort.	100	----	----	----	----	----
" "2d mort.	----	----	92	----	----	----
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	----	131½	132½	133	134½	134	133½
" "7s.S.F.'76.	----	----	----	----	----	----
" "7s.conv.'76.	----	----	----	----	----	----
" "6s, S.F.'83.	----	----	----	----	----	----
" "6s, S.F.'87.	----	----	94½	----	----	----
N. York & Harlem	----	----	----	123	----	124
" "pref."	----	----	----	----	----	----
" "1M.7p.c.'73	----	----	----	----	103	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	72½	73½	74	74	73	73½
" new	71½	72½	73½	----	72½	73
Ohio & Miss.	----	----	29½	29½	29½	29½
" " pref.	----	----	----	----	----	----
" " 1st m.	96	----	----	----	----	----
Pacific Mail S.S. Co.	----	101½	101½	100½	101½	101½
Panama	----	----	----	330	----	----
Phila. and Reading	----	95½	96	95½	95½	95½
Pitts. Ft. W. & Chicago	----	108½	109	109½	110½	110½	110½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	22	21½	22½	24	----	23
St. L., Alton & T. H.	----	----	----	----	40	42½
" " pref	----	----	----	----	----	66
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	87½	----	----	----	88	----
" " Inc. b'ds.	----	----	83	----	----	----
Tennessee 6s, ex-coup.	69½	68½	69½	67½	67	67
" new	----	68½	68½	68	66½	65½
Tol. Wab. & Western.	49½	48½	51	52	52½	53½
" Pref.	----	----	----	----	73½	73½
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	82	82½	82½	83	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	----	----	56½	----	----	56
" new	----	55	----	----	----	56

New York Stock Exchange.

Actual Sale Prices for the week ending July 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	115	----
U. S. 5s, 10-40s, coup.	107½	105½	108½	108½	108½	108½
U. S 5s, 10-40s, reg.	----	----	----	----	108	108½
U. S. 6s, 1881, reg.	113½	----	----	----	114½	115
U. S. 6s, 1881, cou.	113½	114	114½	114½	114½	115½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 4y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	109½	109½	----	----	----	109½
U. S. 6s, 5-20s, c. '62	113½	114½	114½	114½	114½	114½
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	110½	111	111½	111½	111½	111½
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	111½	112	112½	112½	112½	112½
U. S. 6s, 5-20s, r. n. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	108½	109½	109½	109½	109½	109½
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '67.	108½	109½	109½	109½	109½	109½
U. S. 6s, 5-20s c. '68.	109⅝	109½	109½	----	109½	109½
7.30 Notes, 2d series.	----	----	----	----	----	----
" " 3d series.	----	109½	109½	----	----	109

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 21.

	W.15	Th 16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa	----	----	----	10	----	----
" preferred	31½	32½	33	33½	33½	33½
Camden & Amboy	131	----	----	----	130	125
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	91½	----	----
" " 6s, '89	88	88	88	----	----	----
" mort. 6s, '89	----	----	----	97	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21½	21½	21½	21½	21½	21½
" " 6s, '84	82	----	----	----	----	----
" " Gold L.	88	87½	87	----	----	88
Lehigh Valley R. R.	54½	54½	54½	54½	54½	54½
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	44	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	56½	----	----	----	56½	56½
Morris Canal	----	----	----	----	----	----
" " pref.	75	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	90	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	48½	----	----	----	----	----
Pennsylvania R. R.	52½	52½	52½	52½	52½	52½
" 1st m.	----	100	100	100	100	----
" 2d m.	----	----	103	----	----	----
Penn. State, 6s 1st series	----	----	104½	----	----	----
" " 6s, 2d series	----	----	----	107	----	----
" " 6s, 3d series	----	----	----	109	----	----
" " 6s, W. L.	105	----	----	----	----	----
Philadelphia City, 6s	99½	100	----	----	----	100
" " new	102½	102½	102½	102½	103	102½
Philad., Germ. & Nor.	----	68	----	68	----	----
Phila. & Reading	47	47½	47½	48½	47½	47½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	104	104
Philadelphia & Erie	26	----	26½	26½	----	----
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	20½	21½	21½	----	21½
" " 6s '82	----	----	71	----	----	70½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	15	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 21.

	W.15.	Th.16	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875	98½	----	----	----	98½	----
" " 1886	97	97	97	----	----	----
" " 1890	97½	97½	97½	97½	97½	97½
" " 1893	----	----	----	----	----	----
Balt. and Ohio	124	----	----	----	----	----
" " b'ds '75	----	----	----	----	----	----
" " " '80	96	----	----	----	----	----
" " " '85	97½	----	97½	----	97½	96½
Marietta & Cin. 1st m.	----	----	----	----	----	94½
" " 2d m.	76½	----	76½	----	----	79
Northern Central	49	----	----	----	----	49½
" " b'ds, 1885	----	----	----	----	----	83½
" " " 1900	83	----	----	----	----	82½
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Boston and Albany	146	146½	146	----	145½	145½
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	137	----	136½	----	----	137
Boston and Providence	----	----	----	----	136½	136
Boston, Hartford & Erie	16½	16½	16½	----	16½	16½
Cheshire, pref.	----	----	69½	----	----	69½
Concord	----	----	----	----	----	72½
Connecticut River	----	----	----	----	----	----
Eastern	----	----	121	121	----	----
Fitchburg	130½	----	----	131	----	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	117	117	117½	117½	----	118
Northern, N. H.	116½	----	----	----	117	116½
Ogdens. & Lake Champ	66	----	----	----	66	66
Old Colony & Newport.	95	----	95½	95½	95½	96
Ph., Wil. & Baltimore	56½	56	----	----	----	----
Portl'd, Saco & Ports.	100	100½	----	100½	----	----
Vermont & Canada	102	102½	----	102	102	102½
Vermont & Mass.	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	93½	----	----	----	----
Metropolitan "	66½	----	66½	----	66½	66½
Middlesex "	----	----	----	----	----	53½
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	19½	20½	21½	21½	21½
Franklin "	----	----	12½	----	----	14
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	7½	----	8½	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	21	22½	23	22½	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities July 3d and 10th,:

	Closing Prices. July 3.	June 10.
United States, 5-20s, 6 per cent 1882.	73½@ 73½	73 @ 73½
Do. do. 6 do. 1884.	71 @ 72	71 @ 73
Do. do. 6 do. 1885.	72½@ 72½	71½@ 72½
Do. do. 6 do. 1868.	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	35 @ 57	35½@ 36½
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	63 @ 68
Do. do., 2d mort., 1881	55 @ 60	57 @ 62
Do. Penn., 1st mort., 1877	60 @ 65	63 @ 68
Do. do., 2d mort., 1882	55 @ 60	57 @ 63
Do., consolid. mort. bonds, 1890	34 @ 35	35½@ 38½
Detroit and Mil. 1st mort. 7 p. c. 1864	59 @ 61	60 @ 62
Erie shares, $100 (all paid)	45½@ 46½	45½@ 46½
Do., sterlg. 6 p. c. conv. bonds.	73 @ 75	74 @ 76
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	101½@101½	101½@102
Do., 7 p. c., 1875	78 @ 82	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.	105 @107	106 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	94 @ 96	94 @ 95

American Railroad Journal.

Saturday, July 25, 1868.

Stock Exchange and Money Market.

The Money Market has been well supplied with loanable funds, all through the week, and responsible borrowers have experienced no difficulty in obtaining all necessary aid at the ruling figures of 3@5 per cent. on all, and 5@7½ per cent. per annum as extremes, in the discount line. The speculative inquiry has been more animated, from both Stock and Gold operators; but has not been equal to the absorption of the available offerings. The mercantile demand has been quite moderate, as a rule. Very little paper, grading strictly prime, has been on the market. The little that has been offered has been readily taken at 5 @6, generally 6 per cent. per annum. The city banks have made a very encouraging exhibit in their last weekly statements. They reported augmented resources, all through the list of available reserves. The deposits were increased nearly four millions, the legal tender hoard was enlarged full three millions; and to the specie reserve was added over a million dollars. The loan averages, on the other hand, were reduced about 1¼ millions; and the circulation was cut down $64,000. The deposits are now up to 228 millions, and are far larger than at any preceding date, this year. On the 8th of February, they were up to 218 millions, but this was the highest point reached until last week. The legal tender reserve is now up to 71½ millions, against 68½ millions the preceding week. The specie store is nearly 20½ millions. The U. S. Sub-Treasury ran ahead of its receipts, in its disbursements, last week, and thus reduced its cash balance about 1½ millions.

The specie reserve of the city banks is now $20,399,031, against $11,197,700 same time last year. The city bank deposits are now $228,030,749, against $199,435,952 week ending July 20, 1867. The legal tender reserve amounts to $71,547,545, against $73,441,301 same time last year. The circulation now stands at $34,004,111, against $38,574,948 same time last year. The loans are now $282,915,490, against $249,580,255 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $84,243,743 a day, against a daily average of $98,626,066 the preceding week, and $105,129,338 the week ending with July 3, 1868. The current week's exchanges average about $83,000,000 a day. The city banks, last week, gained $3,016,003 of legal tender, $83,000,000 in the deposit line, and $1,163,683 of specie reserve. They reduced their loans, $1,232,218; and their circulation, $64,091.

The Philadelphia Bank movement the past week shows an increase in loans of $203,022; an increase of $5,728 in specie; an increase in legal tenders of $83,238; an increase of $627,710 in deposits; and an increase of $21,638 in circulation. The Bank Clearings show a decrease of $4,660,832, and the balances, a decrease of $63,429.

The New York Gold Exchange Bank reports for the week ending Saturday, the 18th day of July, 1868, the average amount of loans and discounts as $1,119,791; average amount of specie, $942,996; average amount of deposits, $1,478,436.

The U. S. Sub-Treasury receipts, week ending with July 18, were $13,192,270, including $2,189,182 from customs duties; payments, $14,265,768, including $2,898,000 of coin interest; balance at the close of the week, $81,877,245, against $83,425,935, at the close of the preceding week, showing a decrease of $1,433,499. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,543,643 including $413,859 from customs; and payments, $1,519,312; on Tuesday, receipts, $898,811 including $516,637 from customs, and payments, $883,734. The balance at the close of business on Tuesday stood at $81,916,656, against $82,846,935, a week previous; and $82,167,933, on July 8, 1868. The aggregate receipts of the office from all sources in June, were $87,512,859; aggregate payments, $93,065,184. The balance on the 1st inst., was over 5½ millions below that on the 1st ult., which amounted to $94,677,986.

The coin certificates issued by the Sub-Treasury office, during June, reached $3,543,860.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,900 on the 1st of May, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to

the amount of $991,000, and retired $2,096,182.

National Bank notes issued to 1,678 banks thus far, amount to $308,785,016, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,961,791, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,823,225. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,518,-900; and for the public deposits, $38,447,950—making a total of $379,966,850. The Treasury Department last week redeemed and destroyed $433,100 of worn and mutilated fractional currency, and issued $192,265 of new. The outstanding amount of fractional currency on the 1st of June was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been rather more liberal, during the past week, particularly in the line of customs. The excises continue to yield quite moderately. The excises, last week, yielded some three millions; customs at the port of New York, $2,189,182, and at the outports about $750,-000 (in coin) more, making the grand total income for the week equal to about $7,254,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $192,000,000.

The Gold Market has been decidedly more active, since our last, opening on quite a confident speculative movement at much firmer and decidedly buoyant prices, but closing feverishly and irregularly, under free realizations, chiefly on speculative account. The extremes of the week have been 142⅛ and 144⅛. The highest figures were made on Saturday, when the speculative demand was most determined. The operators for a fall in the premium have since been the most successful. The dealings on Wednesday were on a moderate scale, opening at 143¼@143⅜, receding to 143, and rallying again to 143¼. The export drain has fallen off considerably. It was only about two millions, last week, and thus far, this week, it has been less than half a million. The shipments of U. S. securities, on the other hand, have been quite liberal. The California steamer delivered here on Wednesday $463,927. The customs inquiry has been quite moderate.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $4,120,401, against $1,594,000 same time last year. The customs demand for Gold last week, averaged $364,864 a day; thus far, this week, it has been equal to $481,-500 a day, or equal to a weekly aggregate of $2,889,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $12,788 and from California, $463,927. The total customs revenue of the Government, in coin, at this port, during the fiscal year ending with June 30, 1868, was $118,529,891, against $122,667,016 in the preceding fiscal year. The customs revenue in coin at this port, since Jan. 1, 1868, has been $61,707,362, against $66,051,811 same time in 1867. The total receipts of California gold at this port, in the last fiscal year, ending with July 1, 1868, were $36,726,790, against $38,338,762 in the preceding fiscal year, showing a decrease of $1,611,972 in 1867–'68. The receipts from the same source, since Jan. 1, 1868, have been $24,282,402, against $14,793,540, in 1867, showing an increase thus far in 1868, of $9,-488,862. The exports of specie, hence, year ending with July 1, 1868, were $76,256,594, against $41,366,932 same time in 1866–'7. The exports of specie from this port, last week, were $2,084,-138, against $4,076,857 same week last year; total, since Jan. 1, 1868, $57,509,316, against $33,-774,091 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,898,000; since Jan. 1, 1868, $56,975,367, against $37,702,329; and during the last fiscal year, ending with June 30, 1868, $73,485,386, against $54,218,392 in 1866–'7. The specie exports from San Francisco, from Jan. 1, to July 6, 1868, were $22,537,247, against $24,579,724 same time last year.

Government received $3,970,123 from customs at the port of San Francisco, from Jan. 1, to July 6, against $3,578,322 same time in the preceding year.

Foreign Exchange was firmer and in moderate request up to nearly the close of the week, under review when it declined in price, on more liberal offerings, partly of bills drawn against export purchases of U. S. securities, and the market wound up dull and weak. Bankers' prime sixty day bills on London closed on Wednesday at 110 @110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been rather more extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,638,195, against $3,892,224 same week last year; total, since Jan., 1, 1868, $93,597,-001 against $108,071,191 in 1867; and grand total, during the fiscal year, ending July 1, 1868, $179,784,280, against $195,544,905 in 1866–'67.

A much livelier inquiry has been reported for the public funds, during the week, at improved and buoyant prices. The demand has been mainly for the coin bearing bonds, and has come, for the most part, from speculative and export buyers. The investment inquiry has been quite moderate. At the close the market was quite firm, though there was less animation in the dealings.

U. S. sixes of 1881 closed here on Wednesday at 115⅛¼@115⅜; U. S. Five-twenties of 1862, 114@114¼; U. S. Five-twenties of 1864 at 111⅜ @110¼; U. S. Five-twenties of 1865 at 112⅜@ 112½; U. S. Five-twenties of 1865, consolidated, 109¼@109⅜; U. S. Five-twenties of 1867, 109½ @109⅝; U. S. Five-twenties of 1868, 108⅜@ 109⅜; U. S. Ten-forties at 108⅜@108½, and U. S. Seven-thirties at 109@109¼; U. S. Six per cent. currency bonds, 102⅞@103. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@ ¼ of 1 per cent. on these figures:

August, 1865....118½	October, 1865....117½
September, 1865..118	

U. S. three per cent. certificates 100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 8.	July 15.	July 22.
Consols.....	95	94¾	94¾
U. S. 5-20's of 1862...	73¼	72⅜	72⅞
Erie.....	46	43¾	42¾
Ill. Central.....	102	*92	96

* Ex-dividend.

Railway and miscellaneous share property has been fairly active but unsettled in price, closing with more firmness and more buoyancy.

General business has been on a very moderate scale, most of the week. Breadstuffs and Provisions were attracting more attention toward the close. Cotton was depressed by unfavorable foreign advices, on a less active market. Middling upland cotton closed strong on Wednesday at 31@31½ cents per lb. The stock of cotton now here is estimated at about 51,000 bales. The receipts at the port this week, have averaged only about 1700 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,180,000 bales, against 1,853,000 bales same time last year; exports, same time 1,698,000 bales, against 1,509,-000 bales same time last year; stock on hand at latest dates, 88,000 bales, against 165,000 bales same date last year. At the Live Stock market this week, Beeves have been plenty and in only moderate request at from 12@17c. per lb.; week's receipts, 6,276. Veal calves have been in demand and steady at from 7@12c. per lb.; receipts, 1,-359. Sheep and lambs have been more active at from 3½@7c., and 8@10½, respectively, per lb.; receipts, 20,955. Swine have been quite and heavy at 9½@10⅜c. per lb.; receipts, 11,245. The movements in foreign merchandise have been quite light, as a rule. Dry Goods have been firmly held. Groceries have shown less animation. Metals have been a little brisker. The total imports of foreign dry goods, last week, were $1,480,619, and the total amount marketed $1,253,994. The value of foreign merchandise imported last week, was $3,199,823—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,680,442, against $3,229,456, same week last year; from Jan. 1, 1868, $133,640,285, against $141,178,880 same time in 1867; and year ending July 1, 1868, $238,-288,518, against $269,831,007 in 1866–'67. The freight market opened more firmly and with more animation; but the later transactions were on a restricted scale, and rates closed in favor of shippers. For Liverpool we quote flour at 1s. 4½d. @1s. 6d. by sail, and 1s. 9d. @2s. by steamer, per bbl.; grain at 4½@5d. by sail, and 6@6½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and $\frac{3}{16}$d.@¼d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday 503.

The imports for the week ending July 18, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods.....	$1,820,641	$1,480,619
Gen. merchandise.....	1,908,815	3,199,823
Total for the week.....	$3,299,456	$4,680,442
Previously reported....	137,949,424	128,959,843
Since January 1.....	$141,178,880	$133,640,285

The New York exports, exclusive of specie, for the week ending July 21, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,892,324	$2,638,195
Prev. reported..... 104,178,867		90,958,806
Since January 1.....	$108,071,191	$93,597,001

The balance in the Sub-Treasury on Wednesday was $81,989,120 54.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns —

New York.—Brooklyn 6s, W. L., 94; Jersey City W. L., 92½; Connecticut 6s, 100; New York State 7s Bounty Loan, reg., 109; do., 6s, 1873, 101½, Georgia 6s, 83; do., 7s, 93; Peninsular R. R., 1st mort., 90; Toledo and Wabash Equipment bonds, 73½; Long Dock bonds, 97½; Toledo, Peoria and Warsaw 1st mort., W. D., 83; Second Avenue R. R., 48; Stonington, 80; Adams' Express, 53¾; American Exp. 47; Wells-Fargo Exp., 25½; U. S. Exp., 47; Merchants' Union Exp. Co., 24½; Boston Water Power Co., 16¾; N. Y. Guano, 4¼; Brunswick City Land, 8½; Pennsylvania Coal Co., 210; Manhattan Gas, 210; Western Union Telegraph, Co., 35⅜; Bankers' and Brokers' Ass., 96¼; Am. Ex. Bank, 121; Hanover Bank, 116; Bank of Commerce, 123; Exchange Bank, 120¾; Shoe and Leather Bank, 120; Central National Bank, 107¼; Fourth National Bank, 105½; Tenth National Bank, 100; Ninth National Bank, 109½; Importers' and Traders' Bank, 127½; Bank of Republic, 125; Phœnix Bank, 107; Continental Bank, 104; Ocean Bank, 106; Park Bank, 152; Manuf. and Merchants' Bank, 106; Metropolitan Bank, 136; Merchants Exchange Bank, 120; Bennehoff Run Oil, 0.75; Buchanan Farm Oil, 0.65; Consol. Gregory, Gold, 4.25; La Crosse Gold, 0.40; Montana Gold, 0.41; New York Gold, 0.92; Quartz Hill, 1.05; Rocky Mt. Gold, 0.11; Smith and Parmalee, 3.80; United States, petroleum, 2.00.

Philadelphia.—Philadelphia and Sunbury 7s, 95½; Sunbury and Erie 7s, 101½; West Jersey R. R. 6s, 91; North Pennsylvania 7s, 87½; Phila. and Reading 6s, 1843–'80, 91½; Belvidere Delaware 3d mort., 82; Lehigh Navigation Con. Loan, 67½; Chesapeake and Delaware Canal, 38¾; Fifth and Sixth streets bonds, 90; Pennsylvania State coupon, 5s, 100; Ocean Oil, 1⅛; New York and Middle Coal Fields, 3½; Fulton Coal, 5¾; Big Mt., 5½; Mechanics' Bank, 31; Farmers' and Mechanics Bank, 128½; Phila. Bank, 161; Girard Bank, 60¼; Central National Bank, 121; Bank of North America, 242. The latest quotations are: City 6s, 99¾@100; do., free of tax, 102⅜@102¾; State 5s, reg., 99@100; do., coupon, 99⅛@100; do., 6s, W. L., 101½@103; Reading, 47⅝@47¾; do., 6s, 1870, 104@105; do., bonds 92@92¾; Camden and Amboy, 125¼@125⅜; do., mort. 6s, 1889, 96⅛@97; do., 1883, 91⅛@92; Penn. R. R., 52½@52⅝; do., 1st mort., 99¾@100; do., 2d mort., 99¾@100; Little Schuylkill R. R., 44¼@44¾; Morris Canal, 33@50; do., pref., 77@77½; do., bonds, 86@90; Wyoming Valley Canal, 38@38; do., 6s, 80@81; Susquehanna Canal, 15@15; do., 6s, 59@60; Sch. Nav., 11@12; do., pref., 21⅛@21½; do., 6s, 1882, 70@70½; Union Canal bonds, 12@13; Delaware Div. Canal, 49@49; do., bonds, 80@—; Elmira and Williamsport, 31@33; do., pref., 40@45; do., 7s, 1873, 93@95; do., 5s, 60@62; Lehigh Coal and Navigation, 21¼@21⅜; do., bonds, 1884, 82@82½; North Pennsylvania, 33@34; do., 6s, 90@90¼; Philadelphia and Erie, 26⅛@26⅞; do., 6s, 91@92; Minehill, 56½@57; Catawissa, 9½@10; do., pref., 32½@32¾; Lehigh Valley, 54¼@54½; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50@50½; West Philadelphia, 65@66; Spruce and Pine, 24@25; Green and Coates, 31@31¼; Chestnut and Walnut, 45@50; Thirteenth and Fifteenth, 15@16; Girard College, 26@27; Tenth and Eleventh, 66@75; Union, 43@45; Hestonville, 10@10½.

Boston.—New York and Boston Air Line 6s, 60; Vermont Central 1st mort., consolidated, 81; Rutland and Burlington 2d mort., 56; Vermont Central and Vermont and Canada 8s, 103½; Central Pacific R. R. 6s, gold, 101¼; do., 7s, 1883, gold, 109¼; Old Colony and Newport 6s, 96½; Western R. R. 6s, 1875, 99¾; Essex R. R. 6s, 1876, guar., 90⅜; Boston and Lowell 6s, 1879, 100; Cedar Rapids and Missouri R. R. 7s, guar., 92½; Boston, Hartford and Erie 7s, new, 57; Stanstead, Shefford and Chambly 7s, 80½; Eastern R. R. 6s, 1874, 97; North Missouri 7s, 83½; N.Y. Central 6s, 1883, 93; do., 1887, 93⅛; Boston, Concord and Montreal 6s, 94¾; Vermont and Massachusetts 6s, 94; Union Pacific 6s, gold, 101¼; Ogdensburg and Lake Champlain pref., 104; Indianapolis and Cincinnati, 26; Connecticut and Passumpsic Rivers R.R., 91; Summit Branch, 17; Rutland pref., 82; Tudor Lead Co., 3; Boston Water Power Co., 16⅝; Cary Imp., Co., 10⅜; Short Mt. Coal, 12; Massachusetts 5s, 1883, gold, 112½; do., 6s, 1872, gold, 130; do., 1873, 130⅛; do., 1875, 127; do., 1876, 125; New Hampshire 6s, 100¼; Maine 6s, 100½; Rhode Island 6s, 100⅝; Cook Co., Ills. 7s, 98½; Salem 6s, 1883, W. L., 100¼; Chicago 7s, sewerage, 99⅝; Portland 6s, 1887, 93½; Boston 5s, 1880, gold, 113¼; do., 6s, currency, 103; Cambridge 5s, 1882, 88¾; do., 6s, W.L., 100½; St. Louis 6s, 1888, sewerage, 88; Eliot National Bank, 113; Eagle National Bank, 118¼; Exchange National Bank, 152; Freemans National Bank, 155½; Globe National Bank, 129½; Hide and Leather National Bank, 95¾; Market National Bank, 108¾; Marblehead National Bank, 94¼; Merchants' National Bank, 122⅜; North National Bank, 119; National Bank of Redemption, 120¼; National Bank of Commerce, 122⅜; National Bank of North America, 108¾; State National Bank, 110; Suffolk National Bank, 120; Shoe and Leather National Bank, 130¼; Traders' National Bank, 101¾; Tremont National Bank, 125; Webster National Bank, 112¼; Washington National Bank, 134; Allouez Mining Co., 3¾; Concord, 2½; Calumet, 35; Humboldt, 50c.; Hancock, 3¼; Hecla, 50c.

Baltimore.—Wilmington and Weldon bonds, 90; Richmond and Danville bonds, 71; Virginia 6s, old, reg., 45¾; Atlantic Coal, 1.40; Union Bank, 60; Bank of Baltimore, 114½; Western Bank, 29; Bank of Commerce, 26¼; Mechanics' Bank, 10½; Farmers' and Merchants' Bank, 49; Merchants' Bank, 114. The latest quotations are: Balt. and Ohio, 123@123¼; do., 6s, 1875, 96@96; do., 1880, 96@96; do., 1885, 96½@96¾; Northern Central, 49⅝@49¾; do., bonds, 1885, 83½@84; do., 1900, 82¼@82¾; Parkersburg Branch, 26½@27½; N. W. Va., 1st mort., 94@—; do., 2d mort., 91@93; do., 3d mort., 1873, 91@—; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 94½@95; do., 2d mort., 78@79; Central Ohio, 35½@36; do., 1st mort., 87@88; Western Md. 6s, 1890, 92@—; do., guar., 96@96¾; Baltimore 6s, 1875, 98¾@99; do., 1886, 97@97; do., 1890, 97¾@97⅞; do., 1893, 97@97; do., 5s, 1838–'70, 81@—; City Passenger R. R., 19@19; George's Creek, 55@65; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.45.

Oregon Central (West Side) R. R. Co.

The directors of this Company for 1868 are as follows: J. C. Ainsworth, President Oregon Steam Navigation Co.; T. R. Cornelius, President Oregon Senate; W. T. Newly and J. Gaston. The officers are: President, J. Gaston; Secretary, W. L. Ladd; Treasurer, E. W. Haines. The *Oregonian* says that at a meeting of the County Commissioners of Yamhill County, it was decided to assume for the County, the interest on $75,000 of the Company's bonds, at the rate of seven per cent. per annum, in gold, for twenty years. The details of the contract were agreed upon, by the terms of which the coupons are to be signed immediately and the interest will run from July 1st, 1868. The bonds are to be placed in the hands of Mr. W. S. Ladd, as Trustee, who is to collect the interest and keep the bonds till the road shall be in operation to the Yamhill river, when all the bonds, coupons, and accummulated interest are to be delivered to the company. The County, in consideration of its aid, is to have the use of the Company's bridges in Yamhill county free for public use.

Pittsburg and Connellsville Railroad.

The Cumberland *Civilian* says that the $2,000,000 loan of the Pittsburg and Connellsville Railroad Company has been all taken, the Baltimore and Ohio Railroad Company having taken the last $200,000. This being the case, there is nothing further to impede the progress of this important work. Engineers are now on the line resetting the stakes, the work at the tunnel is being prosecuted, and soon the entire road will be under contract. It is understood that the work between Cumberland and Sand Patch Tunnel will be vigorously prosecuted at an early day, and that no time whatever will be lost.

Union Pacific Railroad.

The trains are now running 700 miles over the Union Pacific Railroad. Six hundred and eighty miles have already been examined by the United States Commissioner and pronounced a first class road in every respect. Twenty thousand men are at work, and it is expected that not less than 900 miles will be finished this year, and that the whole line to the Pacific may be opened in 1869.

☞ The Rockford, Rock Island and St. Louis Railroad Company's First Mortgage Fifty-year 7 Per Cent. Convertible Bonds, interest payable semi-annually, 1st of February and 1st of August, in New York or London, in gold coin, free of Government tax, are for sale at the office of the company, No. 12 Wall street, at 95 per cent. An article from the *Western World*, in our present issue will show the progress being made in the construction of this road.

☞ The Vicksburg *Herald* says that the Vicksburg, Shreveport and Texas Railroad is being pushed to completion very fast.

Railroad Earnings.--Weekly.

The earnings of the Western Union Railroad for the 2d week in July, 1868..... .....$15,131 97
Corresponding week previous year..... 14,438 20

Increase..... .... $693 77

The earnings of the Marietta and Cincinnati Railroad for the 2d week in July, 1868..$24,053 00
Corresponding week previous year..... 21,563 00

Increase $2,490 00

The earnings of the Chicago and Northwestern Railroad for the 2d week in July, 1868.$240,611 82
Corresponding week previous year .. 192,191 11

Increase $48,420 71

The earnings of the Michigan Central Railroad for the 2d week in July, 1868, were...$62,280 00
Corresponding week of previous year.. 64,853 00

Decrease $2,573 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week in July, 1868. were..... .... $65,927 00
Corresponding week of 1867..... ..... 64,357 00

Increase $1,570 00

The earnings of the Chicago and Rock Island Railroad for the second week in July, 1868 were..... ....$81,700 00
Corresponding week of previous year.. 64,887 00

Increase $16,813 00

The earnings of the Detroit and Milwaukee Railroad for the second week in July, 1868, were $29,415 7/
Corresponding week of 1867..... ..... 31,543 86

Decrease $2,128 09

The earnings of the Toledo, Wabash and Western Railroad for the second week of July, 1868, were..... ....$63,278 52
Same week in 1867..... .... 70,681 21

Decrease $7,402 67

The earnings of the Milwaukee and St. Paul Railroad for the second week in July, 1868, were..... ....$99,168 00
Corresponding week of previous year. 83,680 00

Increase $15,488 00

The earnings of the Chicago and Alton Railroad for the 2d week in July, 1868...$97,608 60
Corresponding period previous year .. 91,895 00

Increase $5,713 60

☞ Despatches from San Francisco, dated on the 17th inst., announced the completion of 204 miles of the Central Pacific Railroad. The company has had a large number of laborers grading its road in the Salt Lake basin, and, it seems, is pushing the work with thoroughness. Fifty miles of iron have been laid since the first train crossed the Sierra Nevada range on the 17th of June, and it is thought that Salt Lake will be reached early in 1869.

☞ The organization of the consolidated Burlington, Cedar Rapids and Minnesota Railroad Company is nearly perfected. Hon. George Greene of Cedar Rapids is President of the new Company, and it is intended the work shall be pushed forward with energy, and the cars running over the line at the earliest date possible.

☞ The State Department and the House Committee of Foreign Relations have under consideration the case of the Costa Rica Railroad Company. It will be remembered the Costa Rican Government annulled the contract of this company for alleged non-fulfillment of one of its conditions.

Journal of Railroad Law:

DAMAGES FOR EJECTING FROM RAILROAD CAR IN MOTION—INTOXICATION—NEGLIGENCE.

The action of Meyer *vs.* The Pacific Railroad, [40 Mo., 151] was brought by Henrietta Meyer, widow of August Meyer deceased against defendant, for damages for the death of her husband. The accident occurred at the depot of defendant at St. Louis. When the train started, Meyer, who was considerably intoxicated, was standing upon the rear platform of the baggage car leaning against the baggage car door. There was a large number of vacant seats in the inside of the car, and the usual notice about riding on the platform was posted on the outside of the door. The train had not moved more than 30 or 40 feet from the place of starting, before the signal had been given to stop, for it then became apparent that Meyer was beneath the car.

The plaintiff's evidence tended to show that the conductor, in attempting to put him off, either by criminal intent or carelessness, forced him between the cars.

The defendant's evidence tended to show, that he fell from the cars, from the simple shock of starting the train, his drunken condition rendering him unable to stand up, and that the conductor attempted to save him.

The following decision by Judge Wagner is well worth perusing:

The second instruction given for the respondent tells the Jury, that if they believe the conductor was about to put Meyer off the car, it was his duty first to stop the train before attempting to do so; and as all the evidence shows that when the supposed attempt was made the train was not stopped, it was equivalent to withdrawing the whole question of negligence from the Jury and instructing them to find for the respondent. From the evidence it appears that the train was just starting, and going at a remarkably slow rate of speed; and if an attempt was made to put Meyer off, it was a fact that should have been submitted whether it was done negligently, or in a way to endanger life. To attempt to put a person off a train, when it is under full headway, or in the night at a dangerous place, would unquestionably be deemed gross carelessness and highly improper conduct, and a court would be fully warranted in so declaring it; while expelling a man when the cars were scarcely in perceptible motion, might be devoid of all hazard and without any negligence. Therefore it is a question for the Jury to determine, with a full view of all the circumstances, as shown by the facts, and the court cannot single out an isolated fact and instruct that it amounts to negligence as matter of law.

In our opinion, the court stated the law correctly. Unless Meyer's intoxication directly contributed to cause the injury, and in consequence thereof he did not exercise ordinary care and prudence, we do not see how it should be made to operate to the detriment of the plaintiff. The very proposition is monstrous, that because a man is drunk, although that is not the proximate cause of the injury, he is therefore placed beyond the pale of legal protection and may be killed with impunity.

Judgment of the court below must be reversed.

Chicago and Port Huron Railroad.

The adjourned meeting of the directors of the Chicago, Blue Island and Indiana Railroad took place in this city on the 10th inst. Vacancies in the Board occasioned by the absence of several gentlemen who declined to serve, were filled by the appointment of Wm. B. Bancroft, Leonidas D. Dibble, Thomas S. Stanfield, S. D. Reed, S. J. Anthony; and John Bierfeldt was elected a Director in the place of Daniel Robinson, deceased. The following officers were elected: President, Henry Fuller; Vice President, Gordon S. Hibberd; Secretary, Joshua P. Young; Treasurer, Henry H. Massey; Attorney, George F. Bailey.

Work on the consolidated line is being rapidly prosecuted, and it is expected that communication between Chicago and Port Huron will be established by January 1st, 1869. The principal points passed through are Lapeer, Flint, Lansing, Charlotte, Battle Creek, Schoolcraft, and Cassapolis, in Michigan, and South Bend, Laporte and Valparaiso, in Indiana. These are all large towns, and situated in the midst of fertile and thickly settled sections of country. The Michigan towns, with the exception of Battle Creek, have no railway communication with Chicago except by roads leading to other points. The distance between Chicago and Port Huron by this line will be 325 miles. To recapitulate what we have already stated, the road from Port Huron to Lansing, 110 miles in length, will be known as the Michigan & Port Huron Railroad; sixty miles have been graded, and are now ready for the iron. From Lansing to the Indiana State Line—one hundred and eight miles—will be known as the Peninsula Railroad; forty-five miles have been graded and are ready for the iron. From the Indiana State line to the Illinois State line will be known as the Indiana Peninsula Railroad. From the Illinois State line to Chicago, twenty-seven miles, will be known as the Chicago, Blue Island and Indiana Railroad.

Hon. L. S. Bancroft is the Secretary, Treasurer, and general business manager of the first named road; L. D. Dibble is the President of the next named road; Thomas S. Stanfield is President of the Indiana Peninsula road. Chief Engineer C. F. Miller has charge of the construction of the road from Lansing to Chicago. Over one hundred men are now at work. The track for the construction of the road from Port Huron to South Bend has been laid.—*Chicago Railway Review.*

☞ The Canadian *News* says that the Canada Central Railroad Company have made a preliminary examination of a line between Ottawa and Carlton Place, and the actual location of a line is now being made by Mr. Stork, civil engineer. What direction the line will take is not yet known.

St. Louis and Cedar Rapids R. R.

The Ottumwa (Iowa) *Courier* says that the cars on this road will be running into that city from St. Louis by the first of January. H. G. Angle, the President of the Company, has returned from St. Louis, where he had an interview with the officers of the North Missouri R. R. Co. He reports that the financial arrangements are all perfect, and that Mr. McPherson is in New York buying the iron to complete the road to Ottumwa. It is thought that with proper exertions the road may be completed to Cedar Rapids in January, 1870.

Cedar Rapids and St. Paul R. R.

The following gentlemen have been elected directors of this Company for the ensuing year: George Greene, J. F. Ely, S. C. Bever, W. W. Walker, N. B. Brown, D. W. C. Rowley, John Weare, William Greene, John W. Trear, S. H. Watson, H. Berry, G. W. Couch, and C. Close.

The officers of the Company are: President

Hon. Geo. Greene, Vice President, John W. Traer; Secretary, D. W. C. Rowley; Sup't, William Greene; Chief Engineer, W. W. Walker.

☞ The Albany and Susquehanna Railroad will be completed from Harpersville, its present terminus, through to Binghamton, and opened to public business before winter. The whole length of the line will be 120 miles.

A TREATISE
ON THE
METALLURGY OF IRON,
CONTAINING OUTLINES OF
The History of Iron Manufacture, Methods of Assay, and Analyses of Iron Ores, Processes of Manufacture of Iron and Steel, etc., etc.
By H. BAUERMAN, F.G.S.,
Associate of the Royal School of Mines.
FIRST AMERICAN EDITION REVISED AND ENLARGED.
With an Appendix
On the Martin Process for Making Steel,
FROM THE REPORT OF
ABRAM S. HEWITT,
United States Commissioner to the Universal Exposition at Paris, 1867.
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Scientific Books.

FIFTH EDITION, Revised, issued July, 1868. Sent on receipt of six cents in stamps.

D. VAN NOSTRAND,
3m30 **192 Broadway, N. Y.**

To Engineers.

SEALED PROPOSALS ARE INVITED by the undersigned on behalf of the commission appointed by the laws of 1868, for laying out opening and closing streets roads and avenues in the town of Morrisania.

For making a complete survey of said town with a map fully showing the whole matter and a copy of the same, subject to the approval of the Commissioners, for a fixed sum. All offers must be handed to

THOMAS E. SUTTON,
142 Fulton Street, N. Y.
Or to G. MORRIS,
On or before 10th Aug., prox. Port Morris.

Mathematical Instruments.

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

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TWO FIRST CLASS SIXTY PASSENGER Coaches, 4, 8½ guage, Compromise Wheels.

MICHAEL SCHALL,
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LUBRICATING OILS.

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HORACE GREELEY, President.

Perfectly pure (not mixed,) absolutely free from gum; manufactured without acids; will stand any temperature: cheaper than any other good oils in market. 3m25

A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,
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FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

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700 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in active operation. One hundred and sixty miles have been built in the last three months. More than twenty thousand men are employed, and this average of forty miles per month will be continued throughout the season, making NINE HUNDRED COMPLETED MILES by January 1st, and it is now probable that the ENTIRE GRAND LINE TO THE PACIFIC WILL BE OPEN FOR BUSINESS IN 1869.

No other first-class railroad in the world has been built and equipped so rapidly as the Union Pacific, which runs west from Omaha

Across the Continent.

The United States Government makes of this railroad a GREAT NATIONAL WORK, and aids its construction by very liberal grants of money and of lands. To further insure the speedy completion of the road, the Company are authorized to issue their own

First Mortgage Bonds

having thirty years to run, and having interest coupons payable semi-annually at the rate of six per cent. in gold. The principal, as well as interest, is made

PAYABLE IN GOLD.

The Mortgage Bonds of nearly all other railroads in this country, are payable, principal and interest, in currency; and it is asserted, without fear of contradiction, that no other railroad company in the world, building so great an extent of road, issues bonds of equal value with the First Mortgage Bonds now offered for sale by the Union Pacific Railroad Company.

The price of these Bonds is now **102**, and accrued interest from July 1, in currency. The Company believe that at this price their bonds are the

Safest and Most Profitable Investment

in the market, and they confidently expect that they will shortly command a higher premium than any similar security. The Company reserve the right to advance the price at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's office before the time of such advance. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by leading Bankers generally throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
JULY 2, 1868

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SOLE PROPRIETORS OF THE CELEBRATED

American NATURAL LUBRICATING OILS

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The cheapest reliable lubricator in the market.
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Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.
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Elastic Sponge is proof against insect life, does not decay, is always clean, and is of indestructible elasticity.

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Descriptive pamphlets mailed on application.

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Iron Bridges and Roofing.
Plans and Estimates furnished on application.
65 WALL STREET, New York.
JOHN W. GOULD. EDWARD P. BIGELOW.

SPECIFICATIONS

FOR

PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermillionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermillionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermillionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermillionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermillionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgon for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

C. P. LEVERICH,
President Bank of New York.
JOSEPH C. BUTLER,
President Lafayette Bank, Cincinnati, Ohio.
CHAS. PARSONS,
Cashier State Savings Association, St. Louis, Mo.
GEO. STURGIS,
President Northwestern National Bank, Chicago, Ill.

Or to the undersigned,

A. B. SEGER, *President.*

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1700 TONS T RAILROAD IRON—ERIE PATtern, 56 lbs. per yard, Bailey Bros. & Co's make for sale by

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RUBBER WORKS.

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Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.
P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

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AND
MATHEMATICAL INSTRUMENTS of all KINDS,
Long Profile and S Cross Section Paper, for sale by
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A descriptive manual of Mathematical Instruments (a pamphlet of 112 pages) sent free on application.

To Tunnel Contractors.

THE Commissioners of the Troy and Greenfield Railroad and Hoosac Tunnel, acting for the State of Massachusetts, invite proposals until the 12th day of August next, for completing said Tunnel, either in separate contracts for three different sections of the work, or in one contract for the whole.

The Tunnel when completed will be 4¼ miles long.

From the East End the mountain has been penetrated about one mile, and for a portion of that distance the section has been enlarged to the full width o 24 and height of 20 feet. The enlargement is required to be finished, and working continued westward.

The Central Shaft, 27 by 15 feet, has been sunk 583 feet, and remains to be sunk 447 feet to grade; and the Tunnel is to be driven in each direction therefrom.

The West Shaft Workings, located about half a mile from the west portal, embrace two auxiliary shafts used mainly for pumping and ventilation, and the headings driven in each direction make an aggregate length of about 2300 feet.

The depth of the west shaft to grade is 318 feet.

The West End, where arching is required, is already under contract to a point about 930 feet from portal, and from this point a draining drift is to be run eastward to meet workings from west shaft, which will obviate the necessity of pumping probably by the close of the present year.

The existing buildings, and fixed machinery provided by the State for hoisting, pumping, ventilation, and supply of compressed air to the drilling machines, now successfully operating in the rapid advance of the work, will be turned over to the contractors as they are.

A sufficient appropriation has been made by the State for the completion of the whole work.

Ample sureties will be required from parties who may be contracted with, and the Governor and Council reserve the right to reject all offers that may be made.

Plans may be seen, and specifications obtained, on application to B. D. FROST, Superintending Engineer, at the Engineers' Office in North Adams, Mass., or to B. H. LATROBE, Consulting Engineer, at his office, 49 Lexington street, Baltimore, Md. Specifications and other information may be had at the State House, in Boston, from TAPPAN WENTWORTH, Commissioner, to whom proposals will be addressed.

ALVAH CROCKER,
TAPPAN WENTWORTH, } Commissioners.
S. W. BOWERMAN,



Factory, TRENTON, N. J.
Office, 2 Jacob st., New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 11, 1868.

AT A MEETING OF THE BOARD OF Directors of this Company, held this day, it was

Resolved, That a dividend of 5 per cent. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 13th day of July next, and that the transfer books be closed on the said 13th day of July, and opened on the 6th day of August following.

Resolved, That in pursuance of the plan approved at the shareholders' meeting, May 27, 1868, the shares of this Company be increased by the issue of eight shares for every one hundred now outstanding, and the same be distributed to the holders of shares registered on the Company's books on the 1st day of August next, in the proportion of one share for every twelve and one-half shares then held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain such fraction and will pay therefor.

THOMAS E. WALKER, Treasurer.

THOMAS FIRTH & SONS,

SHEFFIELD, ENGLAND,

Manufacturers of

HAMMERED CAST STEEL LOCOMOTIVE TIRES,

CRANKS AND AXLES.

ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

ABBOTT & HOWARD, AGENTS.

81 JOHN STREET, New York. 57 KILBY STREET, Boston.

U. S. RAILROAD SCREW SPIKE COMPANY,

NO. 45 CLIFF STREET, NEW YORK,

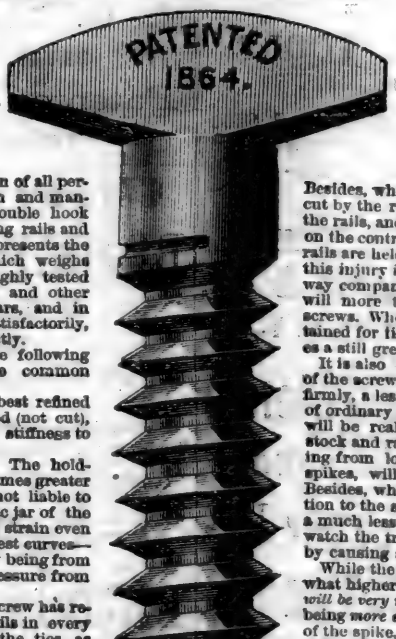
MANUFACTURERS OF MONTIGNANI'S PATENT

RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary

HUBBELL & VANHOESEN, Agents.



Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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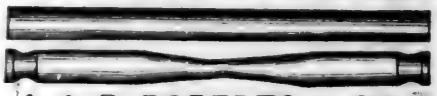
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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American Railroad Journal.

New York, Saturday, August 1, 1868.

Ironton and Hamburg Railroad.

The route as surveyed for this road commences at a point on the "Siegersville Extension," and follows the valley of Copley Creek to Unionville, where it crosses the dividing ridge between the tributaries of Copley Creek and those of Mill Creek—distance four miles. It then pursues a southwesterly course, over an undulating surface, crossing the several tributaries of Mill Creek near their sources, and arrives at the village of Pleasant Corner, in the valley of the Jordan—distance 4.6 miles. Then crossing said valley on a level, it ascends a small tributary, over favorable grounds, to Weiss' Summit, and thence descends a tributary of the Antelauny, to a point a little north of the village of New Tripoli—distance 1.8 miles. Thence the route continues down the valley of the Otelaunee, passing the village of New Tripoli and Lynnport, and near Jacksonville to Wannemacher's Mill, in the vicinity of Steinsville—distance 5.6 miles, making the whole distance 18¼ miles. Here the survey has been terminated for the present. The cost of the road has been estimated at $414,267, or $22,754 per mile. This estimate includes grading and bridging, superstructure, land damages, officers' salaries, engineering and contingencies.

Central Pacific Railroad.

The GREAT PACIFIC RAILROAD, with the fostering care of the Government, is rapidly building, and will be completed in 1869. The bulk of the actual settlement, the richest lands and mines, as well as the most important trade, are along the western half of the route.

The CENTRAL PACIFIC RAILROAD COMPANY, who control this favored portion of the line, have already built, equipped, and paid for their road across the Sierra Nevada, and are extending it toward Salt Lake with a rapidity and thoroughness unparalleled. Beside a mileage upon all through traffic, they have exclusively a heavy and lucrative local business between San Francisco, Eastern California, Nevada, Idaho, and Utah. The net earnings upon the two hundred miles now operated are already three times more than the interest liabilities assumed thereupon.

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Grand Rapids and Indiana Railroad.

At the recent annual meeting of the stockholders of this company at Sturgis, Mich., the following gentlemen were elected directors for the ensuing year: J. K. Edgerton and Pliny Hoagland, of Fort Wayne; James R. Bunyan, of Kendallville; J. G. Wait and Richard Wait, of Sturgis; J. A. Walter and Israel Kellogg, of Kalamazoo; Geo. H. White, of Grand Rapids, and Mancel Talcott, of Chicago.

J. K. Edgerton, was subsequently elected President; J. W. Goodwin, Secretary; S. T. Haund, Treasurer, and J. K. Edgerton, J. A. Walter, J. G. Wait, and P. Hoagland, Executive Committee.

There was a good deal of interest manifested in the success of the enterprise, and a full determination to push it forward to completion.

The Detroit *Advertiser*, from which we obtained the above, says that the company have now at Detroit the iron for fifty miles of road, and they expect, by the close of the next season, to have two hundred miles of road in running order. It will be remembered that this company have made arrangements, whereby the Pittsburg, Fort Wayne and Chicago Railway furnish the necessary means to complete the line north, and the Cincinnati, Hamilton and Dayton Railroad are to finish the road south.

Worthington Valley and Manchester R. R.

A meeting of the Commissioners of this road was held at Manchester, Carroll Co., Md., on the 20th ult., when the report of the engineer, Wm. Glenn, Esq., was presented and read, from which we learn that two principal lines were surveyed, one known as the "Dover" and the other as the "Black Rock route." The Dover route beginning at Cockeysville, on the Northern Central Railway, and running, by Dover, to Manchester, a distance of twenty-two miles. The Black Rock beginning at Ashland, and running by Black Rock Mills, to the same point. The report shows the grades to be favorable, and the entire cost of the road to amount to about $450,000 by either route. The prospects of the road were represented as most encouraging, a little energy only being required to ensure the success of the enterprise.

Baltimore and Potomac Railroad.

The Washington *Intelligencer* learns from the best source of authority, that the gentlemen of Pennsylvania and Maryland who are especially interested in the above road have been recently in protracted session at Baltimore, and that funds to the amount of $2,000,000, in the way of a loan, is reported as available and forthcoming for the purpose of pushing work upon it. The time for completing contracts has been enlarged, and it is stipulated that the entire work shall be completed by September of next year. Grading is now progressing on most sections of the road. Present engagements are for building south from Marlborough to the line of Charles County, *en route* to Aquia Creek; also, to Washington.

British Railway Law.

In the Court of Queen's Bench, July 7th, before the Lord Chief Justice and a special jury, the plaintiff, Gwynne, sued the South Eastern Railway Company for damages for a mischievous libel in printing and publishing the following placard: "Caution.—Mr. J. Gwynne, of 3, Wellesley-terrace, Plumstead, was charged at the Mansion-house, on the 16th instant, with having traveled from London-bridge to Cannon street without having previously paid his fare, and was convicted and fined, with costs, or in default condemned to three days' imprisonment with hard labor." The action was important as involving the right of companies to placard their stations with a conviction of a passenger for a supposed fraud or breach of by-law. The plaintiff rode from Woolwich to Cannon street on 5th Sept. last, where his ticket was detained. He had to pay 7d. to ride back to Woolwich, which sum the company repaid him on demand. The company then summoned him for riding without a ticket and he was fined 1s., whereupon the company placarded the case down the line. The company pleaded that the bill was in substance true, but this plea was not proved, and the original facts were very closely gone into, and turned out to be in favor of the plaintiff, who declared the conviction unfounded, and that he was not sentenced to hard labor. The Lord Chief Justice observed upon the practice of publishing these notices, and said they should at least be correct. The jury found a verdict for the plaintiff—damages, £250.

Cleveland, Painesville and Ashtabula R.R.

This road is 95½ miles in length, extending from Cleveland, Ohio, to Erie, Penn. The length of double track is 30 miles, and of sidings 24 miles. The weight of rail per yard is 60 lbs. Gauge of road, 4 feet 10 inches, Roads worked or leased by the company, viz.: Jamestown and Franklin Railroad, Pa. The company have 42 engines, 23 1st class passenger, 82 2d class passenger, 11 baggage, mail and express, and 1,078 freight and coal cars.

The receipts from operations of this road for the fiscal years ending October 31, 1866 and 1867 have been as follows:

	1866.	1867.
From passengers	$954,538 08	$858,837 79
" freight	1,468,445 99	1,549,420 12
" mails	21,600 00	21,600 00
" use of freight cars	20,526 59	.....
" interest	12,686 70	22,296 87
" miscellaneous	91,037 49	212,191 82
Totals	$2,568,834 88	$2,659,346 60
Expenses, viz:		
Maintenance of way and buildings	$687,243 26	$542,253 00
Taxes	152,571 35	.....
Repairs of engines	69,367 18	160,710 32
" cars	186,414 74	207,378 09
Office expenses	38,946 51	22,310 60
Agents and clerks	41,278 48	33,072 20
Labor, handl'g fr'ght	48,653 16	64,727 08
Porters, watchmen & switch tenders	17,965 23	19,165 10
Wood and water station attendance	12,750 00	13,037 58
Conductors, etc.	52,375 00	56,011 75
Engineers & firemen	26,000 00	28,912 40
Fuel and preparing	146,146 27	208,493 00
Oil and waste	23,672 08	22,240 90
Loss and damage	20,706 91	18,797 08
Use of fr'ght cars &c.	.....	36,653 91
Gen'l superintende'ce	6,500 00	5,300 00
Contingencies	86,002 28	59,083 28
	$1,616,793 45	$1,498,146 29
Earnings less exp	$952,041 38	$1,161,200 31

Summary of Payments.

	1866.	1867.
For construction and equipment	$79,806 01	.....
Maintaining and operating road	1,464,222 10	$1,498,146 29
Dividends	499,780 00	499,812 50
Interest	105,000 00	105,000 00
Surplus funds	155,805 37	878,704 86
State tax on capital stock and tonnage and on real estate and equipment	62,138 80	51,217 86
United States taxes	90,433 05	76,818 01
Miscellaneous	112,700 00	49,647 08
Totals	$2,568,834 83	$2,659,346 60

Cost of Road and Equipment.

	1866.	1867.
Construction	$3,882,089 64	$3,882,089 64
Equipment	986,337 49	986,337 49
Totals	$4,868,427 13	$4,868,427 13

Stock and Debts.

	1866.	1867.
Capital stock	$5,000,000 00	$8,750,000 00
Funded debt	1,500,000 00	2,500,000 00
Totals	$6,500,000 00	$11,250,000 00

The amount of capital stock authorized by law is $15,000,000. The number of shares of stock is 175,000. Par value of each share, $50. Amount of capital on which the respective dividends were declared $5,000,000.

The dividends declared have been as follows: January, 1866, 5 per cent.; July 1866, 5 per cent.; January 1, 1867, 5 per cent.; and July 1, 1867, 5 per cent.

	1866.	1867.
Miles run by passenger trains	261,038	312,923
" freight trains	298,124	491,953
" coal trains	23,010	
Totals	583,062	804,876
Number of passengers carried	593,748	594,682
Tons of freight carried	589,210	665,490

The gross tonnage for the year 1867, was 970,803.

President.—Amasa Stone, Jr.

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Secretary and Treasurer.—Geo. B. Ely.

Superintendent.—H. Nottingham.

The Intercolonial Railway.

This line is to be made, after all, but it has been delayed so long that an American competitor, called the European and North American line, has been established, or so far made that in self-defence it must be completed. The Intercolonial will doubtless beat the American line, which is only a coaster; nevertheless it would have been much better for Canada and the Intercolonial line itself if the steps for the construction of the Intercolonial had not been so protracted that countenance and support were given to the Yankee scheme in England. To what extent Englishmen advanced their money in aid of the American competitor we know not, but for their own sakes we trust they did not go very deep, and will take an early opportunity to let the Americans have their own bonds at an advantage, we mean at a lower price than the English investors gave for them; or of course at a premium, that is an advantage to English investors, if the bonds will fetch a premium. The Intercolonial will, as soon as it is made, cut the American coaster into ribbons. Nearly all the traffic from Halifax to Quebec, Montreal, Ottawa, Toronto, Detroit, &c., will pass up the Intercolonial and over the Grand Trunk. Before the Intercolonial is made this traffic may take the American route, that is coastwise to the Grand Trunk, at or near Portland (America), and thence *via* the Grand Trunk to Montreal, &c.; but the moment the Intercolonial is ready to carry traffic the Canadian Company will doubtless transfer this Canadian traffic to their own lines.—*Herapath.*

Delaware, Lackawanna and Western R. R.

This road is 113 miles in length, extending from Great Bend to the Delaware River. The length of double track is 50 miles; and of sidings 42 miles. The weight of rail per yard is 65 lbs. Gauge of road, 6 feet. The company have 98 locomotives, 17 passenger, 8 baggage, mail and express, 733 freight cars, and 5,972 coal cars.

The receipts from operations of this road for the fiscal years ending October 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$244,170 57	$212,481 78
" freight	2,466,797 86	2,476,009 90
" mails	9,238 93	8,528 24
" interest	15,287 20	13,236 07
" miscellaneous	8,052 14	3,722 63
Total	$2,738,496 20	$2,613,978 62
Expenses, viz.:		
Maintena'ce of way and buildings	$516,253 03	$818,460 67
Taxes on real estate	12,547 06	14,827 31
Repairs of engines	261,715 53	508,233 71
" cars	365,555 57	548,631 56
" tools, etc	8,000 00	.....
Incidental expenses	11,100 25	.....
Office expenses	8,533 50	7,905 01
Agents and clerks	24,443 51	25,798 48
Labor, handling freight	6,156 26	7,719 37
Porters, watchmen and switch tenders	4,669 11	6,343 27
Wood and water station attendance	9,024 29	8,494 99
Conductors, etc.	154,808 63	147,910 36
Engineers and firemen	154,722 84	154,032 46
Fuel and preparing	369,422 18	311,650 70
Oil and waste	88,410 70	87,817 01
Loss and damage	16,468 70	15,403 22
Gen'l superintendence	3,083 32	3,250 00
Contingencies	8,758 16	47,183 94
	$2,023,672 64	$2,712,662 06
Earnings less exp	$714,823 56	.....
Excess of expenses	.....	$98,683 44

Summary of Payments.

	1866.	1867.
For construction and equipment	$2,348,025 03	$284,561 21
Maintaining and operating the road	2,023,671 64	2,697,834 75
Dividends	2,152,315 00	1,170,855 00
Interest	385,401 39	232,919 25
State tax on capital stock and tonnage	205,121 95	88,660 58
United States tax	204,819 37	131,369 57
Totals	$7,319,354 38	$4,605,200 36

Cost of Road and Equipment.

	1866.	1867.
Construction	$9,687,427 66	$9,616,641 51
Equipment	2,912,416 92	3,267,764 28
Totals	$12,599,844 58	$12,884,405 79

Stock and Debts.

	1866.	1867.
Capital stock	$11,288,600 00	$13,386,020 00
Funded debts	3,370,500 00	3,308,000 00
Floating debt	717,221 83	708,205 81
Totals	$15,376,321 83	$17,402,225 31

The dividends declared have been as follows: January 2, 1867, on full stock 5 per cent.; July

22, 1867, on full stock 5 per cent.; on scrip stock 75 cents per share. Number of shares of stock 282,011. Par value of each share $50. Amount of capital on which the respective dividends were declared: Jan. 2, $11,288,500 full; July 22, $11,288,500, full, and 66,000 shares scrip.

	1866.	1867.
Miles run by passenger trains	172,407	125,691
" freight trains...	202,166	223,407
" coal trains	1,535,202	1,685,526
Totals	1,909,775	2,034,524
Number of passeng's carried	200,486	187,533
Tons through freight on main road	8,124	9,867
Gross tonnage for the year..	1,920,874	2,140,134

President.—Sam'l Sloan.

Directors.—Wm. E. Dodge, Moses Taylor, Geo. Bulkley, Jno. J. Blair, Henry Young, Rufus R. Graves, Lowell Holbrook, Simeon B. Chittenden, George Bliss, Percy R. Pyne, Wm. W. Phelps, Joseph H. Scranton, Jno. C. Phelps, Jno. Brisbin.

Secretary.—Charles E. Carryl.

Treasurer.—Andrew J. Odell.

Superintendent.—James W. Toucey.

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers	$175,089 14	$173,647 82
" freight	277,184 89	299,018 61
" mails....	11,102 58	7,714 60
" express....	3,750 00	5,315 50
" miscellaneous....	587 95	981 21
Totals....	$467,714 56	$486,674 74
Expenditures, viz:		
Maintenance of way...	$127,358 17	$131,296 55
" motive power	60,098 82	71,901 16
Cost of working road..	92,269 83	93,676 47
" management...	10,852 23	10,166 56
Miscellaneous	30,283 83	28,685 11
Totals	$320,592 38	$335,725 85
Net balance....	$147,122 18	$150,948 89
Bala'ce from last report	154,808 26	217,260 29
Interest received	8,875 89	9,146 48
Engineer department less than last year ..	44 95	702 71
Total income....	$310,851 28	$378,058 37

Appropriated in 1867-'68 as follows:

Paid coupons, back coupons, expenses of paying the same, interest on over due bonds, and discounts on sinking fund bonds sold during the year ..	$66,905 20
Paid preferred stock dividends.....	57,939 00
Wood, oil and coal on hand more than last year....	2,793 89
In superintendents hands over last year	12,336 73
Paid trustees of sinking fund.....	12,500 00
Paid sundry expenses....	3,226 33
Bonds and cash on hand....	222,357 22
Total, as above....	$378,058 37

Compared with the previous year the gross earnings of 1867-'68 show an increase of $18,960 18, with an increase in expenses of $15,133 47, making the increase in net earnings, $3,826 71. The report says:

We have laid within the year 731 tons of new and re-rolled iron, repaired and re-laid 7,050 rails, and have laid more than 50,000 new sleepers.

We have built one new passenger car, re-built one baggage car, and built and re-built four box, and twenty-six platform cars, and we have also purchased one new freight locomotive, and stationary engine, at a cost of $14,500, and have made other extensive repairs and improvements.

So that the motive power, passenger and freight cars, road-way and superstructure, are all in a much better condition than at any former time in the history of the road.

There has been no change in our business connections with the lower roads since our last report.

The payment to the Sinking Fund, of $12,500, has been made, which, with its accummulations, amounts at this time to $200,000. This fund, as we have said in our former reports, is fast reducing the bonded debt of the road.

The Directors have not thought it advisable to charge off at present any of the overdue bonds, but to hold them so that they can be cancelled, and sinking fund bonds issued for them, to be issued, if thought best, for the extension or payment of the bonds maturing in 1870.

The dividend declared and paid last June, was not included in the previous year's accounts, but has been charged in this year's.

This dividend, with one declared last November, and the one now payable, make three dividends included in this year's statement, of $23,064 each, in all $69,192.

This has been done so that hereafter there will be regularly two dividends charged each year.

It was said by some few parties last year, that the Directors did not intend to pay another divident, but there have been two declared and paid since, and they see and know of no reason why they cannot continue to pay regularly on the preferred stock.

It has been thought desirable by a large number of the stockholders, to see if there could be some arrangement to consolidate the three classes of stock into one.

If this could be done on some basis equitably for all, it would be desirable, and greatly for the benefit of the corporation.

The matter of extending the road from Littleton towards Lancaster and Northumberland, will again be submitted to you for consideration. From various causes, the Directors have not been able to take any decided measures in regard to this project. Such an extension would be of great importance to the towns through which it would pass, and would also benefit this road; and it would be for our interest to assist in its construction, provided sufficient encouragement were given in the way of substantial aid, by the towns and individuals to be benefited by it, rights of way granted where practicable, and where such grants could not reasonably be expected, only moderate and reasonable land damages asked.

We trust you will give to this matter the attention which so important a measure demands.

All the operations of the road, during the year, have been conducted with safety and success, and the prospects for the ensuing year are encouraging.

The total number of passengers carried in 1867-'68 was 123,334; equal to 7,340,040 carried one mile. Total number of tons of freight, 57,856; equal to 3,471,360 tons carried one mile.

Trial Balance.

	1867.	1868.
Construction	$2,850,000 00	$2,850,000 00
Wood & oil on hand.	11,975 46	14,015 14
Stock, etc., on hand..	23,049 30	23,100 53
C. M. bonds on hand due in 1870.....	800 00	800 00
Trustees of S. Fund..	126,500 00	139,000 00
Pemigewasset House.	16,000 00	16,000 00
J. A. Dodge, Sup't...	15,760 39	28,097 12
Cash on hand for coupons unpaid.....	1,400 00	1,184 00
Do., dividends, do...	.....	11,253 00
S. F. and mort. bonds on hand.....	220,000 00	174,000 00
Cash.....	15,860 29	55,920 22
	$3,281,345 17	$3,313,370 01
Stock (old div. etc)..	$459,600 00	$459,600 00
" preferred	800,000 00	800,000 00
" new	540,400 00	540,400 00
Bonds due in 1865...	204,000 00	204,000 00
" 1870...	350,000 00	350,000 00
" 1889...	496,000 00	496,000 00
Coup'ns due & unpaid	1,400 00	1,184 00
Divid'ds, due & unpaid	1,448 89	1,448 89
Do., not yet payable.	28,125 00	28,125 00
Do., due and unpaid since May, 1867...	.....	11,253 00
Profit and loss.....	400,371 28	421,359 12
	$3,281,345 17	$3,313,370 01

President.—John E. Lyon.

Directors.—John E. Lyon, Alexander H. Tilton, Joseph P. Pitnam, Peter Butler, John L. Rix, John A. Parks and Joseph W. Lang.

Treasurer.—Edward D. Harlow.

Superintendent.—J. A. Dodge.

Pacific Railroad (of Missouri)—Six Per Cent. Gold Bonds.

The Pacific Railroad (of Missouri,) through the undersigned, offer for sale a limited amount of their six per cent. gold bonds at 95 per cent. and accrued interest.

The road extends from St. Louis 283 miles to Kansas City, there connecting with the Union Pacific Railroad (E. D.) and other roads, and was completed in 1865, at an expenditure of over $13,000,000.

The earnings for the year ending February, 1867, were....	$2,675,874 00
Operating expenses	1,956,644 00
Net earnings were	$719,230 00
For the year ending February, 1868, the earnings were....	$3,003,681 31
Operating expenses were	2,030,626 33
Net earnings....	$973,054 92

While for the first quarter of 1868 the net earnings exceed those of same quarter in 1867 by $133,679 69.

The Railroad Company, in order to pay off the State of Missouri for advances in aid of constructing the road as well as all other liens, has issued $7,000,000 of First Mortgage 6 per cent. Bonds, secured by deed of trust to Messrs. James Punnett, President of Bank of America, New York; U. A. Murdock, President of Continental National Bank, New York, and Luther C. Clark, of Clark, Dodge & Co.

The bonds run twenty years from Aug. 1, 1868, interest February and August in New York. Principal and interest payable in gold coin.

In offering these bonds to the public we remark that the road passes through the central, most populous, fertile and growing part of the State of Missouri, forms part of an important line, and is a completed and successful enterprise, already earning nearly double the amount required to meet the interest on its entire indebtedness, thus entitling the bonds to the rank of a first class security. Government and other securities received in exchange at market rates.

Clark, Dodge & Co.,
No. 51 Wall street.

☞ The Philadelphia and Reading Railroad Company have secured an extended lease on the Little Schuylkill Railroad for ninety-nine years guaranteeing the stockholders 7 per cent.

New York Central Underground Railroad.

The following is a copy of an act passed by the Legislature of New York to incorporate the New York City Central Underground Railway Company, and to authorize the said company to construct and operate a certain underground railway in the city of New York.

Section 1. W. Butler Duncan, William B. Ogden, George Griswold, James Boorman Johnston, George D. Cragin, James M. Brown, William E. Dodge, Henry F. Vail, Lewis B. Brown, Edwin Dodge, S. W. Hopkins, Edward R. Bell, J. S. Thayer, Clarence S. Brown, Henry E. Davies, Julius F. Cheesboro, W. W. Huntington, D. M. Hildreth, J. S. Schultz, Henry W. Slocum, Horace Downing, John Philip, E. H. Kenbock, Bryan Lawrence, Joseph Dixon, Eugene Bissal, Henry Marshall, Edwin J. McKee, Royal N. Torry, Thomas Canary, William Johnson, Bernard Kelly, William C. Squier, John Fitch, Edward C. Byrne, Henry C. Smith, Benjamin Weed, Edward Coles, Daniel R. Jewett, Ezra Clark, Jr., Isaac Bell, and John T. Conover are hereby created a body corporate and politic by the name of "The New York City Central Underground Railway Company." The said corporation shall continue for one hundred years from the passage of this act, and shall be located in the City of New York, and the capital stock shall be ten millions of dollars, divided into one hundred thousand shares of one hundred dollars each.

Sec. 2. The business and offices of said corporation shall be managed by a board of thirteen directors, who shall be elected annually by the stockholders, and the first election of said directors shall be held in the city of New York within thirty days after the passage of this act, and the day and place thereof shall be determined by the five first named corporators herein, and they shall give notice thereof to each of the other incorporators herein named, which notice shall be delivered at or mailed to their respective places of abode or business at least five days prior to the time of such election, and such of the corporators as shall attend in person or by proxy shall appoint two tellers to conduct the election and declare the result, and the directors then chosen shall hold their office for the term of one year and until others are chosen in their places.

Sec. 3. The corporation hereby created shall possess all the powers and privileges and be subject to all the provisions of the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2d, 1850, and the several acts amendatory thereof and additional thereto, except so far as the provisions of the said acts are modified by or are inconsistent with the provisions of this act; and the said corporation is hereby authorized and empowered to make, construct and maintain a tunnel, and to construct, operate and use therein a double track railway, and the necessary sidings, and to convey passengers, freight and property, in cars propelled by steam or other power, for compensation, under and through the soil, beneath certain streets, avenues, squares and grounds in the city of New York, as hereinafter specified; but said corporation shall have no right to acquire the use or occupancy of any of the streets or public places in the city of New York under the provisions of the said acts, or by any agreement or grant of the city authorities, except such use or occupancy as is granted or provided for in this act, and except such temporary rights and privileges, during the period of constructing said tunnel and railway authorized in this act, as the proper authorities may grant to said company to facilitate such construction.

Sec. 4. The tunnel and railway hereby authorized to be constructed and enjoyed by said corporation shall follow, as near as possible, the line of the streets, avenues, courses and places named:—Commencing at a point on the easterly line of Broadway, in City Hall Park, and northerly of the projected southerly line of Park place, thence easterly and under ground, passing in front of the old City Hall, southerly of the flagging in front of the same, and northerly of the proposed General Post Office, curving to the left, passing westerly of the Comptroller's Office, and southerly of the Superior Court building, corner of Chambers and Centre streets, to Centre street; thence under and across said Centre street to City Hall place; thence easterly under said City Hall place to Pearl street; thence across said Pearl street and running northeasterly in a curved line to Mulberry street, at a point on said street between Bayard and Park streets; thence northerly under said Mulberry street to Bleecker street; thence northerly under and across said Bleecker street in a straight line, as near as practical, to Lafayette place; thence northerly under said Lafayette place to Astor place; thence under and across said Astor place and Eighth street to the northerly side of said Eighth street; thence across the block between said Eighth street and Ninth street, and easterly of St. Ann's church, on said Eighth street, to Fourth avenue; thence northerly under the westerly side of said Fourth avenue to Fourteenth street; thence under and across said Fourteenth street and said Fourth avenue to Union Square; thence northerly under said Union Square to Seventeenth street; thence under and across said Seventeenth street and through the blocks, as near as possible, in a direct line to Twenty-third street; thence under Madison street and Madison avenue, to Twenty-sixth street; thence northerly under and across said Twenty-sixth street to Madison avenue; thence under said Madison avenue as now opened to Eighty-sixth street; thence under said Madison avenue, as declared by chapter 408 of the laws of the State of New York of 1867, to 120th street; thence northeasterly continuing the same line to the Harlem river; thence easterly and westerly along said Harlem river and connecting with the Harlem bridge at the terminus of Third avenue. And in case the lowness of the surface at any point north of Ninety-ninth street is such as to render the construction of a tunnel impracticable, said main line may be constructed and operated by an elevated surface railway from said Ninety-ninth street to and along the said Harlem river. The said corporation may make on the route aforesaid the necessary connections, turnouts, switches and other conveniences for the proper working and accommodation of said railway.

Sec. 5. For the purpose of making, constructing and operating the said tunnel and railway, said corporation is hereby authorized and empowered to enter upon and underneath the several streets, avenues, squares, public places and lands hereinbefore specified, and into and upon the soil of the same, to construct and maintain said tunnel and railway along the route, and to the points herein specified and contemplated, such tunnel and railway, to be constructed in the most thorough manner, and upon the most approved plans for lighting, ventilating and drainage, and of sufficient dimensions for the purposes of said railway and for the convenience of public travel, and at such depth below the surface and in such manner as effectually to prevent any interference with the surface of said streets, avenues, squares or grounds, or the use of the same, with such exceptions as are provided for in this act; and except, also, that during the progress of construction it shall be lawful to make such excavations and openings in said streets, avenues, squares and grounds under which said tunnel and railway shall be constructed, or over which said railway tracks shall be laid, as shall be necessary from time to time; and in all cases the surface and pavements of said streets, avenues, squares and grounds over said tunnel and railway shall be restored to the condition in which they were before such excavations were made, as near as possible, and if practicable one half the width of said street shall be always kept open for the public travel; but where excavations for the full width of such streets shall be made they shall not be oftener at any one time nor more than one in each quarter mile of said route; nor shall they be more than two hundred and fifty feet in length in any one place, nor shall they be kept open longer than for a period of sixty days in any one place, except by the consent, in writing, of the Street Commissioner of the city of New York. And it shall be lawful for said corporation to make, construct and maintain openings for ventilation or light, extending from said tunnel to the outer edges of the sidewalks of the streets or avenues and to the surface of the squares in which said tunnel shall be constructed, and said openings shall not exceed two feet in width, except in public squares and parks, where said openings may be four feet in width by eight feet in length, at any one point; said openenings for ventilation in said parks and squares shall be covered with a cast iron grating; said gratings shall not extend more than six inches above the surface of said squares or parks; and said company shall erect and maintain hollow iron pillars or columns of an ornamental pattern suitable for lamp posts, which may be substituted for the posts now in use, the said posts being provided with gas pipes, burners and lanterns at the expense of said corporation. It is hereby provided, however, that the said corporation shall be liable to the owner or lessee of any building or property along the route of said railway tunnel for any damages which he or they shall sustain by reason of any direct injury caused thereto by the construction of such railway and tunnel.

Sec. 6. The said corporation shall have the right to acquire the title to and hold such real estate or interest therein as may be necessary to enable it to construct and operate said tunnel and railway as herein provided, and to construct and maintain the proper platforms, stations and buildings of said corporation at such points along the route as may be most convenient and suitable for the ingress and egress of passengers and freight, and necessary for the operation of the railway, and for proper communication between said tunnel and platforms, and said stations and buildings; and in case it cannot agree with the owner or owners of such real estate or interest for the purchase or use thereof, it may acquire the title to the same in the manner specified in the acts hereinbefore referred to, except in any of the proceedings for any of the purposes authorized by this section it shall not be necessary that the petition to the court shall make any allegation of or reference to any incorporations, capital stock, surveys, maps, or the filing of any certificate of location; but whenever it shall be necessary or convenient for the said railway turnouts, platforms or stations to take and use for the purpose of operating the same, any public grounds, parks or places, no compensation shall be awarded or demanded for the same, but in all cases the use of the aforesaid streets, avenues, squares, grounds and public places, and the right of way under and through the same for the purpose of a tunnel and railway, as herein authorized and provided, shall be considered and is hereby declared to be a public use, consistent with the uses for which the Mayor, Aldermen and Commonalty of the said city hold said streets, avenues, and public places.

Sec. 7. Said tunnel shall be constructed at such depth below the surface of the streets or avenues as will avoid any interference with or changes in the water mains of the Croton Aqueduct Board, except such changes as may be, in the opinion of the chief engineer of the Croton Aqueduct Board, necessary for the proper construction of said railroad and for public convenience, and such necessary changes in said mains and all changes additions and alterations which may be made necessary in the sewers by the construction of said tunnel and railway, shall be made under the direction and supervision of the Croton Aqueduct Board, but at the proper cost and charges of this corporation.

Sec. 8. Whenever the route herein specified and contemplated for the construction of said tunnel or railway shall intersect with or cross or coincide with any horse railroad track now occupying the surface of said streets and avenues, the said horse railway tracks shall, if practicable, be carried over said openings upon temporary bridges or structures, and such temporary bridges

and structures shall be constructed in such manner as not to interfere with the practical operation or working of such street railways; and upon the completion of said tunnel and such portions of the route thereof where such changes of the horse railway tracks may be made, the same shall be restored, as near as practicable, to the condition in which they were previous to the construction of said tunnel; and all such bridges and structures and restoration of tracks shall be made at the proper cost and charges of this corporation.

Sec. 9. Said tunnel and railway shall be exclusively for the uses and purposes of said railway company, and it shall not be lawful for any person or persons to enter or pass through the same or any portion thereof on foot or in any other way than in the proper cars of this corporation provided for that purpose, without the consent of said corporation, under penalty of $50 for each offence, to be recovered by this corporation. And the Mayor, Aldermen, Commonalty and officers of the corporation of the city of New York are hereby prohibited from giving permission to any other person, body or corporation to do any of the acts or things hereby authorized, or to hinder, delay or embarrass the construction or operation of said tunnel and railway and other things as herein authorized.

Sec. 10. The said corporation shall be and is hereby authorized to collect and receive for the transportation of passengers the following fares, to wit:—For one person for any distance under three miles, the sum of six cents, and for every mile or fraction thereof in addition, two cents, the said rates to include government tax.

Sec. 11. The said corporation shall have subscriptions to its stock to the amount of $3,000,000 before the construction of said tunnel and railway is commenced, and one year from the passage of this act within which to commence the same, and three years within which to complete said tunnel and railway to Forty-second street, and five years to complete the same to and along Harlem river, necessary and unavoidable delays from the pendency of legal proceedings against said corporation excepted; and no omission to construct any portion shall work a forfeiture of this franchise in respect to any section of said tunnel and railway which may have been commenced and completed.

Sec. 12. It is hereby made a condition of this grant that said company shall, before the 1st day of January next, deposit with the Comptroller of this State the sum of $300,000 in bonds of the United States or of the State of New York as a pledge that they will commence the construction of said tunnel and railway and complete the same within the time limited in this act, and upon the completion of the same, in the time and manner herein provided, the said Comptroller shall return the said bonds with the accummulations of interest thereon, to the said company; but upon a failure to either commence or complete said tunnel and railway within the time and in the manner herein provided, the said sum of $300,000 in bonds as aforesaid shall be forfeited to the people of this State and shall be expended for educational purposes and upon the State library and State cabinet of natural history. It is further provided that before said company shall commence the construction of said tunnel and railway, and on or before the first day of January next, said company shall procure valid subscriptions to their stock, made by responsible parties, to the amount of three millions of dollars, and shall establish the fact of the validity of said subscriptions and of the responsibility of the parties making the same to the satisfaction of said Comptroller, whereupon a certificate to that effect shall be made by said Comptroller, and filed by him with the Secretary of State; and said certificate when so made shall be the warrant of said company for commencing said work. In the event of the failure of said company to deposit the said sum of three hundred thousand dollars, and to procure the filing of said certificate of said Comptroller on or before the first day of January next, as provided in this act, then, and in either of said events, this act shall cease, determine and become void.

Sec. 13. It shall not be lawful for said corporation to receive or deliver freight within the lines of the public squares or parks named in this act.

Sec. 14. The directors are required to open books for subscription to the bonds or stock of said corporation, and shall give at least twenty days' notice in the New York daily *Herald*, *Tribune*, *Times* and *World*, where said books shall be opened, that an opportunity shall be given those who desire to subscribe for said stock, and the said books shall be kept open for at least three months; and in the event of a larger amount being subscribed than the capital stock of said corporation, then such subscriber shall be entitled to a pro rata number of shares of said stock, as near as may be, and in proportion to the amount so subscribed, but each subscriber shall, at the time of subscribing, pay to the treasurer five per cent of the par value of each share so subscribed.

Sec. 15. This act may be altered or amended at the pleasure of the Legislature.

Sec. 16. This act shall take effect immediately.

Honduras Railway.

Mr. Brunlees, the engineer employed by the British contractors for the Honduras Railway loan to report on the value of public property pledged by that republic to secure it, says that he is satisfied that the interest of the present loan of £1,000,000 will be secured by the product of the mines and forests, which can be further increased so as to secure the interest on the additional amount necessary to complete the road. He anticipates that the earnings of the railway will also be considerable. The contract for the construction has been taken at £8,000 per mile, and work is to be commenced at once.

Atlantic and Great Western Railway.

We gave on the 18th ult., a statement showing the present financial position of this company, with proposals for its re-organization and resumption of coupon payments. We have since received a document purporting to be an amendment to that statement, containing some important alterations made at the suggestion of Sir William Russell's and Mr. Ridsdale's Committees. The unanimity now secured, it in said, compensates for the inconvenience of the changes, and assures an early return to a proper administration of the Company's affairs. The alterations are chiefly in the mode of dealing with the certificates of debenture. The interest on income bonds issued for coupons is increased, and the bonds made equal to a mortgage by deposit for their protection of the coupons in trust. According to the amended statement, the proposed capitalization is to be into income bonds, bearing seven per cent. annual interest from the 15th November next, with semi-annual coupons attached. It is further proposed to cancel and convert the certificates of debenture, first, by delivery of the divisional bonds now held in trust, $5,236,600; second, by the issue of income bonds for coupons due up to 16th of July, 1868, $1,171,000; third, by cash payment, $592,400; fourth, by issue of consolidated second mortgage bonds, bearing five per cent. interest in gold, from 15th of November, 1870, $7,000,000—completing the capital amount of debentures $14,000,000; fifth, income bonds for the interest on this capital until the bonds issued commence to carry interest $1,224,553.

The principal alterations from the original are contained in the following statements:

B.—Capitalization of Interest.

It is proposed to capitatize into "income bonds;" bearing seven per cent. annual interest from 15th November next, with semi-annual coupons attached:—

1. Two years' coupons on first mortgage divisional bonds, from April 1867	$1,171,356
2. Three years' coupons on second mortgage divisional bonds, do	803,197
3. Four years' coupons on consolidated mortgage bonds, do	5,502,700
4. Interest on debentures from date of payment of last coupon, 15th of November, 1867, at 5 per cent. per annum, until the bonds issued in exchange (as per statement C.) commence to carry interest	1,224,553
Total amount of income bonds to be issued	$8,701,806

The income bonds for coupons on the first divisional mortgages are payable at par in ten years; on the second divisional mortgages in fifteen years; and on the consolidated bonds and for interest on debentures in twenty years. All coupons are to be placed in trust, as a guarantee for the due payment of principle and interest of the income bonds.

C.—Certificates of Debenture (£2,800,000, or $14,000,000).

In order to close this trust, which has been the source of much complication and litigation, it is proposed to convert and cancel the certificates of debenture.

1st. By delivery of the divisional bonds now held in trust	$5,236,600
2d. By the issue of income bonds for coupons due up to 16th of July, 1868	1,171,000
3d. By cash payment	592,400
4th. By issue of consolidated second mortgage bonds, bearing 5 per cent. interest in gold, from November 15, 1870	7,000,000
Completing the capital amount of debentures	$14,000,000
5th. Income bonds for the interest on this capital until the bonds issued commence to carry interest (Statement B)	$1,224,553

All the bonds and cash must be exchanged in exact proportions as debentures are delivered up, and all securities other than those enumerated are to revert to the Company.

Blue Ridge Railroad.

The Governor of South Carolina, in his message to the Legislature, recommends that sufficient aid should be extended to the officers of the Blue Ridge Railroad to ensure its completion. This road, as projected, is 196 miles in length, of which fifty-two miles are within the limits of South Carolina, and of this distance thirty-four miles are completed and in running order. The sum of $3,250,000 has already been expended for construction, of which the State of South Carolina furnished $1,310,000 by a stock subscription, and it is estimated that $3,500,000 will be sufficient to complete the road. The aid now asked from the State is a guarantee of the interest of $3,000,000 of new bonds. The Governor says that "the city of Charleston is the nearest of all the Atlantic ports to the great States of the West, and by the construction of this road the wealth of that imperial region will be poured into her lap."

☞ The Ware River Railroad will shortly be ready for contract.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley 50	1,498,400	----------	----------
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,660,000	A. & O.	Apl. '68 5
Baltimore City Passenger....	670,000	----------	----------
Bay de Noquet & Marq...100	----------	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112	----------	----------
Berkshire*.....100	600,000	J.A J&O	Jul.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref..100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,300	J. & D.	Jun. '68 4
Boston and Maine.....100	4,076,974	J. & J.	July '68 5
Boston and Providence ...100	3,860,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J.A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buff., New York & Erie*..100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Buffalo and Lake Huron...100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jul.'68 3½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jul.'68 4½
Central of Georgia.....100	4,666,800	J. & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A J&O	Apl.'68 2½
Central Ohio.....	400,000	J. & D.	Jun.'68 3
Do. pref.....	----------	J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S. Carolina...100	1,201,000	----------	----------
Chemung*.....	380,000	----------	July '68 2
Cheshire, preferred	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,888,642	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jul. '68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68½2
" Street.....	----------	J. & J.	Jan.'68½2
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,044,800	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J AJ &O	July '68 2
Cleveland and Toledo* 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Con...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord.....	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*.....100	2,384,941	----------	----------
Delaware*..... 50	466,132	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050	----------	----------
Detroit & Milwaukee..... 100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	----------	Jul.'68 3½
Eastern (Mass.)..... 100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	16,576,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834	----------	----------
Fitchburg.....100	4,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	J. & J.	Jan. '68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	July '68 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do. pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River 100	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jul.'68 2½
Lehigh and Mahanoy..... 50	2,168,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,640	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000	----------	Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615	----------	----------
Maine Central..... 100	1,600,360	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	July '68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,055,340	August.	Aug.'68 4
" " guaranteed.100	586,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	----------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell..... 100	600,000	M. & N.	May'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck..... 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul.'68 4
New Haven & N. London..100	738,538	----------	----------
N. Haven & Northampton.100	1,224,100	J. & J.	Jan.'68 3
New Jersey..... 100	5,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N. Y., Provid. & Boston .100	1,755,231	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400	----------	----------
North Carolina..... 100	4,000,000	----------	----------
Northern Central 50	4,848,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,087,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester 100	2,383,600	J. & J.	July'68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	----------	----------
" " pref.100	3,607,197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport 100	4,848,300	J. & J.	July'68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'68 4
Pacific of Missouri.....100	2,531,000	----------	----------
Panama..... 100	7,000,000	J.A.J&O	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'68 4
Pennsylvania	20,000,000	M. & N.	May '68 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,069,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,100	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nort'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*.....100	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J. & J.	Jul. '68 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	July'68 5
Rutland preferred. 100	----------	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800,000	----------	----------
" " " pref.100	1,700,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1,020,000	----------	----------
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	635,200	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275	----------	----------
South Shore..... 100	259,685	----------	Jul.'68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000	----------	----------
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stoney Brook..... 100	267,800	M. & N.	M'y'68 2½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650,000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref..100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,478	J. @ J.	Jul. '68 3
Utica and Black River..... 100	584,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central..... 100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Virginia Central 100	2,353,679	----------	----------
Virginia and Tennessee...100	3,452,815	----------	----------
Western Union 100	2,687,237	----------	----------
West Jersey 100	731,050	----------	Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,130,470	----------	----------
Wilm. and Weldon.....100	1,340,273	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'68 6
Delaware and Raritan..... 100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	6,187,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....	----------	J. & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	----------	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express..... 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single trk.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	----	37
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	----	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	----	98½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,666	27,268	5,538	—	----	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	----	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	----	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,542	94,200	—	—	—	—	—	----	—
30 Nov.'67	3.06	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	50	25	—
30 Nov.'67	42.99	—	701	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	----	67
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	----	55
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	----	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	868	loss.	—	----	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	----	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	----	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	----	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	3,589	89	—	----	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Melrose.)		—	----	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	18,015	6	----	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	----	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	----	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	—
31 Dec.'62	5.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	----	71,361	15,873	—	100	----
30 Sep.'67	2.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	58,543	—	100	----
30 Sep.'67	1.75	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	----
30 Sep.'67	15.0	—	—	103	—	Broadway & 7th Ave., N. Y.	606,318	2,100,000	1500000	—	687,483	253,214	3½	100	----
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	8,994	—	100	----
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	----	1,131129	195,907	12	100	----
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	----
30 Sep.'67	9.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	----	15,085	6,352	—	100	----
30 Sep.'67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	----
30 Sep.'67	3.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	----
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	----
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	----
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	----
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,632	89,310	5	100	----
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	----
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	----
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793	9½	100	----
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	----
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,600	3,900	—	—	—	100	----
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	63,603	4,578	—	100	----
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	----
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	----
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	----
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	----
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	----
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	455,945	9,470	—	100	45
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	----
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	----
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	----
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	----
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,230000	50,000	1,184945	222,222	12	100	----
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	----
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	201,288	121,172	196,500	1,200	75,179	14,707	—	100	----
30 Sep.'67	2.25	—	—	4	—	V. Brunt st. & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	----
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	----
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	----	----	—	----	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	----	----	----	----	----	----	—	----	—
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec.'62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	----	----	—	----	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	----
31 Oct.'67	1.63	—	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	----
31 Oct.'67	10.50	—	—	—	—	—	Frankford and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	----
31 Oct.'67	16.37	—	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	36
31 Oct.'67	34.25	—	—	367	59	—	Germantown	542,270	112,245	360,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct.'67	4.84	—	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct.'67	2.00	—	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	----
31 Oct.'67	5.20	—	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66,529	13,046	—	25	11½
31 Oct.'67	7.25	—	—	82	13	—	Oakland (Pittsburg & E. L.)	----	59,500	57,718	880	49,980	loss.	—	50	----
31 Oct.'67	3.00	—	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	----
31 Oct.'67	7.08	—	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct.'67	5.61	—	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	28,371	9,452	12½	20	12
31 Oct.'67	8.50	—	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct.'67	8.75	—	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	----
31 Oct.'67	3.90	—	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	----
31 Oct.'67	8.00	—	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	62,300	—	40,799	6,725	2	50	----
31 Oct.'67	3.96	—	—	—	—	—	Schuylkill River (Phila.)	47,462	50,000	—	—	—	—	—	50	----
31 Oct.'67	19.50	—	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	50½
31 Oct.'67	5.62	—	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct.'67	6.25	—	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	16½
31 Oct.'67	25.00	—	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	41½
31 Oct.'67	6.00	—	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	60,692	10	50	66
31 Oct.'67	4.13	—	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	----
31 Oct.'67	1.02	—	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	----
						MARYLAND.									
31 Dec.'62	21.00	----	—	340	50	—	Baltimore City	700,000	670,000	----	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	—	Cincinnati Street	151,913	150,000	----	----	----	----	—	----	—
31 Dec.'62	5.00	—	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	----	----	----	----	—	----	—
31 Dec.'62	3.81	—	—	—	—	—	Passenger (Cinc.)	69,887	50,000	----	----	----	----	—	----	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg]:					
1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	----	----
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	124,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	----	----	----
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex:					
1st Mortgage	38,000	--	----	----	-
Malden & Melrose bonds	46,971	--	----	----	----
Real Estate	6,000	--	----	----	----
Ninth Avenue:					
1st Mortgage	112,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	----	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J & J.	1883	----
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	10,800	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy.					
Plain bonds	58,400	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	104
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	490,000	--	----	----	----
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	
Utica and Waterville:					
1st Mortgage	100,000	7	----	----	----
Van Brunt, st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	----

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, July 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	6,575,442	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	129
" " " ..... coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	116
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " " ..... coupon		5	" "	1871	120½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	115½
" " " ..... coupon		6	" "	1881	115½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,200	6	Jan. & July.	1881	115½
" " " ..... coupon		6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) ..... registered	1,554,856,950	6	May & Nov.	1882	110
" " " (5-20s) ..... coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s) ..... registered		6	May & Nov.	1884	111
" " " (5-20s) ..... coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s) ..... registered		6	May & Nov.	1885	109
" " " (5-20s) ..... coupon		6	" "	1885	112½
" " 2d series (5-20s) ..... registered		6	Jan. & July.	1886	109½
" " " (5-20s) ..... coupon		6	" "	1886	109½
" " 3d series (5-20s) ..... registered		6	" "	1887	108
" " " (5-20s) ..... coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) ..... registered	198,449,800	5	Mar. & Sept.	1904	108½
" " " (10-40s) ..... coupon		5	" "	1904	108½
Pacific R. R. Bonds ..... (currency)	28,000,000	6	Jan. & July.	'95-'97	103
Treas'y Notes (7-30s) June 30, '64: 2d series	105,610,650	7.3	June & Dec.	1868	108½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	108½
Matured Debt not presented	3,578,202	---	presentation.	----	----
Gold Certificates of Deposit	20,298,180	---	presentation.	----	----
Compound Interest Notes 1864-'65	21,604,390	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,144,212	---	----	----	----
Three per cent. certificates	50,000 000	---	----	----	----
Fractional currency	22,531,589	---	----	----	----
Navy Pension Fund	13,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) .... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	427,850	5	" "	1887	----
" — " " (sterling) .... "	648,000	5	Jan. & July.	1876	----
" — " " (") .... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .. coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank).. "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	82½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	909,000	6	May & Nov.	1886	96
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'78-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	635,000		various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) .... "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100½
" " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1890	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	98½
" — " " (B. & T. W. Can.) sterl.	1,017,623	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	98
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	98
" — " " (Bounty)	601,000	6	"	abt.'74	----
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'73	130
" —Lun. Hosp. and State Prison..	94,000	6	Jan. & July.	1874	127
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	588,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" — " " "	4,379,500	5	May & Nov.	1894	115½
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	130
" — " "	2,150,000	6	" "	'74-'76	130½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	91½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	91½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	98½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	798,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	108½
" — " " " ..registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	300,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " "	6,000,000	6	" "	1873	101
" — " "	2,250,000	6	" "	1874	101½
" — " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	3,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	71
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	100
" — " " ..... registered	5,083,052	5		'86-'90	95
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	----
" — " " 2d series	7,909,520	6	" "	1882	104½
" — " " 3d series	9,270,017	6	" "	1892	107
" —Military Loan Bonds	3,000,000	6	" "	1892	109
Rhode Island—State War Bonds of 1861	468,500	6	Feb. & Aug.	1871	105
" — " " " 1862	1,196,000	6	April & Oct.	1871	100½
" — " " " 1863	269,000	6	Mar. & Sept.	1882	100
" — " " " 1863	776,000	6	April & Oct.	1883	100½
" — " " " 1864	917,000	6	Jan. & July.	1893	100½
South Carolina—Free Loan Bonds	798,898	6	Feb. & Aug.	1894	100½
" —State Bonds (various)	3,275,000	5	J. A. J. & O.	'68-'70	----
" — " " (new)	1,210,803	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,949,430	6	" "	1887	----
" — " "	239,167	5½	April & Oct.	1868	60½
" — " "	1,706,000	6	" "	Var.	----
" —Railroad, &c., Loan Bonds	14,006,000	6	" "	1868	----
" — " endorsement	2,207,000	6	Jan. & July	30 yrs.	----
" —New Bonds	6,000,000	6	" "	Var.	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	1883	64½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	'71-'78	100½
" — " " (sterling new)	466,250	6	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,869,395	5	" "	long.	----
" — " " ..... coupon	10,900,000	6	" "	long.	----
" — " (new) ..... registered	1,379,500	6	" "	1876	64½
" — " " (") ..... coupon	189,300	6	" "	1886	----
" — " " " (")	39,600	6	" "	1890	----
Wisconsin—State Bond	405,100		Jan. & July.	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	285,626	295,512	356,408	401,103	357,228	353,344	328,628	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,625 335
1866	475,641	433 270	385,991	412,521	464,507	493,243	436,898	568,589	533,150	599,670	474,056	388,573	5,606,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,184	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,256	362,169	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	158,294	1,673,706
1864	199,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330,169	3,892,851
1868	259,539	296,496	261,599	270,386	335,510	378,461	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,736	175,482	243,150	185,013	198 679	243,178	224,990	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	280,283	251.916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,512
1868	283,600	281,900	262,900	288,700	308,891	366,200	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,880	566,145	490,710	519,306	669,605	729,359	716,378	563,400	6,114,596
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,598	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,396	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,086	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,544	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41.212	43,580	65,035	80,588	73,140	50,296	580.271
1867	49,694	36,098	56,850	59,196	61,447	53,999	53,683	69,015	77,113	81,076	80,867	81,965	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,048	1,336,615	1,438,689	1,522,472	1,429,765	15,434,776
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,682	1,243,636	1,208,243	1,298,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,317,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,718	1,421,881	1,041,646	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,670	424,531	4,571,023
1864	327,900	416,588	459,762	422,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1865	671,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,986
1866	603,063	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,371	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,355	438,089	409,649	467,754	490 666	543,019	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,694	114,716	121,217	142,823	132,387	123,883	1,286,971
1868	92,433	81,530	98,482	108,461	95,416	95,924	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	348,784	220,508	557,227	268,613	264,935	244,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	351,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	366,180	351,489	387,095	301,613	418,575	488,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,716	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,216	4,650,328
1867	305,357	311,088	395,372	409,248	357,749	307,968	313,130	434,216	488,388	530,871	429,785	380,034	4,663,806
1868	362,021	338,335	381,497	456,983	400,486	363,550	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,163	375,488	339,704	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	268,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,870	4,520,569
1866	282,439	265,796	337,158	343,737	365,196	336,083	324,986	359,646	429,161	495,640	414,694	308,669	4 260,115
1867	304,096	283,661	375,210	362,783	333,952	284,977	314,021	398,998	464,778	506,296	412,934	330,273	4,371,078
1868	343,816	304,315	326,880	415,758	369,236	326,591	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,263	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,806
1868	368,487	350,884	333,281	425,629	565,718	458,094	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,793	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	965,659	1,246,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,064,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	228,242	268,177	302,596	332,400	278,008	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,627	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,310	3,793,005
1866	267,541	246,109	326,236	277,424	288,130	253,925	247.262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,387	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,265	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,884	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,467	1,170,241	1,425,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	866,979	967,194	1,121,206	1,351,579	1,419,232	1,196,956	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,368	903,974	864,637	693,104	873,153	956,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	600,144	678,504	857,583	733,866	637,186	646,935	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	692,510	633,667	552,378	648,201	654 926	757,441	679,735	556,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	673,727	7,242,126
1868	492,894	602,758	684,190	774,103	611,914	601,246	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,743	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,786	207.301	162,694	2,240,744
1866	178,120	165,893	192,138	170,485	168,699	1c2,532	166,015	222,953	198,884	244,534	212,127	177,364	2,250,142
1867	149,658	149,342	174,153	158,162	171,736	156,066	172,933	220,788	219,100	230,340	205,095	180,971	2,218,402
1868	127,593	133,292	149,164	155,388	130,545	140,408	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,370	150,596	151,052	134,563	111,330	1,439,796
1864	79,735	96,843	132,896	123,987	127,010	166,338	139,626	244,114	343,840	221,570	220,209	266,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,788	194,525	271,799	374,024	377,981	375,584	361,910	247,023	2,924,643
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,062	329,078	304,810	309,591	364,724	382,996	406,766	351,750	333,480	3,809,353
1868	278,712	266,793	263,259	292,285	260,529	293,344	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	68,862	82,147	68,189	59,862	75,677	92,715	61,770	37,530	689,38[illegible]
1866	45,102	36,006	39,301	43,382	86,913	02,918	85,276	80,698	84,463	100,313	75,246	54,464	814,08[illegible]
1867	39,078	27,667	36,292	40,710	57 852	60,558	58,262	73,525	126,495	130 288	79,431	64,719	776 64[illegible]
1868	46,415	40,703	39,198	49,231	70,168	77,339	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	918,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1886	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1875	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1839	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	602,000	6	Jan. & July.	"	1880	96
" " " 1855	894,250	6	Jan. & July.	"	1875	99
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	88
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	82½
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	800,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	836,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98
"	200,000	6	April & Oct.	"	1879	100
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	95
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct.	"	1875	93
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	93
" " $2,500,000	867,000	6	May & Nov.	"	1889	87
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	80½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	88
1st Mortgage E. Div.	900,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	672,200	6	Jan. & July.	Boston.	'75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	79
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99½
General 1st Mortgage	3,600,000	7	" "	" "	1885	97½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1863	93
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	94
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	91
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1880	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	93
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1886	101½
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,600	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (R. Extension)	1,222,500	7	April & Oct.	" "	1875	99½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	800,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Five per cent bonds	670,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,655,000	6?			1891	82½
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	---- ---- ----	---- ---- ----	1891	----
Free Land, 2d Mortgage	200,000	8	---- ---- ----	---- ---- ----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	78
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'78	91½
Land Security	3,344.60	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	80
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	---- ---- ----	---- ---- ----	----	----
Mortgage	125,000	7	---- ---- ----	---- ---- ----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	----
Construction	5,090,500	7	April & Oct.	London.	1875	----
Construction	2 499,000	6	" "	New York.	1875	120
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	363,000	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	93
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	260,000	7	---- ---- ----	---- ---- ----	----	----
2d Mortgage (convertible)	1,000,000	7	---- ---- ----	---- ---- ----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	----
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	'68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7	---- ---- ----	---- ---- ----	'80-'85	----
Memphis Branch 1st Mortgage	267,000	7	---- ---- ----	---- ---- ----	'70-'75	----
Bardstown and Louisville	30,000	7	---- ---- ----	---- ---- ----	1870	----
City of Louisville bonds	1,074,000	---	---- ---- ----	---- ---- ----	'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6	---- ---- ----	---- ---- ----	'80-'81	----
Loan $400,000	314,100	6	---- ---- ----	---- ---- ----	'70-'71	----
McMinnville and Manchester.						
State [Tenn.]	372,000	6	---- ---- ----	---- ---- ----	----	----
Mortgage	24,000	7	---- ---- ----	---- ---- ----	----	----
Marietta and Cincinnati.						
1st Mortgage Bonds	2,363,385	7	Feb. & Aug.	Baltimore.	1891	95
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage	----	---	May & Nov.	"	----	78
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	----
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6	---- ---- ----	---- ---- ----	----	----
Memphis and Ohio						
State [Tenn.] Loan	840,000	6	---- ---- ----	---- ---- ----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,590	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,254,000	7	May & Nov.	"	1890	----
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	116½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	116½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	101½
2d General Mortgage	2,693,000	7	" "	" "	1877	96½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500	---	---- ---- ----	---- ---- ----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	---- ---- ----	1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	----	----
2d Mortgage	1,517,600	8	Feb. & Aug.	" "	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	629,000	6	---- ---- ----	---- ---- ----	----	----
Missouri and Missouri:						
1st Mortgage (convertible)	1,000,000	7	---- ---- ----	New York.	----	----
2d Mortgage (S. F.)	406,000	8	---- ---- ----	" "	----	----
1st Land Grant	3,612,000	7	---- ---- ----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,200	6	Jan. & July.	New York.	1886	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,100	6	Jan. & July.	New York.	1892	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		8	" "	Mobile	----	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	----
" ten years	75,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	---- ---- ----	---- ---- ----	'63-'65	----
Mortgage	61,500	8	---- ---- ----	---- ---- ----	1866	----
Bonds	100,000	---	Jan. & July.	---- ---- ----	1870	----
Bonds	299,200	---	" "	---- ---- ----	1876	----
Bonds	639,500	---	" "	---- ---- ----	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	92½
Muscogee:						
1st Mortgage	249,000	7	---- ---- ----	---- ---- ----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	---- ---- ----	---- ---- ----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	---- ---- ----	---- ---- ----	----	----
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	----
1st Mortgage (H. & Hamp.)	103,000	6	---- ---- ----	"	----	----
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	----
2d Mortgage Bonds	241,000	---	---- ---- ----	---- ---- ----	----	----
N. Orleans, Opelous, and Gt. West.:						
Louisiana State Loan	650,000	6	---- ---- ----	---- ---- ----	----	----
New Orleans City Subscription	1,500,000	5	---- ---- ----	---- ---- ----	----	----
1st Mort. Construction	1,730,000	8	---- ---- ----	---- ---- ----	1880	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	92½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	----
" " "]B. & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	----
" " " "	45,550	8	"	" "	1883	----
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	94½
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,520	---	---- ---- ----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	990,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	97½
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt.&d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	98
1st Mortgage—Western "	860,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	94½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1893	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100
2d Mortgage Sterling	2,283,340	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,566,600	6	April & Oct.	"	1870	105
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	171,500	6	" "	"	1886	93
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	92
Bridge Bonds	158,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	71
Mortgage (Registered)	504,000	7	"	"	1873	71
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	149
2d Mortgage	937,500	7	" "	"	1863	56
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	77½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,898	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Skg F'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	83
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	83
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	83½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73½
Consol. mort. (T., W. & W.)	1,380,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	41
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	698,300	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1890	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	100½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	92
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage guaranteed	200,000	6	" "	"	1890	85
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	160,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1861	9
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,336	*	—	877,953	508,500	105,255	1,515,704	54.0	------	101,102	37,866	—	----
28 Feb. '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	------	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	----------	----------	----------	----------	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	432.5	3 mos.	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,544,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
8 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	558,877	*	—	351,524	446,000	10,725	811,949	—	------	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,350	700,000	—	1,493,850	22.5	------	230,251	104,594	—	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	----------	23.8	53,855	103,333	28,249	3	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	----------	----------	122.4	319,433	644,725	166,186	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,060	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	262,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,066	----------	62.0	159,074	419,489	135,922	10	----
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	----------	----------	62.0	------	67,143	loss.	—	----
30 Nov. '67	98.0	8.9	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	660,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	----
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,842	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,594	8	----
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,088,260	704,016	10	149
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,900	9,172	3,380,357	66.4	564,521	680,438	201,086	8	92
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	34.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	------	27,283	10,290	9	----
								FLORIDA.													
— — '62	154.2	—	----	150	---	---	-----	*Florida*	----------	----------	----------	----------	----------	----------	----------	----	------	----------	----------	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	------	7,817	2,535	—	----
— — '62	59.9	—	5.0	—	---	---	-----	*Fla., Atlantic and Gulf Central*	----------	----------	----------	----------	----------	----------	----------	----	------	----------	----------	—	----
— — '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	----------	----------	----------	----------	----------	----------	----------	29.4	------	----------	----------	—	----
								GEORGIA.													
30 Jun. '67	86.7	—	---	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	------	391,477	68,880	3½	----
— — '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	----------	----------	----------	----------	----------	----------	----------	30.0	------	----------	----------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	----------	----------	53.0	------	168,988	86,612	—	----
30 Apr. '60	43.5	—	23.7	—	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	----------	----------	----------	31.0	------	----------	----------	—	----
30 Nov. '66	191.0	—	----	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	1183 940	6,686,956	229.0	------	1,734,749	359,214	—	----
31 Mar. '67	171.0	71.0	----	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,176,281	242.0	------	1,136,142	246,356	6½	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	----------	12,296	1,658,976	102.5	226,241	404,618	212,676	10	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	----------	1,026,868	50.0	------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,478,140	71.6	------	----------	----------	—	----
31 July '67	193.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	63,395	3,202,900	437,000	146,087	3,855,721	228.8	306,335	1,006,953	332,561	9	----
30 Sep, '58	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	----------	138.0	------	832,343	464,541	—	----
								ILLINOIS.													
31 Dec. '67	280.0	—	----	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	2,944,000	402,973	11,583,307	280.0	1,672,965	3,892,861	1,743,733	10	137½
30 Apr. '67	317.0	63.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	165
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,162	------	10,161,735	2,226,967	—	81½
31 Mar. '67	181.8	181.5	----	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,318,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	109½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	------	742,097	377,476	—	----
31 Dec. '67	454.8	252.5	----	—	150	94	3,776	*Illinois Central*	31,328,473	*	10,233,607	23,415,780	10,544,500	----------	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	150
31 Dec. '67	111.0	—	----	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,878 000	229,004	7,136,269	111.0	297,509	754,463	187,095	—	----
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	----------	—	4,000,000	6,700,000	—	10,700,000	209.0	------	2,218,402	----------	—	44½
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----------	----------	----------	4,800,000	5,800,000	----------	----------	224.0	------	----------	----------	—	37½
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	------	442,893	158,541	—	----
31 Dec. '58	39.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,106	110.0	------	448,858	230,834	6	23½
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,785,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,589	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,649,518	*	278,334	1,015,907	621,000	----------	2,175,228	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	268	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	----------	1,538,763	132.0	------	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	------	645,827	371,402	—	85½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	151,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,955	5,429,203	156.5	319,880	905,271	237,861	—	78
31 Dec. '67	162.0	—	----	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820,200	2,892,000	795,004	5,507,204	162.0	------	735,587	309,685	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	------	----------	----------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	237,532	4,375,993	111.8	------	426,406	227,534	—	----
30 Jun. '67	29.0	—	3.4	— }	14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	158,217	7	----
30 Jun. '67	65.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,785	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	----
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,658	2,965,000	444,172	12,841,096	334.0	929,456	2,158,874	810,468	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	128	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	205.0	21	23	276	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,633	206.0	------	1,533,042	386,268	—	----
31 Aug '60	58.7	—	----	135.8	---	---	-----	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,283,015	248,989	108,424	1,710,819	58.7	------	----------	----------	—	----
								MICHIGAN.													
30 Sep, '62	57.0	—	----	—	---	---	-----	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	----------	—	------	----------	----------	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	3,270,623	647,596	—	2,950,000	4,250,000	----------	9,008,360	188.6	------	340,898	----------	—	----
31 May '67	284.8	28.4	----	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,663	7,268,980	234,438	16,017,543	329.8	1,902,098	4,325,490	1,498,713	10	119
29 Feb. '68	246.0	277.8	----	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,538,230	10,646,200	9,038,640	267,478	20,762,597	523.8	2,387,393	4,747,219	1,880,832	—	92½
								MINNESOTA.													
31 Dec. '62	14.5	—	----	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----------	1,550,000	----------	----------	—	------	----------	----------	—	----
31 Dec. '62	—	—	----	190.0	---	---	-----	*Southern Minnesota*	----------	----------	----------	----------	575,000	----------	----------	—	------	----------	----------	—	----
31 Dec. '62	—	—	----	114.0	---	---	-----	*Minneapolis and Cedar Valley*	----------	----------	----------	----------	600,000	----------	----------	—	------	----------	----------	—	----
31 Dec. '62	—	—	----	268.0	---	---	-----	*Minnesota Transit*	----------	----------	----------	----------	800,000	----------	----------	—	------	----------	----------	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	236	*Mississippi Central*	4,966,022	755,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	------	584,542	328,002	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	------	176,462	116,423	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----------	----------	83.2	------	250,047	121,659	—	----
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	526	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,836	7,177,500	----------	----------	206.8	579,224	1,047,567	420,026	—	86
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	------	1,020,089	267,804	—	----
31 Dec. '62	152.0	—	3.6	—	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	----------	----------	52.0	------	----------	----------	—	----
28 Feb. '67	288.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,875	719,230	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,304,000	1,250,000	2,000,000	—	5,000,000	127.0	------	----------	----------	—	----
28 Feb. '64	86.5	3.6	5 2	-----	16	13	219	*St. Louis and Iron Mountain*	5,437,465	360,029	—	1,971,222	3,501,000	40 558	6,362,109	90.	285,190	390,291	120	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	78,344	79,761	42,467	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,554,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	378,878	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	3.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,537	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	237,394	529,325	230,825	6	100½
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,951	3,621,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,696,706	4,437,983	10	124
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,843	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	13,068,151	326.0	.....	3,690,368	1,212 159	8	69½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,693,360	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	18½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	188,346	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	3.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	387,187	4,076,974	—	—	5,052 301	147.8	858,737	1,603,167	481,471	10	136½
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	136½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	62.6	782,666	1,942,500	781,421	10	—
30 Nov. '67	46.0	1.1	2.7	—	7	12	111	Cape Cod Branch (par 50)	945,761	86,864	66,962	721,926	—	6,184	1,098,587	47.1	88,388	197,981	61,251	6½	64½
30 Nov. '67	50.0	3.4	12.3	—	14	27	236	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	125
30 Nov. '67	44.1	30.4	30.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	662,200	6,316,900	94.5	863,222	1,447,046	545,680	8	121½
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,861	350,149	463,687	2,540,000	—	—	4,050,280	92.5	505,332	1,101,444	354,744	9	131
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	3,000	25,421	333,884	13.9	36,195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,508	(O.b'y B. & L.)		21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	673,919	96,684	81,122	720,000	—	15,000	856,726	74.8	331,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	887	Old Colony and Newport	6,214,824	596,805	909,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,381,065	336,310	6	97½
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	103,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	52,643	6,679	243,305	228,900	486	470,692	(O. b'y B. & L.)		17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	298,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	86.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,808	—	—	(Oper. by Troy and Boston.)		—	—	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,343	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	59½
30 Nov. '67	156.1	17.5	184.2	—	103	83	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,963	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	125,626	1,522,200	—	69,006	1,648,826	45.7	260,847	449,388	151,360	8	117½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.8	—	8.0	—	22	15	271	Cheshire	2,689.807	*	280,780	2,085,925	672,200	—	2,970,087	63.6	423,650	688,500	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	28	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72½
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	325,000	175,000	—	1,000,000	—	—	1,000,000	(Oper. by Concord)		97,925	9	135	—
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Oper. by C.)		50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.6	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,640	687,501	242,998	8	116½
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	169,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,418	10,182,137	—	18,169,550	124.2	.....	3,503,511	781,801	10	127
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,407	147,928	—	11½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,400	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,850,398	1,472,376	10	121
31 Dec. '67	31.5	6.2	61.0	—	42	48	692	Morris and Essex	7,955,596	2,498,012	1,013,617	5,616,350	6,347,437	1,618,438	11,477,225	87.7	827,528	1,382,840	184,547	3½	65
31 Dec. '67	38.8	—	33 8	—	37	70	211	New Jersey	4,077,493	868,314	3,024,434	6,000,000	1,362,614	597,627	7,560,241	33.8	677,201	1,866,393	846,150	10	133
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	.....	159,100	300,000	62,146	495,044	25.0	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,564,500	1,066,867	5,262,067	81.0	—	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,847,650	511,400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37 5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,170	484,228	220,215	—	—
30 Sep. '67	36.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	350,640	600,000	296,512	1,258,152	43.2	20,733	49,159	28,360	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	960,000	2,380,000	Leased	to Erie	Railway	Co.	—	233,100	7	85
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,102,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,352,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	6,837	Erie	19,247,770	*	5,071,492	25,111,210	22,429,922	3,524,818	51,319,262	784.0	6,468,279	14,317,313	2,662,141	—	68½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486.415	6,018.602	—	9,981,500	6,188,000	1,167	17,505,087	150.0	1,598,328	5,111,800	1,886,047	8	138½
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,433	693,016	449,189	—	45
30 Sep. '67	297.8	290.0	462.6	—	289	296	5,610	New York Central	29,759,528	6,884,877	9,429,130	28,537,000	12,009,820	688,879	46,023,535	892.0	6,401,420	13,979,514	3,109,801	6	135½
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,863,697	1,109,365	6,785,050	5,993,628	37,000	12,816,875	162.9	788,120	2,783,699	1,119,369	8	124
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,984,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,982	908,648	86,515	—	68
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	op'r. by R., W. & O. R.R. Co.		—	—	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,634	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4'000,000	—	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	95½
30 Sept. '67	75.2	—	1.2	—	—	—	—	Rochester & Genesee Valley	'556,026	—	—	557,560	109,000	—	666,560	included in Erie.		53,959	—	—	—
30 Sept. '67	141.1	48.5	20.7	—	37	27	480	Rome, Water'n & Ogdensb'g.	4,000,724	*	587,519	2,400,000	1,834,800	353,843	4,588,243	218.6	—	1,215,471	449,003	10	110
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	600,000	200,000	—	800,000	13.0	49,747	668,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	2,182,489	*	367,815	1,314,120	1,721,514	514,660	3,550,304	81.0	278,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,096	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,260	509,552	196,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	962,732	*	—	631,300	—	121,432	962,782	34.9	88,168	150,375	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	185,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,673	98,660	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,963	35,672	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— —	59	97.0	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.8	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 866	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,396	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,125,455	6,810,432	141.0	653,028	857,701	350,271	—	35
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,422	991,195	1,275,919	3,260,800	1,759,000	778,160	6,197,537	102.0	.....	1,201,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	—	—	—	—
31 Dec. '67	135.4	55.8	.....	—	47	28	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,906	6,820,957	191.2	1,123,760	1,903 438	554,507	8	88½
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,600	2,500,000	—	11,250,000	95.5	804,876	2,659 346	973,518	10	94½
30 Nov. '67	101 0	102.5	.....	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	89½
31 May '67	109.3	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	6,000,000	2,872,180	133,692	8,673,764	188.6	1,223,523	2,492,216	1,107,377	14	102½
30 Nov '67	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464.078	—	736.66	1,786,200	243,000	80,667	2,200,714	oper. with		Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,800	344,006	6,417,869	142.0	.....	853,363	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,689,000	35,985	5,479,886	153.2	1,110,065	1,985,764	384,190	8	105
31 Dec. '66	178.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,386	316,434	17,429,777	250.8	729,960	1,224,068	445,802	—	—
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,385	1,707,000	461,533	23,500,000	2,888,000	598,686	28,108,918	340.0	—	3,459,319	286,455	—	30½
30 Jan. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	2,985,354	596 400	391,992	3,382,163	1,218,972	109,318	4,972,740	206.9	346,671	894,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,868,455	*	106,623	900,288	2,041,600	28,223	2,970,059	126.0	240,786	620,458	126,800	—	—
31 Dec. '67	454.8	45.3	.....	—	105	49	2,189	Toledo Wabash & Western	20,000,000	*	1,755,183	6,700,000	15,494,000	68,670	22,754,183	522.0	1,259,465	3,809,353	1,002,471	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Total, incl. all other assets and liabilities.	Balance	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$		M.	M.	$	$	p. c.	
								PENNSYLVANIA.														
31 Jan. '66	44.0	——	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,879,342		44.0	134,201	356,277	123,892	——	18
31 Oct. '67	387.3	38.2	85.7	——	156	98	3,422	Atlantic and Great Western	58,812,863	*	26,126	27,798,923	29,950,900	1,049,166	58,838,989	586.7	——	——	5,195,265	1,620,329	——	——
31 Oct. '67	65.0	2.5	5.0	——	21	9	260	Catawissa	3,634,000	——	——	3,359,500	262,500	——	3,634,000		67.5	236,991	502,918	443,361	——	10
31 Oct. '67	74.0	——	8.6	——	16	14	223	Cumberland Valley	1,691,037	——	——	1,316,900	356,100	——	1,691,037		74.0	256,078	634,295	94,147	8	83½
31 Oct. '67	113.0	——	92.0	——	93	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	12,386,020	3,208,000	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	118
31 Oct. '67	36.0	——	7.8	——	11	6	120	East Pennsylvania	1,551,539	310,125	——	654,600	574,900	——	1,861,664		36.0	221,129	538,531	259,992	——	——
31 Oct. '67	78.0	——	12.0	——	——	——	——	Elmira and Williamsport	2,268,000	352,000	——	1,000,000	1,620,000	——	2,620,000		78.0	255,376	396,149	4,295	5	11
31 Oct. '67	81.6	2.0	8.4	——	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998		100.6	368,004	640,768	202,865	——	——
31 Oct. '67	36.0	18.0	33.0	——	——	——	——	Harrisburg and Lancaster	1,882,550	——	——	1,182,550	700,000	——	1,882,550		leas	ed Penn.	——	133,264	7	——
31 Oct. '67	44.0	14.8	——	——	16	4	60	Huntingdon and Broad Top	2,192,814	*	——	685,130	1,656,245	——	2,341,375		58.8	149,189	186,461	52,342	——	55½
31 Oct. '67	80.0	——	13.5	——	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	——	1,835,000	2,273,295	68,820	3,753,130		80.0	506,071	790,808	283,345	——	——
31 Oct. '67	91.0	46.8	16.0	——	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	——	16,730,085		——	91,140	534,154	193,776	8	——
31 Oct. '67	101.0	60.2	148.5	——	90	18	3,706	Lehigh Valley	11,469,652	3,407,490	——	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,376	3,580,764	1,272,069	10	86
31 Oct. '67	28.2	3.0	24.7	——	——	——	——	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	863,000	——	3,514,100	oper	..by Read	ing R.R.	——	——	——	44½
31 Oct. '67	93.3	——	51.9	——	——	——	——	Mine Hill and Schuylk. Haven	3,775,600	——	——	3,775,600	——	——	3,775,600	"	"	"	302,048	8	56
31 Oct. '67	55.0	11.9	16.0	——	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	——	6,992,287		66.9	343,012	898,574	361,604	5	38½
31 Oct. '67	354.9	36.4	430.4	——	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311,840	891,585	34,949,145	561.5	7,740,290	16,340,156	4,151,521	11	53½
31 Oct. '67	17.0	3.0	4.7	——	20	44	139	Phila., Germant'n & Norristn	1,139,079	306,120	411,794	1,535,550	116,100	——	1,856,993	24.2	315,164	634,717	298,315	10	68
31 Oct. '67	287.5	——	70.4	——	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,009,000	22,473	19,019,173	287.5	1,604,825	2,334,731	loss.	——	26½
31 Oct. '67	147.0	20.2	265 6	——	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,560,825	——	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	47½
31 Oct. '67	26.5	——	32.2	——	——	——	——	Philadelphia and Trenton	1,378,697	——	287,413	1,099,120	200,000	——	1,666,116	33.3	——	863,705	299,326	10	29½
31 Oct. '67	96.0	3.8	106.0	——	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,825,000	——	10,884,300	99.8	876,241	2,432,531	890 730	9	56
31 Oct. '67	58.4	——	17.4	——	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	608,596	270,419	——	——
31 Oct. '67	468.3	61.0	130.0	——	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	——	11,497,402	12,564,500	83,778	25,118,927	544.2	4,618,501	7,278,896	2,382 622	10	110
31 Oct. '67	28.0	——	6.0	——	——	——	——	Shamokin Valley & Pottsville	1,569,450	*	——	869,450	700,000	——	1,569,450	28.0	154,003	280,452	107.811	5½	40
31 Oct. '67	26.4	——	4.5	——	10	16	52	Westchester & Philadelphia	1,390,888	180,693	10,000	684,036	962,600	133,966	880,602	35.4	167,562	375,650	189,705	——	15
31 Oct. '67	42.4	21.3	12.3	——	——	——	——	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	——	——	——	——
31 Oct. '67	30.6	——	4.9	——	9	4	268	Tioga	829,995	256,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,569	133,671	8	42
								RHODE ISLAND.														
31 Aug. '67	62.0	——	5.1	——	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	——	2,920,175	62.0	255,491	486,140	111,835	——	92
								SOUTH CAROLINA.														
31 Dec. '58	54.9	——	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	.....	——	——
31 Dec. '58	109.6	——	.....	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	.....	109.6	.....	.....	253,263	151,536	9	——
1 Jan. '59	149.2	21.3	.....	——	——	——	——	Greenville and Columbia	2,439,760	324,161	——	1,429,008	1,145,000	345,546	.....	164.5	.....	.....	341,190	125,871	——	——
28 Feb. '67	102.0	——	.....	——	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	——	——
31 Dec. '66	136.0	106.0	.....	——	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,575	242.0	.....	1,312,738	387,832	——	——
								TENNESSEE.														
30 Sep. '60	47.6	——	.....	——	.....	.....	.....	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	.....	29,067	19,187	——	——	——
30 June '66	80.0	——	1.8	——	17	11	200	East Tennessee and Georgia	.....	*	——	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	——	——	——
30 June '66	140.0	——	8.0	——	15	8	185	East Tennessee and Virginia	3,299,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,332	331,871	161,014	——	——	——
30 Jun. '67	271.6	19.4	20.0	——	55	50	478	Memphis and Charleston	6,283,586	1,002,601	2,195,331	5,312,725	3,126,530	921,937	9,451,517	291.0	786,331	1,661,612	71,490	——	——	——
1869	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	670,000	1,361,000	145,000	.....	——	——	——	——	——	——	——
1869	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksev. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	.....	——	——	——	——	——	——	——
30 Sep. '66	99.2	——	.....	——	12	7	92	Mississippi and Tennessee	3,015,107	*	——	825,399	1,069,600	962,059	3,015,107	99.2	——	367,252	173,729	——	——	——
1859	47.4	——	2.8	——	4	5	46	Mississippi Central and Tenn.	892,710	83,908	——	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	——	——	——
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	.....	34.2	20,066	23,808	12,892	——	——	——
30 Nov. '60	149.7	44.0	7.9	——	39	17	819	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	.....	.....	159.0	.....	734.118	337,384	6	——	——
1859	.....	——	.....	——	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	——	——
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	.....	45.8	57,950	127,963	87,243	——	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	.....	.....	.....	216,902	418,000	408,477	.....	30.0	.....	1,248	.....	——	——	——
								TEXAS, (*all aided by State*).														
— — '58	32.0	——	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	.....	——	——
— — '58	56.0	——	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	.....	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	275.000	240,000	171,560	.....	50.0	31,300	32,670	.....	——	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	976,000	389,000	.....	70.0	102,200	282,846	196,568	——	——	——
— — '59	25.0	——	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	.....	——	——
								VERMONT.														
31 May '67	110.3	——	6.6	——	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	496,706	184,652	——	——	——
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	——	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,683	——	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	——	——	——
31 May, '65	117.0	2.0	26.0	——	54	49	1,068	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,326	——	——	11
31 May, '65	47.0	18.5	5.3	——	——	——	——	Vermont and Canada	2,250,000	——	——	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	6	101½
30 Jun. '65	23.6	——	0.9	——	4	6	39	Vermont Valley	1,212,274	*	——	516,164	793,200	.....	.....	23.6	.....	90,273	34,358	——	——	——
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	58,852	——	——	——
								VIRGINIA.														
1 Aug. '59	41.3	——	.....	122.1	.....	.....	.....	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	33,131	1,884,194	.....	.....	.....	.....	.....	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	.....	113.7	703,084	136,302	43,062	——	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	——	——	——
30 Sep. '66	103.5	——	.....	——	.....	.....	.....	Northwestern Virginia	5,322,150	*	——	5,690 685	694,000	.....	.....	103.5	436,729	758,883	42,878	——	——	27½
30 Sep. '66	88.3	66.4	10.0	——	16	16	123	Orange and Alexandria	.....	.....	.....	2,063,655	2,923,000	380,780	.....	167.7	6 mos.	200,101	102,651	——	——	18½
30 Sep. '66	123.3	10.1	.....	——	12	7	107	Petersburg and Lynchburg	3,838,272	*	——	1,365,600	1,681,900	124,931	3,566,187	133.4	.....	.....	289,581	49,581	——	——
30 Sep. '59	59.2	21.3	.....	——	14	17	131	Petersburg and Roanoke	1,223,526	*	——	888,200	102,500	5,799	1,486,527	80.5	.....	.....	326,554	213,852	7½	——
30 Sep. '67	140.5	1.5	11.2	——	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	136.5	810,204	639,662	280,211	——	——	——
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,900	96,828	.....	73.6	169,981	279,945	145,385	7	——	——
30 Sep. '66	22.2	2.8	3.1	——	3	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	——	——	——
30 Sep. '59	23.7	——	0.2	14.6	2	——	28	Richmond and York River	704,840	20,554	——	657,812	85,000	.....	.....	23.7	12,542	.....	.....	——	——	——
28 Feb '67	80.0	——	.....	——	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,895	112,266	2,032,947	80.0	168,037	391,577	230,526	——	——	——
30 Sep. '67	205.0	——	21.3	1.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	372,297	6,379,046	221.8	900,405	854,511	135,648	——	——	——
Jun. '66	204.7	9.4	10.6	——	29	15	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,522	7,362,250	214.2	278,839	566,022	93,832	——	——	——
								WISCONSIN.														
1 Dec. '66	196.0	79.0	.....	——	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,980	3,229,000	——	18,508,374	275 0	946,727	2,538,800	934,103	——	75	——
1 Dec. '66	200.0	135.0	28.3	——	47	31	660	*Milwaukee and Prairie du Chien*	7,726,200	*	——	4,144,696	390,500	.....	.....	235.0	.....	.....	.....	——	40	——
.....	.....	.....	.....	.....	.....	.....	.....	Western Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	——	——
								CANADA.														
31 Jan. '63	161.0	.....	.....	——	31	27	40	Buffalo and Lake Huron (£ s.)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	.....	.....	236.798	67,652	——	15
31 Dec. '62	49.0	.....	.....	——	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	.....	242.798	117,842	——	63
30 Jun. '63	1,096	187.0	.....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,406	77,210,345	1,096	.....	.....	4,368,510	1,154,85[illegible]	——	——
31 July '63	1,096	115.5	66.0	——	92	128	1,689	Great Western	23,933,760	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	.....	3,011,860	1,649,510	1[illegible]	[illegible]
31Dec. '64	229.0	1.6	.....	——	18	20	337	Northern (O. S. & H.)	5,456,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,12[illegible]	——	——	——
	94.5							NEW BRUNSWICK.														
31 Oct. '66	108.0	1.2	12.0	——	13	18	170	European & North American	4,747,713	——	——	4,658,706	——	——	.....	108.0	——	——	148,339	58,777	——	——
July,'61	60.0	——	.....	——	.....	.....	.....	New Brunswick and Canada	1,402,748	92,3[illegible]	——	1,380,000	18,100	136,000	1,799,232	60 0	.....	.....	132 [illegible]	36,67[illegible]	——	——
								NOVA SCOTIA.														
Dec. '62	61.5	30.5	——	——	20	15	180	Nova Scotia	4,278,401	*	——	4,272,281	——	——	4,278,281	92.0	158,416	139,107	37,18[illegible]	——	——	——
	8.							NEW GRANADA.														
			——	——	11	22	120	Pan ma	3,000,000	*	——	3,000,000	0	——	10,782,723	48.7	——	——	117,438	1,322,99[illegible]	——	——

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7		----
Camden & Atlantic (preferred)	620,800	7	—	18
Catawissa (preferred)	1,150,000	7	—	34½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	70
Chicago & Alton (preferred)	2,425,400	7	7	138½
Chicago & Northwestern (pref.)	14,789,125	7	7	82
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,073,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	7½
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	75
Hannibal & St. Joseph (preferred)	5,253,856	7	—	88½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	29
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	106
" " " (2d pref.)	841,400	7	7	99½
Milwaukee & St. Paul (preferred)	7,370,900	7	—	83
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73½
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware: 1st Mortgage	$2,667,343	6	J. & J	1886	92
Chesapeake & Ohio: Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18...	30
Delaware Division: 1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson: Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan: *See* Camden & Amb. RR.	----------	--	----------	----------	----------
Erie and Penn.: Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,900	6	"	1868	----
Lehigh Navigation: 1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82
Monongahela Navigation: 1st Mortgage	125,000	6	J. & J.	1868	----
2d Mortgage	57,000	6	" "	1866	----
Morris: 1st Mortgage	466,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----------	----------	83
Boat Loan	267,010	6	----------	----------	80½
North Branch: 1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation: 1st Mortgage	1,764,550	6	M. & N.	1872	85½
2d Mortgage	3,980,670	6	J. & J.	1882	70½
Improvement	1,601,670	6	M & N.	1876	80
Susqueh'a & Tide Water: Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	64
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.) 1st Mortgage	3,000,000	6	M & N.	1883	12
West Branch & Susqu'a: 1st Mortgage, s'k'g fund	450,600	6	J. & J.	1878	60
Wyoming Valley.	600,000	6	J. & J.	1878	73

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	38½
Chesapeake and Ohio	100	8,226,595	—	—
Delaware Division	100	1,633,350	—	51½
Delaware and Hudson	100	10,000,000	10	130
Delaware and Raritan	100	2,298,400	10	—
Erie of Pennsylvania	50	64,000	—	—
Illinois and Michigan	---	----------	---	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	8	—
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	74½
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,906,207	—	11
" " (preferred)	50	2,888,988	—	21½
Susquehanna and Tide Water	50	2,048,260	—	15
Union	----	----------	---	½
Union (preferred)	50	2,787,000	—	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	42 — @ 45 —
Pig, American, No. 1		40 — @ 41 —
Pig, American, No. 2		36 — @ 38 —
Bar, Refined, English and American		81 — @ 87 50
Bar, Swedes, assorted sizes	(gold)	87 50 @ 90 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @150 —
Bar, English and American, Refined		— — @ 95 —
Bar, English and American, Common		— — @ 85 —
Scroll		125 — @170 —
Ovals and Half-round		120 — @150 —
Band		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ¾ @ 3-16 inch		100 — @160 —
Hoop		138 — @185 —
Nail Rod	per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s		— 17½ @ — 14
Sheet, Single, D. and T. Common		— 5 @ — 7
Rails, English	(gold) per ton.	51 50 @ 52 —
Rails, American (at works)		79 — @ 80 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½ @ — 20
English Machinery		— 13½ @ — 16
English German (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 10½ @ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery, do.		— — @ — 13
American German do.		— 10 @ — 12

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

All Cash.

Sheathing, New	per lb.	— — @ — 32
Bolts		— 33 @ — —
Braziers'		— 33 @ — 42
Sheathing, &c., Old		— 18 @ — 20
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23½ @ — 24½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 25 @ 6 40
German Refined	(gold)	6 30 @ 6 50
English	(gold)	6 30 @ 6 87½
Bar	(net)	10 — @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½ @ — 27
Straits	(gold).	— 24 @ — —
English	(gold).	— 24 @ — 24½

	Gold.	Currency.
Plates, I.C. Charcoal, p. box	8 87½ @ 8 50	12 25 @ 12 75
Plates, I. C. Coke	6 87½ @ 7 50	9 75 @ 10 75
Plates, Coke Terne	— — @ 6 25	9 25 @ 9 50
Plates, Charcoal Terne	7 87½ @ 8 12½	11 75 @ 12 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 17½ @ — 17½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 23
Refined, free, S. W.		— — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 32 @ — —
Refined, in bond, Standard White		— — @ — 34½
Refined, in bond, prime White		— 31 @ — —
Naptha, Refined, (60 @ 63 gravity)		— 18 @ — 20
Residuum	per bbl.	— — @ 3 80

New York Stock Exchange.

Actual Sale Prices for the week ending July 29.

	Th 23	F. 24	Sat. 25.	M. 27.	Tu. 28.	W. 29
Atlantic M. S. S. Co	----	----	----	----	----	----
Boston, Hartford & Erie	16½	17	17½	18	----	----
California 7s	----	----	----	----	----	----
Canton Co	47	----	47½	47½	47½	48½
Central of N. Jersey	120	120½	121	----	----	121
Chicago & Alton	138	----	----	137½	137½	138
" " pref.	----	139	----	138½	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Ins. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	165	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	79	----	----	79½	79½	----
Chic. & Northwest'n	84½	83	83½	83	83	81½
" " pref.	84½	83	83½	82½	82½	82½
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	77½	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol	94	----	----	94	----	----
Chicago & Rock Isl.	107½	107½	107½	107½	108½	108½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	94	----	----	93½	93½	94½
C., C., C. and Ind.	----	88½	88½	----	----	----
Clev. and Pittsburg	88½	88½	89	88½	89½	89
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	77	----	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	103	102½	----	103	----	102½
" S. F. 7 p.c.	----	----	----	----	----	101½
Clev., Painesv. & Ash.	----	----	----	99½	----	----
Cumberland Coal pref.	----	----	----	----	----	----
Del. & Hudson Canal	130	131½	131	131	131½	131
Del., Lack. & West.	----	----	----	----	----	----
" 1M. 8 p.c. '71-5	----	----	----	----	----	----
" 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	68½	----	68½	68½	69½	68½
" pref.	----	----	----	----	----	75
" 1 M. 7 p.c. '67	----	----	----	----	----	104½
" 2 M. 7 p.c. '79	103	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	93	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	----	77½	----	78	78	78
Hudson River	----	----	----	138½	138	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	100	----	----	----	----	----
Illinois Central	151½	151	----	----	150	150
" bonds	120	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref (gold)	----	9	----	----	----	----
Michigan Central	118	----	----	----	----	119
" S F. 8 p.c. '82	----	----	----	116½	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	92½	92	92	92	92½	92
" " 1M. S. F.	----	101½	----	101	101½	----
" " 2 M.	----	----	----	----	96	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	106	----	----	106	----	----
" 2d pref.	----	----	----	99½	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St Paul	75	75½	76	76	----	74½
" pref.	----	84½	83½	83½	84	82½
" 1st mort.	----	92½	----	----	92	----
" 2d mort.	89	----	----	----	----	90
Missouri 6s	91½	91½	----	91½	91½	91½
" ins. to H. & St. J. R.	----	----	91½	91½	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" 1st mort.	----	----	100	----	----	----
" 2d mort	----	----	----	----	----	93
N. Jersey R.R. & T. Co.	----	128x	----	----	----	----
New York Central	134	133½	134½	134½	135½	135½
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	----	97	97	----	96½
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "prof."	124	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	103	----
N. Y. and N. Haven	----	----	----	145	----	----
N. Carolina 6s ex-coup.	73½	72½	72½	72½	72	72½
" new	73	72	72½	72½	71½	72
Ohio & Miss.	32½	30½	30½	----	30½	----
" " pref	----	----	78½	----	----	----
" " 1st m.	----	----	96	----	96	----
Pacific Mail S.S. Co.	100½	99½	----	100½	----	100½
Panama	330	----	----	----	----	----
Phila. and Reading	95½	94½	95	95½	95½	95
Pitts. Ft. W. & Chicago	110	109½	110	110½	110½	110½
" " 1M.	----	----	104½	----	----	----
" " 2M.	----	----	----	----	97½	----
" " 3M. 91½	----	----	----	92	----	----
Quicksilver Mining Co.	----	----	----	----	22½	----
St. L., Alton & T. H.	45½	----	----	----	44½	----
" " pref	----	----	67	----	----	----
" " 1M.	----	----	----	94	----	----
" " 2M. pref.	----	----	----	88	----	87½
" " Ins. b'ds	----	----	----	----	81½	81
Tennessee 6s, ex-coup.	66	66½	68	66½	66½	68
" new	65½	66	66½	66	68	66½
Tol. Wab. & Western	54	54	54	55½	52	51½
" Pref.	73½	73	73½	----	73½	----
" 1M. ex.	----	----	----	----	----	----
" 2M.	83	83	----	----	83½	88½
" Int. b'ds	----	----	----	----	----	----
Virginia 6s, ex-coupon	----	56	----	56	55½	----
" new	55½	55	----	54	53½	54

New York Stock Exchange.

Actual Sale Prices for the week ending July 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	108¼	109¼	108¾	108¾	108¾	108¾
U. S. 5s, 10-40s, reg.	----	----	----	----	108¾	----
U. S. 6s, 1881, reg.	----	115¼	----	115¼	115¼	----
U. S. 6s, 1881, coup.	115¼	115¼	----	115¼	115¼	115¼
U. S. 6s, '81, O.W.I.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	110	109¾	----	----	110	110
U. S. 6s, 5-20s, c. '62	114¾	114¾	114¾	114¾	114¾	114¾
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	111¼	111¼	111¼	111¼	111¼	----
U. S. 6s, 5-20s, reg. '65.	----	----	109	----	109	----
U. S. 6s, 5-20s, c. '65	112¾	112¾	112¾	112¾	112¾	112¾
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65.	109¾	109¾	109¾	109¾	109¾	109¾
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '67.	109¾	109¾	109¾	109¾	109¾	109¾
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	109¾	----
U. S. 6s, 5-20s c. '68.	109¾	109¾	109¾	109¾	109¾	109¾
7.30 Notes, 2d series.	----	----	----	----	----	----
" " 3d series.	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 28.

	W.22	Th 23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	----	----	----	----	----	----
" preferred	32¼	32¾	32¼	32¾	33	34¼
Camden & Amboy	----	125¾	125¾	----	125¾	127
" " 6s, '70.	97¼	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	----	----	----	----
" " 6s, '89.	88	87	----	----	----	----
" mort. 6s, '89.	----	----	----	96¾	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	----	21¾	----	21¼	21¼	21¼
" " 6s, '84.	82¼	82¾	----	82	----	----
" " Gold L.	----	88	----	----	88¼	88¼
Lehigh Valley R. R.	54¾	54¼	54¼	54¼	55	----
" " 6s.	----	----	----	----	----	----
Little Schuylkill R. R.	----	44	----	----	----	----
" " 7s.	----	----	----	----	----	----
Minehill	56¾	----	----	----	----	56
Morris Canal	----	----	----	----	----	----
" " pref.	76	----	----	----	----	----
" " 6s '76.	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s.	90	----	90¼	90	90	----
" " 10s.	----	----	----	----	----	----
Northern Central	49¾	----	----	----	----	----
Pennsylvania R. R.	52¾	52¾	52¾	52¾	52¼	53¼
" 1st m.	100	----	100	----	----	----
" 2d m.	100	100	----	----	----	----
Penn. State, 6s 1st series	----	----	----	----	----	----
" " 6s, 2d series	107	----	----	----	----	----
" " 6s, 3d series	----	----	----	109	----	----
" " 6s, W. L.	----	----	----	----	105	----
Philadelphia City, 6s	----	----	----	----	----	99¾
" " new	102¾	102¾	103	102¾	102¾	102¾
Philad., Germ. & Nor.	----	68	----	68	----	----
Phila. & Reading	----	47¾	47¼	----	47¼	47¾
" " 6s, '70.	104	----	----	----	----	----
Philadelphia & Erie	----	----	----	----	----	26¾
" " 6s.	91¼	----	91¾	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	21¾
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	85¼	----	----
Susq. Canal	----	----	----	----	14¼	----
" " 6s '78.	----	----	----	----	----	59
Union Canal, pref.	----	----	----	----	----	----
" " 6s '82.	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds.	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	10¼
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	31¼	----	----	----
2d and 3d streets, "	50¼	50¼	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 28.

	W.22.	Th 23	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875.	98¾	99¼	----	----	----	98
" " 1886.	97¼	97	----	----	----	----
" " 1890.	97¾	97¼	97¾	----	97¾	97¾
" " 1893.	----	----	----	----	----	----
Balt. and Ohio	123¾	123¼	----	123	----	----
" " b'ds '75.	----	----	----	----	----	----
" " " '80.	96	----	----	----	----	----
" " " '85.	97	----	----	----	----	----
Marietta & Cin. 1st m.	94¾	----	94¼	----	94¼	----
" " 2d m.	78¼	----	----	78	----	----
Northern Central	49¼	----	----	49¼	----	----
" " b'ds, 1885.	----	----	84	----	----	----
" " " 1900.	82¼	----	----	----	----	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending July 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	145¾	146	146	146	146	146
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	137	----	----	----	----	136¾
Boston and Providence	----	135	----	136	136	136
Boston, Hartford & Erie	16¾	17¼	17¾	18¾	18¼	18
Cheshire, pref.	----	70	----	70	----	----
Concord	----	----	----	----	70	----
Connecticut River	----	----	----	----	----	----
Eastern	121¼	----	----	----	121¼	----
Fitchburg	131	131	131¼	----	----	131
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	118	117	118¼	----	----	119
Northern, N. H.	----	----	----	----	----	117¼
Ogdens. & Lake Champ	66¼	67¼	67¼	67¼	68	----
Old Colony & Newport	----	96¼	97	97	97	97¼
Ph., Wil. & Baltimore	56	----	----	----	56	----
Portl'd, Saco & Ports.	100¼	----	----	----	----	----
Vermont & Canada	----	----	102¼	----	102¼	101¾
Vermont & Mass.	----	60	60	----	----	59¾
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	----	66¾	----	66¾	67
Middlesex "	----	----	----	55	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	22	----	----	----	----
Franklin "	----	14¼	14¾	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	8¾	8¼	8¼	8¾	8¾	8¼
Pittsburg "	----	----	----	----	----	----
Quincy "	23	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities July 10th, and 17th:

	Closing Prices. July 17.	June 10.
United States, 5-20s, 6 per cent 1882.	72¼ @ 72¾	73 @ 73¼
Do. do. 6 do. 1884.	70 @ 72	71 @ 73
Do. do. 6 do. 1885.	71¾ @ 71¾	71¾ @ 72¼
Do. do. 6 do. 1868.	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	34 @ 36	35¼ @ 36¼
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	63 @ 68	63 @ 68
Do. do., 2d mort., 1881	57 @ 62	57 @ 62
Do. Penn., 1st mort., 1877	63 @ 68	63 @ 68
Do. do., 2d mort., 1882	57 @ 62	57 @ 63
Do., consolid. mort. bonds, 1890	35 @ 36	35¼ @ 38¼
Detroit and Mil. 1st mort. 7 p. c. 1864	60 @ 62	60 @ 62
Erie shares, $100 (all paid)	43¼ @ 44¼	45¼ @ 46¼
Do., sterlg. 6 p. c. conv. bonds	74 @ 76	74 @ 76
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	94 @ 95	101¼ @ 102
Do., 7 p. c., 1875	78 @ 82	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.	105 @ 107	105 @ 107
Penn. R.R. bonds, 2d mort. con. 6 p c.	94 @ 96	94 @ 96

American Railroad Journal.

Saturday, August 1, 1868.

Stock Exchange and Money Market.

The ease in Money to which we referred in our last, has been undisturbed all through the week now under review. The accumulation of capital at this centre has been quite marked, particularly in private hands. The call from the interior has been of a very limited nature. The local speculative inquiry has been on a moderate scale, and readily met by lenders, at from 3@4 per cent. on the pledge of Government securities, and prime railway and miscellaneous stock collaterals. Toward the close, some of the more extensive dealers in the public funds were offered more money at the minimum rate than they were able to use profitably. Lenders experienced much difficulty in advantageously placing their augmenting balances in a temporary form. The mercantile demand has been unusually limited, the produce and merchandise houses having been in little need of aid. Strictly choice to good business paper was quoted at from 5@7 per cent. per annum, and was in decided request within these extremes; but the offerings were very light for the season. The U. S. Sub Treasury, last week, disbursed about half a million more than it received from all sources; and it thus closed the week on a reduced cash reserve. The receipts of the office were ahead of its payments the first two days of the current week; and its balance on Tuesday evening was about a million larger than on the preceding Tuesday. The city banks, last week, added nearly $700,000 to their legal tender reserve, and $405,000 to their specie hoard, while they reported a contraction of about 2⅛ millions in their loan averages, and a reduction of about 1⅜ millions in their deposits. The general bank movement throughout the country appears from the Quarterly Bank Statement of July 6, just published at Washington, to be unusually easy. The National Banks hold $185,470,033 in Greenbacks and Gold, while the ten local Banks of this City, in the Clearing House, reported on the 6th July $9,587,764 in addition.

The specie reserve of the city banks is now $20,804,101, against $8,798,094 same time last year. The city bank deposits are now $226,761,662, against $200,608,886 week ending July 27, 1867. The legal tender reserve amounts to $72,235,586, against $74,605,840 same time last year. The circulation now stands at $33,963,373, against $33,596,859 same time last year. The loans are now $280,345,255, against $251,243,830 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $81,196,000 a day, against a daily average of $84,243,743 the preceding week, and $98,626,066 the week ending with July 11, 1868. The current week's exchanges average about $69,197,704 a day. The city banks, last week, gained $686,041 of legal tender, and $405,070 of specie reserve. They lost $1,369,087 of their deposits, while they reduced their loans, $2,570,235; and their circulation, $40,738.

The Philadelphia Bank movement the past week shows an increase in loans of $29,787; an increase of $7,634 in specie; an increase in legal tenders of $108,454; an increase of $89,190 in deposits; and a decrease of $25,605 in circulation. The Bank Clearings show a decrease of $3,055,479, and the balances, an increase of $60,612.

The coin certificates issued by the Sub-Treasury office, during June, reached $3,543,860.

The New York Gold Exchange Bank reports for the week ending Saturday, the 25th day of July, 1868, the average amount of loans and discounts as $1,167,341; average amount of specie, $664,399; average amount of deposits, $1,220,924.

The U. S. Sub-Treasury receipts, week ending with July 25, were $12,895,067, including $2,207,966 from customs duties; payments, $13,407,888, including $2,218,000 of coin interest; balance at the close of the week, $81,364,474, against $81,877,245, at the close of the preceding week, showing a decrease of $512,771. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,305,975 including $452,128 from customs; and payments, $2,883,501; on Tuesday, receipts, $2,560,282 including $379,000 from customs, and payments, $1,443,230. The balance at the close of business on Tuesday stood at $82,904,000, against $81,916,656, a week previous; and $82,846,935, on July 15, 1868. The aggregate receipts of the office from all sources in June, were $87,512,859; aggregate payments, $93,065,184. The

balance on the 1st inst., was over 5½ millions below that on the 1st ult., which amounted to $94,677,986.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,900 on the 1st of May, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $803,000, and retired $2,116,966 through the receipts for customs.

National Bank notes to the amount of $90,680 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $308,982,616, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,138,624, leaving, with the existing 1,639 banks, (having an aggregate capital of $411,649,451,) an actual circulation at this date, of $299,843,992. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,323,400; and for the public deposits, $38,047,950—making a total of $379,371,350. The Treasury Department last week redeemed and destroyed $425,611 of worn and mutilated fractional currency, and issued $1,208,540 of new. The outstanding amount of fractional currency on the 1st of June was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868. From the official statement of the condition of the National Banks of the United States on the first Monday of July, 1868, it appears that the loans and discounts then stood at $644,000,000, against $588,000,000 at the same of last year; while the deposits (individual, United States, and those of disbursing officers) amount to $595,000,000, against $571,000,000, so that with an increase of $24,000,000 in deposits, there is an augmentation of $56,000,000 in loans. The amount of plain legal tenders and fractional currency on hand is $100,000,000, against $102,000,000 in 1867. The compound notes and three per cent. certificates combined amount to $64,000,000, against $75,000,000 of compounds last year; so that the total legal tenders now amount to $164,000,000, against $177,000,000 a year ago.

Government revenues have been on a moderate scale, since our last, in both forms of customs and excises. The excises, last week, yielded some 3½ millions; customs at the port of New York, $2,207,966, and at the outports about $765,000 (in coin) more, making the grand total income for the week equal to about $7,796,350 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $192,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $10,500,000.

The gold speculation has been quite brisk and buoyant, throughout the week. The operators for a rise have been unusually confident in their dealings. The demand has been mainly from investment buyers, who have been anticipating a further rise in the price, which has ranged from 143@144½, closing on Wednesday at 144⅜, against 143¼ the preceding Wednesday. The export inquiry has been on a restricted scale, the free outward movement in U. S. Securities preventing anything like a heavy outflow of specie. The past week's shipments were less than 1½ millions. The exports thus far this week embraced $280,000 on Tuesday, and $187,368 on Wednesday. The customs call has been moderate, last week, it averaged $368,000 a day, thus far this week, the daily average has been $416,000. The aggregate exports of specie from the port of New York, thus far in the current calendar year of 1868, have been nearly 59 millions, against only about 37¼ millions same time in 1867, and 51¼ millions same time in 1866. This year's shipments, thus far, are up to an unprecedentedly large total, as compared with the same time in earlier years.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $4,157,500, against $1,606,975 same time last year. The customs demand for Gold last week, averaged $367,994 a day; thus far, this week, it has been equal to $415,564 a day, or equal to a weekly aggregate of $2,493,384. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $37,099 and from California, $463,927. The total customs revenue of the Government, in coin, at this port, during the fiscal year ending with June 30, 1868, was $113,529,891, against $122,667,016 in the preceding fiscal year. The customs revenue in coin at this port, since Jan. 1, 1868, has been $63,960,362, against $68,721,811 same time in 1867. The total receipts of California gold at this port, in the last fiscal year, ending with July 1, 1868, were $36,726,790, against $38,338,762 in the preceding fiscal year, showing a decrease of $1,611,972 in 1867–'68. The receipts from the same source, since Jan. 1, 1868, have been $24,282,402, against $15,955,870, in 1867, showing an increase thus far in 1868, of $8,326,532. The exports of specie, hence, year ending with July 1, 1868, were $76,256,594, against $41,366,932 same time in 1866–'7. The exports of specie from this port, last week, were $1,463,249, against $3,491,960 same week last year; total, since Jan. 1, 1868, $58,972,565, against $37,266,051 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,218,000; since Jan. 1, 1868, $59,193,867, against $38,671,329; and during the last fiscal year, ending with June 30, 1868, $73,485,386, against $54,218,392 in 1866–'7. The specie exports from San Francisco, from Jan. 1, to July 6, 1868, were $20,861,187, against $20,766,192 same time last year.

Government received $4,028,521 from customs at the port of San Francisco, from Jan. 1, to July 6, against $3,681,238 same time in the preceding year.

Foreign exchange has been in comparatively liberal supply, the offerings of bills drawn against shipments of U. S. Securities have been on a rather extensive scale. The demand has not been equal to the absorption of the available supply, and rates have been weak and irregular, closing slightly in favor of buyers. Bankers' prime sixty day bills on London closed on Wednesday at 109⅞@110¼, and on Paris to 5.17½c.@5.12½; sight bills on London to 110⅜@110¾, and on Paris to 5.12½c.@5.10½. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,976,585, against $2,848,536 same week last year; total, since Jan., 1, 1868, $96,573,586, against $110,919,727 in 1867; and grand total, during the fiscal year ending July 1, 1868, $179,784,280, against $195,544,905 in 1866–'67.

Government securities have been in fair investment, speculative, and export demand, during the week, at rather firmer prices, all through the list. The main call has been for the older issues of the six per cent. coin bearing bonds, which have been run upon by foreign purchasers, as well as by local speculative operators. The buoyancy in gold has tended to stimulate dealings in the funded obligations of the republic. It has been estimated that the sustained price of gold at over 140 per cent., gives about 8⅛ per cent. on the par of all the 5-20s, or equal to seven per cent. on the new January and July issues at 120, and the same on the old May and November issues, with two months' additional gold interest accumulated, at 122 per cent. That these figures are from 8 to 10 per cent. above the present market, does not, and cannot, while gold keeps at or above 140, impair the correctness of the calculation.

U. S. sixes of 1881 closed here on Wednesday at 115½@115⅝; U. S. Five-twenties of 1862, 114½@114⅝; U.S. Five-twenties of 1864 at 111⅜@111½; U. S. Five-twenties of 1865 at 112⅛@112⅜; U. S. Five-twenties of 1865, consolidated, 109⅛@109¼; U. S. Five-twenties of 1867, 109⅜@109½; U. S. Five-twenties of 1868, 109⅜@109½; U. S. Ten-forties at 108⅜@108½, and U. S. Seven-thirties at 108¾@109; U. S. Six per cent. currency bonds, 102⅞@103. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....	118¾	October, 1865....	117¾
September, 1865..	118¼		

U. S. three per cent. certificates 100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 15.	July 22.	July 29.
Consols.....	94¾	94¾	94½
U. S. 5-20's of 1862...	72⅜	72⅞	72½
Erie.....	43¾	42¾	43¾
Ill. Central.....	*92	96	94⅝

* Ex-dividend.

Railway and miscellaneous stocks have been in quite lively speculative demand, most of the week, and as a rule, prices have been firmer, particularly for the shares of the eastern railroads, which closed buoyantly; while in the Western railway values, the later dealings indicated weakness and irregularity.

The transactions in domestic produce have been moderately extensive, since our last, particularly in the breadstuff, petroleum, wool and tobacco lines, at buoyant prices, as a rule. Provisions have been rather quiet. Cotton has been dull and heavy. Middling upland cotton closed strong on Wednesday at 29@29¼ cents per lb. The stock of cotton now here is estimated at about 50,000 bales. The receipts at the port this week, have averaged only about 1,200 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,184,000 bales, against 1,861,000 bales same time last year; exports, same time 1,698,500 bales, against 1,554,664 bales same time last year; stock on hand at latest dates, 80,000 bales,

against 150,000 bales same date last year. At the Live Stock market, this week, Beeves have been in fair request and steady at from 13@17½c. per lb.; week's receipts, 5,073. Veal calves at 7@12c. per lb.; receipts, 1,528. Sheep and lambs in brisk demand at advanced figures, ranging from 4½@7¾c., and 9@11½, respectively, per lb.; receipts, 17,747. Swine active and firmer, at from 10@10¾c. per lb., all live weight; receipts, 13,481. At the auction sale of Scranton coal, on Wednesday, 80,000 tons were disposed of at firmer prices, ranging from 4.05 cwts. 10 per ton of 2,240 lbs., deliverable at Elizabethport, N.J., against 3.77½@4.72½ at the preceding monthly sale. The demand for foreign merchandise has been rather limited, but in view of the buoyancy in gold, prices have been well supported. There has been very little movement in dry goods, either foreign or domestic. The total imports of foreign dry goods, last week, were $2,024,639, and the total amount marketed $1,646,746. The value of foreign merchandise imported last week, was $3,813,444—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,838,083, against $5,220,852 same week last year; from Jan. 1, 1868, $139,478,368, against $146,399,732 same time in 1867; and year ending July 1, 1868, $238,283,518, against $269,831,007 in 1866-'67. The freight market has been moderately active, but rates have been quoted lower, closing in favor of shippers. For Liverpool we quote flour at 1s. 4½d. @1s. 6d. by sail, and 1s. 7½d. by steamer, per bbl.; grain at 4@4½d. by sail, and 5½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and $\frac{3}{16}$d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday 521.

The imports for the week ending July 25, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$2,180,751	$2,024,639
Gen. merchandise	3,090,101	3,813,444
Total for the week	$5,220,852	$5,838,083
Previously reported	141,178,880	133,640,285
Since January 1	$146,399,732	$139,478,368

The New York exports, exclusive of specie, for the week ending July 28, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$2,848,536	$2,976,585
Prev. reported	108,071,191	93,597,001
Since January 1	$110,919,727	$96,573,586

The balance in the Sub-Treasury on Wednesday was $83,455,356 99.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns —

New York.—Pacific R. R. 7s, guar. by Mo., 94½; Toledo, Peoria and Warsaw 1st mort., W. D., 83; do., E. D., 84½; Milwaukee and St. Paul 1st mort. Iowa Div., 90; Toledo and Wabash Equipment bonds, 73½; Mil. and P. du C. 1st mort. 8s, 107; do., 2d mort., 7.3s, 100; Boston, Hartford and Erie guar. bonds, 90; U. S. 6s, Pacific R.R. issue, 103; Hannibal and St. Joseph R. R., 86; do., pref., 88½; Dubuque and Sioux City R. R., 78; Brooklyn 6s, W. L., 94½; do., Park Loan, 94; Jersey City W. L., 93; New York State 7s, Bounty Loan coupon, 108⅝; do., reg., 108⅞; Georgia 6s, 82½; do., 7s, 92; Ohio 6s, 1870, 99⅞; Wells-Fargo Exp. Co., 27¼; Merchants' Union Exp., 24½; U.S. Exp., 46; Adams' Express, 52¾; American Exp., 46; Boston Water Power Co., 17; Brunswick City Land, 8⅝; N. Y. Guano, 4½; Union Navigation, 29½; Western Union Telegraph Co., 35⅛; do., bonds, 90½; Manhattan Gas, 210; Bank of Commerce, 123; Ocean Bank, 108; Fourth National Bank, 105; Ninth National Bank, 109; Metropolitan Bank, 138; Central National Bank, 108½; Bankers' and Brokers' Ass., 99; Shoe and Leather Bank, 121; Merchants' Exchange Bank, 119; Park Bank, 152½; Am. Ex. Bank, 121½; Bank of Republic, 125; Continental Bank, 103½; Bank of New York, 136; Phœnix Bank, 107½; Bank State of New York, 121; Buchanan Farm Oil, 0.60; Consol. Gregory, Gold, 4.35; Corydon, 0.20; Edgehill Mining, 3.70; La Crosse Gold, 0.34; Liberty, 0.03; Montana Gold, 0.43; Mendota, 1.75; New York Gold, 1.15; Quartz Hill Gold, 1.15; Rynd Farm Oil, 0.18; Smith and Parmalee, 3.75; United States, petroleum, 2.10; Wallkill Lead, 0.15.

Philadelphia.—Philadelphia and Erie 7s, 79; N. Y. and Pa. Central 7s, 95; West Jersey 6s, 92; Sunbury and Erie 7s, 101½; Phila. and Reading 6s, 1844-'80, 92; do., 1843-'80, 92¾; Belvidere Delaware 2d mort., 88; North Pennsylvania 7s, 88; Tioga R. R., 42; Delaware Division Canal, 51¼; Pennsylvania State coupon, 5s, 99⅞; McClintock Oil, ¼; Ocean Oil, 1¼; Locust Mt. Coal, 47; Big Mt., 5¾; Keystone Zinc, 1¼; Philadelphia Bank, 161¼; Mechanics' Bank, 31½; Girard Bank, 61; Central National Bank, 121; Consolidation Bank, 44; Bank of North America, 242; Kensington Bank, 111; Germantown Bank, 82. The latest quotations are: City 6s, 99⅞@100; do., free of tax, 102¾@102⅞; State 5s, reg., 99½@100; do., coupon, 99½@100; do., 6s, W. L., 101¾@103; Reading, 47½@47⅝; do., 6s, 1870, 104½@105; do., bonds, 92@92¾; Camden and Amboy, 126¾@127; do., mort. 6s, 1889, 96⅝@97; do., 1883, 92½@93; Penn. R.R., 53½@53⅝; do., 1st mort., 100@100½; do., 2d mort., 100@100½; Little Schuylkill R. R., 44¼@44¾; Morris Canal, 33@50; do., pref., 73@74; do., bonds, 86@90; Wyoming Valley Canal, 38@38; do., 6s, 80@81; Susquehanna Canal, 14½@15½; do., 6s, 59@59½; Sch. Nav., 11¾@12; do., pref., 21@21⅜; do., 6s, 1882, 70@70½; Union Canal bonds, 12@13; Delaware Div. Canal, 51¼@51¼; do., bonds, 80@—; Elmira and Williamsport, 31@33; do., pref., 42@45; do., 7s, 1873, 93½@94; do., 5s, 61@62; Lehigh Coal and Navigation, 22@22⅛; do., bonds, 1884, 81½@82¼; North Pennsylvania, 33½@34; do., 6s, 89¾@90; Philadelphia and Erie, 26⅞@27; do., 6s, 91½@92; Minehill, 55¾@56¼; Catawissa, 9@12; do., pref., 33⅞@34½; Lehigh Valley, 55¾@56; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50@51; West Philadelphia, 62@66; Spruce and Pine, 22@25; Green and Coates, 34@35½; Chestnut and Walnut, 45@50; Thirteenth and Fifteenth, 15@16; Girard College, 26@27; Tenth and Eleventh, 66@75; Union, 43@44; Hestonville, 10¼@10¾.

Boston.—Vermont Central 1st mort., consolidated, 81½; do., 2d mort., 41; Union Pacific 6s, gold, 100¼; Indianapolis and Cincinnati, 26½; do., 7s, 93; North Missouri 7s, 83½; Boston, Hartford and Erie 7s, 83; do., new, 67½; Old Colony and Newport 6s, 96⅜; Central Pacific 6s, gold, 100⅞; do., 7s, 1883, 109⅝; New York and Boston Air Line 6s, 65; Cedar Rapids and Missouri 7s, guar., 92; Burlington and Missouri River 7s, 93½; Boston and Lowell 6s, 1879, 100; Western R.R. 6s, 1875, 100⅛; Stanstead, Shefford and Chambly 7s, 80; Summit Branch R. R., 16; Connecticut and Passumpsic Rivers, 91; Ogdensburg and Lake Champlain pref., 104; Boston Water Power Co., 17; Waverly Land, 1½; Cary Imp., Co., 10¼; Short Mt. Coal, 11⅞; Rhode Island 6s, 1882, 100¼; New Hampshire 6s, 1873, 100¼; Maine 6s, 1880, 100¼; Massachusetts 5s, 1891, gold, 116⅞; do., 1894, gold, 115¼; do., 6s, 5-20s, currency 101¾; Cook Co., Ills. 7s, 99; Boston 1874, 6s, currency, 102¾; Chicago 7s, sewerage, 1884, 99⅞; do., municipal, 1892, 99⅜; Portland 6s, Building Loan, 98; do., Water Works, gold, 100; do., 1887, R. R., 93¾; St. Louis 6s, sewerage, 88; do., municipal, 1888, 86¼; Lynn 5s, 1882, 88¾; Salem 6s, 1883, W.L., 100¼; North Bridgewater 6s, 1872, 95; Boston National Bank, 125; Exchange National Bank, 155¾; Eagle National Bank, 118¾; First National Bank, 167; Hide and Leather National Bank, 96¾; Hamilton National Bank, 124; Merchants' National Bank, 124⅜; Market National Bank, 109; National Bank of North America, 108½; National Bank of Commerce, 125; Old Boston National Bank, 68; State National Bank, 134¼; Traders' National Bank, 102; Washington National Bank, 134¼; Allouez Mining Co., 3⅞; Hecla, 50c.; Hancock, 3⅝; Humboldt, 60c.; Hungarian, 50c.; Petherick, 81½c.; Superior, 75c.; Tremont, 50c.

Baltimore.—Western Maryland 1st mort., 79; do., endorsed, 85; Wilmington and Weldon 7s, gold endorsed by North Carolina, 90; Virginia 6s, reg., old, 45½; Atlantic Coal, 1.40; George's Creek, 55; Santa Clara, 0.15; Bank of Commerce, 26¾; Mechanics' Bank 10½; National Exchange Bank, 99; Union Bank, 60. The latest quotations are: Balt. and Ohio, 121@124; do., 6s, 1875, 96@96; do., 1880, 96@96; do., 1885, 96½@97¼; Northern Central, 49½@49⅝; do., bonds, 1885, 84@84½; do., 1900, 82@82¾; Parkersburg Branch, 26@26½; N. W. Va., 1st mort., 94@—; do., 2d mort., 91@92; do., 3d mort., 1873, 90½@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 94⅞@95; do., 2d mort., 77½@78⅜; Central Ohio, 35½@35½; do., 1st mort., 87@88; Western Md. 6s, 1890, 79@—; do., guar., 85@—; Baltimore 6s, 1875, 98¼@99; do., 1886, 97@97; do., 1890, 97⅜@97⅝; do., 1893, 97@97; do., 5s, 1838-'70, 81@—; City Passenger R. R., 17@19; George's Creek, 55@57; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.45.

☞ The Lindsay (Ca.) *Post* says the subject of railway extension from Lindsay to Beaverton is occupying the attention of the people of Thorah. A by-law has been published by the Council proposing to raise $50,000 by debentures, payable in twenty years, with interest thereon at six per cent., with an understanding that the railway company is to pay or refund to the municipality three per cent. on this amount in perpetuity.

Railroad Earnings.—Weekly.

The earnings of the Toledo, Wabash and Western Railroad for the third week of July, 1868, were..... $58,155 09
Same week in 1867..... 64,761 64

Decrease $6,606 55

The earnings of the Chicago and Alton Railroad for the 3d week in July, 1868.. $100,321 14
Corresponding period previous year . 90,739 55

Increase $9,581 59

The earnings of the Western Union Railroad for the 3d week in July, 1868..... $12,838 72
Corresponding week previous year.... 12,682 70

Increase..... $156 02

The earnings of the Marietta and Cincinnati Railroad the 3d week in July, 1868.. $24,179 00
Corresponding week previous year.... 24,210 00

Decrease $31 00

The earnings of the Chicago and Northwestern Railroad for the 3d week in July, 1868. $229,893 38
Corresponding week previous year .. 209,465 86

Increase $20,427 52

The earnings of the Michigan Central Railroad for the 3d week in July, 1868, were... $66,419 71
Corresponding week of previous year.. 62,251 58

Increase $4,168 13

The earnings of the Chicago, Rock Island and Pacific Railroad for the third week in July, 1868, were..... $77,100 00
Corresponding week of previous year.. 73,097 00

Increase $4,003 00

The earnings of the Detroit and Milwaukee Railroad for the third week in July, 1868, were $27,964 00
Corresponding week of 1867 ..... 30,520 00

Decrease $2,555 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week in July, 1868, were..... $59,859 00
Corresponding week of 1867 ..... 64,320 00

Decrease $4,461 00

Kent County Railroad.

The *Crumptonian* says that the construction of this road has at last commenced in earnest, a large force of workmen being now employed. The contractor for building the railroad wharf at Chestertown has had a number of men employed in Crumpton, cutting pine trees for piling. They are now getting them into the creek, preparatory to rafting and floating down the river.

☞ At a meeting of the stockholders of the Chillicothe, Leon and Des Moines Railroad Company, held in Leon, Iowa, on the 13th ult., the following officers were elected: L. H. Sales, President; G. W. Baker, Vice President; Abial Miles, Treasurer; and C. S. Stout, Secretary. J. W. Penny, S. C. Thompson, Samuel Caster, John Albaugh, A. S. Updergraff, A. J. Evans, Nathan Perdew, and J. S. Warner, Directors.

☞ The Iowa River Railroad Company has been organized by the election of the following gentlemen as directors: C. C. Gilman and F. W. H. Sheffield, of Dubuque; Wells R. Rice, of Marshalltown; H. P. Liscomb, of New York; Horace Abbott, Thomas Kensett, John S. Gilman, of Baltimore.

☞ Contracts have been made for the immediate construction of the Decatur and East St. Louis Railroad.

Journal of Railroad Law:

RAILROAD CORPORATIONS—NEGLIGENCE—STREET RAILROADS.

The simple facts in the late case of Hannah Liddy *vs.* The St. Louis R. R. Co. [40 Mo. 506] appellant, will sufficiently appear in the following able decision:

Fogg, J.—The respondent recorded a judgment in the circuit court of St. Louis Co. for the killing of her husband, Michael Liddy. It was a suit for damages under the second section of the act entitled "An act for the better security of life, property," &c., R. C. 1855, p. 647. The defendant is a corporation owning and operating a street railway in the city of St. Louis.

Two general questions are presented by the transcript of the record in this case: 1. Was the defendant, through its agents and servants, guilty of the negligence charged? If so. 2. Did the conduct of the deceased indicate a degree of negligence on his part that contributed to produce the fatal result, and thereby relieve the defendant from liability?

It may be remarked generally in reference to these corporations, that the questions growing out of their relations to the public and the measure of their duty in respect to the care and diligence necessary to be exercised by them have been carefully considered and stated in former cases decided by this court. See particularly Kennedy *vs.* North Mo. R. R. Co., 36 Mo. 351: Boland *et ux. vs.* Mo. R. R. Co., 36 Mo., 484: Huelsenkamp *vs.* Citizens' Railroad Co., 37 Mo. 537 and authorities there cited. We do not feel called upon to re-examine these questions now. These corporations are created by charters granted by the Legislature of the State, and their roads should be managed and operated in the manner therein directed, as well as in conformity with the ordinances of the city of St. Louis, so far as the same are not inconsistent or in conflict with the legislative grants. The stipulations and conditions upon which they are permitted to use their railways for the transportation of passengers within the limits of the city, are fixed by the terms of a general ordinance. See tit. Railways, Rev. Ord. 1861, p. 550. It is provided by the ordinance that "no car shall be drawn at a greater speed than 6 miles an hour," and again, "the conductor and driver of each car shall keep a vigilant watch for all vehicles and persons on foot, especially children, either on the track or moving towards it, and on the first appearance of danger to such vehicles or persons the car shall be stopped in the shortest time and space possible." The law confers upon them no exclusive or peculiar rights and privileges. That portion of the street occupied by the railway is, nevertheless, a public highway, open to the use and occupation of all persons. The corporation can only use its track for the running of cars by the procuring a license from the city, containing the conditions, stipulations and restrictions, above stated. These go very far towards fixing the measure of its duties and liabilities to the public. In addition to this, it may be said that the peculiar character of the vehicles employed, running as they do through the crowded thoroughfares of the city, makes it incumbent upon every company to exercise the utmost care and diligence to avoid collisions. No other rule could be recognized as compatible with the safety and security of the public. The recognition of this rule, however, does not dispense with the care and prudence required of all persons using the street in common with the railroad company. If therefore, in this instance, the conduct of the deceased directly contributed to the injuiry by a failure on his part to observe ordinary care and diligence, then there ought to have been no recovery against the defendant.

Our inquiries in this case will be confined to the declarations of law given and refused by the court below, with a view of ascertaining whether the issues were properly submitted to the Jury or not.

It was a question of fact for the Jury, whether the rate of speed of the car at the time of the occurence was within the limit fixed by the city ordinance or not. Any thing beyond that is to be regarded as excessive and tending to show the negligence of the defendant. The duty of the defendant's servants and agents to keep a vigilant lookout for vehicles and persons on foot, taking into consideration all the attending circumstances, was also a proper question for the consideration of the Jury. Considering the instructions as a whole, we think they were sufficiently warranted by the evidence and presented the law of the case fairly to the Jury.

The judgment of the court below will be confirmed.

Railroad through Table Mountain.

The Cheyenne correspondent of the Chicago *Republican* says that great excitement exists in Golden City, Colorado, caused by the final location of the railroad through the Table Mountain to Cheyenne. President Carter and Chief Engineer Berthoud have been busy letting out the contracts for grading and masonry on the road, and getting ready the profiles and estimates of the work. The heaviest part of the work is within two miles of Golden City, and it is proposed to have that portion of the road graded and tied immediately to a junction with the road from Cheyenne to Denver, so as to be ready for the iron as soon as the latter road is completed. Steps have been taken to have the road speedily constructed to Black Hawk and Georgetown, northwest of Golden City, and great mining centres. Gilpin County has already voted $200,000, and exertions are being made to have Clear Creek and Summit Counties follow the example.

Winchester and Strasburg Railroad.

This company was incorporated by the General Assembly of Virginia on the 23d of April, 1867. Sufficient capital having been subscribed to comply with the requirements of the charter, a called meeting of the stockholders was held at the office of the Baltimore and Ohio Railroad Company, in Baltimore, on the 8th ult., for the purpose of organizing said company according to law. Upon motion of Mr. Garrett, Mr. J. H. Sherrard was called to the chair, and Mr. Joshua I. Atkinson appointed Secretary.

The Chair then announced that the first business in order would be the permanent organization of the company by the election of a President and five Directors: whereupon.

On motion of Mr. Joseph S. Carson, seconded by Mr. Wm. R. Deney, Mr. John King, Jr., Vice

President of the Baltimore and Ohio Railroad Company, was unanimously elected President of the Company.

On motion of Mr. Carson, seconded by Mr. Deney, the following named gentlemen were unanimously elected Directors of the Company, viz: Joseph H. Sherrard, George A. Hupp, Johns Hopkins, Thomas Whitridge and Hugh Sisson.

It was stated that arrangements were being made for the early and rapid prosecution of the work. The length of the line from Winchester to Strasburg is nineteen miles. It is understood that the work will be advertised for contract at an early day in sections of one mile each.

It was also stated that the progress of the Orange, Alexandria and Manassas Company, in constructing their road to Harrisonburg, is rapid, and that it is expected that that line will be opened to Harrisonburg (its proposed terminus for the present) by October next. Much interest is manifested by residents in the Valley of Virginia for the early completion of the line from Winchester to Strasburg.

As the Baltimore and Ohio Company has determined to furnish the remainder of the funds requisite, and as payment will be made in cash to the contractors, it is anticipated that this important work, by which a region most fertile and extensive will be opened for close and profitable communication between the farmers, merchants and manufacturers of the Valley of Virginia and the city of Baltimore, will be prosecuted to completion at the earliest practicable period.

Leavenworth and Des Moines Railway.

This company have determined to construct and complete their railway without delay from Leavenworth to Des Moines direct, a distance of 168 miles, connecting at Leavenworth with the Union Pacific Railroad, East Division, now completed over 400 miles westward; with the Leavenworth, Lawrence and Galveston Railroad, complete 35 miles south from Lawrence, and at Des Moines with the Chicago, Rock Island and Pacific Railroad. Work on this road was commenced last fall, and prosecuted with but short detention during the winter. Within a few days over 30 miles will be completed.

☞ The Sunbury *Gazette* says that work on the proposed extension of the Middle Creek Railroad, from Lyon's to Northumberland, has been stopped. The Reading Railroad Company having bought the Trevorton road, a connection with the Middle Creek road will be effected at Port Trevorton.

☞ At the recent annual meeting of the European and North American Railroad, at Bangor, Me., a vote was passed authorizing the directors to issue bonds of the company for such amount as they may determine, for building the road to the State line, and to mortgage their property to secure the payment of their bonds.

☞ The *Canadian News* says that the prospectus for the Intercolonial Railway Loan will soon be out, and that it is not intended to place for the present more than one-half of the whole amount of 4,000,000*l*. The loan will be offered to public competition through the financial agents of the Dominion of Canada, as usual.

☞ The contract for the construction of the Honduras Railway has been undertaken by Messrs. Waring Brothers and M'Candlish, who will commence operations at once, the loan applicable to the first section having been subscribed.

☞ The track of the Dexter and Newport Railroad is being laid at the rate of half a mile a day.

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Elastic Sponge is proof against insect life, does not decay, is always clean, and is of indestructible elasticity.

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P. O. Box 5,195.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 11, 1868.

AT A MEETING OF THE BOARD OF Directors of this Company, held this day, it was

Resolved, That a dividend of 5 per cent. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 13th day of July next, and that the transfer books be closed on the said 13th day of July, and opened on the 5th day of August following.

Resolved, That in pursuance of the plan approved at the shareholders' meeting, May 27, 1868, the shares of this Company be increased by the issue of eight shares for every one hundred now outstanding, and the same be distributed to the holders of shares registered on the Company's books on the 1st day of August next, in the proportion of one share for every twelve and one-half shares then held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain such fraction and will pay therefor. THOMAS E. WALKER, Treasurer.

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HORACE GREELEY, President.

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RAILROAD

Are now finished and in active operation. One hundred and sixty miles have been built in the last three months. More than twenty thousand men are employed, and this average of forty miles per month will be continued throughout the season, making NINE HUNDRED COMPLETED MILES by January 1st, and it is now probable that the ENTIRE GRAND LINE TO THE PACIFIC WILL BE OPEN FOR BUSINESS IN 1869.

No other first-class railroad in the world has been built and equipped so rapidly as the Union Pacific, which runs west from Omaha

Across the Continent.

The United States Government makes of this railroad a GREAT NATIONAL WORK, and aids its construction by very liberal grants of money and of lands. To further insure the speedy completion of the road, the Company are authorized to issue their own

First Mortgage Bonds

having thirty years to run, and having interest coupons payable semi-annually at the rate of six per cent. in gold. The principal, as well as interest, is made

PAYABLE IN GOLD.

The Mortgage Bonds of nearly all other railroads in country, are payable, principal and interest, in currency and it is asserted, without fear of contradiction, that no other railroad company in the world, building so great an extent of road, issues bonds of equal value with the First Mortgage Bonds now offered for sale by the Union Pacific Railroad Company.

The price of these Bonds is now **102**, and accrued interest from July 1, in currency. The Company believe that at this price their bonds are the

Safest and Most Profitable Investment

in the market, and they confidently expect that they will shortly command a higher premium than any similar security. The Company reserve the right to advance the price at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's office before the time of such advance. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by leading Bankers generally throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

JULY 2, 1868

SPECIFICATIONS
FOR
PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgon for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

C. P. LEVERICH,
President Bank of New York.
JOSEPH C. BUTLER,
President Lafayette Bank, Cincinnati, Ohio.
CHAS. PARSONS,
Cashier State Savings Association, St. Louis, Mo.
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President Northwestern National Bank, Chicago, Ill.

Or to the undersigned,

A. B. SEGER, *President.*

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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

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Purchasing Agent Baltimore and Ohio Railroad.

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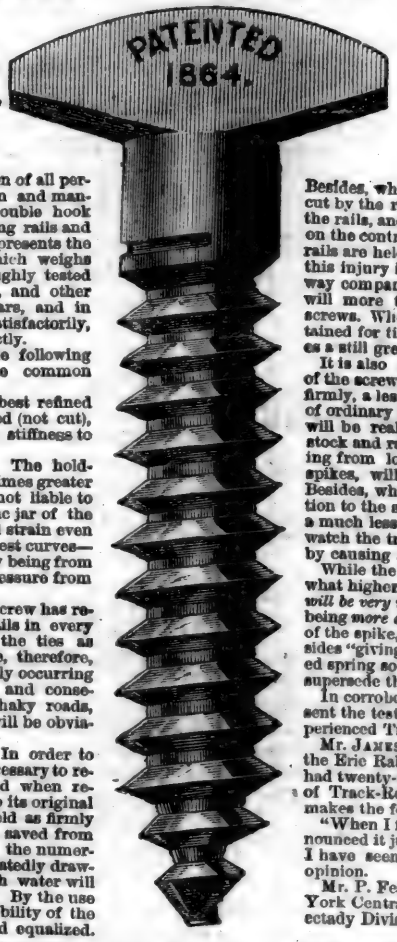
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OSSINING,
Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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Boilers—Plain cylinder, flue, and tubular.

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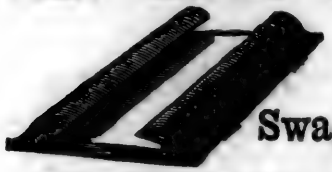
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AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, August 8, 1868.

Rockford, Rock Island and St. Louis R. R.

SEVEN PER CENT. INTEREST IN GOLD, free of Government tax. Principal also payable in Gold.

THE FIRST MORTGAGE GOLD BONDS of the Rockford, Rock Island and St. Louis Railroad Company bear Seven per cent. interest, payable semi-annually, 1st February and 1st August, in New York or London, *free of Government tax.*

Each bond is for $1,000, or £200 sterling, and both principal and interest are payable in Gold Coin.

The bonds have fifty years to run, and are convertible into stock, at the option of the holder.

These bonds are in every respect a first-class security, being a first lien on 200 miles of railroad through the finest and most productive portion of Illinois, and upon more than 20,000 acres of coal lands, worth more, on the completion of the road, than the whole issue of bonds.

The Company is prosecuting its work of construction with great energy, and will soon have the best division of its line in successful operation.

The Company is organized on the plan of the Delaware, Lackawanna and Western—combining with the ordinary operations of a railroad the mining, transporting and selling of coal. A present demand exists for all the coal this Company can produce, to supply fuel to connecting roads, and to the population along their lines. More than 1,000 miles of railway, and the population of 30,000 square miles of territory, can be supplied with fuel from this Company's mines more readily and cheaply than from any other quarter. Reserving the right to advance the price at any time, the bonds may for the present be obtained at the office of the Company, No. 12 Wall-st., at 95 per cent. After Aug. 1 accrued interest will be charged.

H. H. BOODY,
Treasurer.

Pacific Railroad of Missouri.

The Pacific Railroad (of Missouri,) through the undersigned, offer for sale a limited amount of their six per cent. gold bonds at 97½ per ct. and accrued interest.

The road extends from St. Louis 283 miles to Kansas City, there connecting with the Union Pacific Railroad (E. D.) and other roads, and was completed in 1865, at an expenditure of over $18,000,000.

The earnings for the year ending February, 1867, were	$2,675,874 00
Operating expenses	1,956,644 00
Net earnings were	$719,230 00
For the year ending February, 1868, the earnings were	$3,003,681 31
Operating expenses were	2,030,626 33
Net earnings	$973,054 92

While for the first quarter of 1868 the net earnings exceed those of same quarter in 1867 by $133,679 69.

The Railroad Company, in order to pay off the State of Missouri for advances in aid of constructing the road as well as all other liens, has issued $7,000,000 of First Mortgage 6 per cent. Bonds, secured by deed of trust to Messrs. JAMES PUNNETT, President of Bank of America, New York; U. A. MURDOCK, President of Continental National Bank, New York, and LUTHER C. CLARK, of CLARK, DODGE & Co.

The bonds run twenty years from Aug. 1, 1868, interest February and August in New York. Principal and interest payable in gold coin.

In offering these bonds to the public we remark that the road passes through the central, most populous, fertile and growing part of the State of Missouri, forms part of an important line, and is a completed and successful enterprise, already earning nearly double the amount required to meet the interest on its entire indebtedness, thus entitling the bonds to the rank of a first class security. Government and other securities received in exchange at market rates.

CLARK, DODGE & Co.,
No. 51 Wall street.

Central Pacific Railroad.

ALWAYS IN DEMAND—Securities with both interest and principal well assured, yielding a profitable income, and having a ready sale throughout a long term of years.

We invite the attention of capitalists, trustees and others to the merits and advantages of the CENTRAL PACIFIC RAILROAD FIRST MORTGAGE BONDS. These bonds are the obligations of a responsible company, whose vast property is administered with all the economy and forethought of individual enterprises. They have as final security the prior claim upon the whole property, which has cost three times the amount of the bonds issued thereupon, and which, in its beginnings, is one of the most profitable railroads in existence. The revenues of the company are sufficient to guaranty the regularity and certainty of interest payments, and a sinking fund is provided for the repayment of the principal.

These bonds have thirty years to run, have already an excellent standing here and in Europe. By authority of National statute laws they are expressly made "*payable in coin*," and at this time pay more than eight per cent. upon the investment. For sale at 103 and accrued interest, in currency, by

FISK & HATCH,
Bankers, &c., 5 Nassau st.

☞ The directors of the White Mountains (N. H.) Railroad have decided to extend their road about six miles the present season, to Wing's road in Bethlehem.

Lake Superior Copper Mines.

We gave in the RAILROAD JOURNAL of March 21, 1868, (p. 372) a correct statement of the product of each of the Lake Superior Copper Mines for 1867. The following is a comparative statement of the product of each district during the past ten years:

	Keweenaw District.	P'tage Lake District.	Ontonagon District.	Total Tons.
1858....	2.232.9	1,184.1	2,658.6	6,075.6
1859....	1,937.7	1,605.6	2,621.0	6,164.4
1860....	1,940.9	2,797.6	3,688.4	8,426.9
1861....	2,208.6	3,811.6	3,507.9	9,523.1
1862...	2,450.3	3,942.5	2,730.6	9,123.4
1863....	2,547.1	4,121.1	2,029.6	8.697.8
1864....	2,539.8	4,292.9	1,734.7	8,567.4
1865....	2,642.7	5,384.6	1,771.3	9,798.6
1866....	3.023.3	5,650.9	1,701.6	10,375.8
1867....	3,801.4	6,424.3	1,509.6	11,735.3
Total..	25,319.7	39.215.3	23,953.3	88,488.3

Pacific Railroad of Missouri.

The earnings of this road for the fiscal years ending February 28, 1867 and February 29, 1868, have been as follows:

	1867.	1868.
From passengers....	$1,166,318 31	$1,264,398 01
" freight	1,465,373 25	1,694,233 38
" mails....	44,183 28	45,049 92
	$2,675,874 84	$3,003,681 31
Expenses, viz:		
Repairs of road bed...	$82,652 85	$60,083 36
" track.....	543,216 69	550,656 47
" bridges.....	14,692 72	34,605 91
" structures..	55,603 83	66,480 10
" locomotives.	153,000 99	146,521 39
" cars	157,021 39	181,455 52
" tools, etc...	11,292 06	7,045 25
Fuel consumed.....	223,193 17	236,492 54
Oil and waste....	40,982 90	32,260 75
Gen'l superintendence.	28,573 24	22,764 86
Agents and clerks....	62,400 45	80,855 33
Train hands.....	212,371 22	239,517 37
Porters, flagmen, watchmen and switchmen.	84,196 84	92,041 62
Handling freight.....	82,530 61	87,376 15
Loss and damage.....	36,077 45	31,122 61
Office expenses, stationery, etc.....	38,028 53	39,498 20
Telegraphing.....	16.740 74	21,566 92
Expenses for trains...	33,926 16	30,561 57
All other expenses ...	70,123 00	69,770 36
	$1,956,644 84	$2 030,626 38
Net earnings....	$719,230 00	$973,054 93

Compared with the previous year, the gross earnings of 1867-'68 show an increase of $327,806 47; with an increase in expenses of $73.981 54—making the increase in net earnings $253,824 93. The operating expenses in 1867-'68 were 67.6 per cent. of the gross earnings; in 1866-'67 they were 73.1 per cent.—a reduction of 5.5 per cent. The following statement will show the earnings of the road from commencement to February 29, 1868:

Year ending December	31, 1852....	$108 15
" "	31, 1853....	41,328 29
" February	28, 1855....	97,176 89
" "	29, 1856....	330,222 34
" "	28, 1857....	426.285 97
" "	28, 1858....	668.346 59
" "	28, 1859....	674,248 95
" "	29, 1860....	648,600 00
" "	28, 1861....	683,644 28
" "	28, 1862....	457,183 69
" "	28, 1863....	679,956 06
" "	29, 1864....	906,745 95
" "	28, 1865....	1,097,967 69
" "	28, 1866....	1,794,356 22
" "	28, 1867....	2,675,874 84
" "	29, 1868....	3,003,681 31

The earnings of the Missouri River Railroad, between State Line and Leavenworth, 26 miles, for the year ending February 29, 1868, were as follows: from passengers, $47,828 43; freight, $23,592 51; mails, $2,599 92—total, $74,020 86. The report of the President is as follows:

In reporting upon the finances of the Company, we are pleased to announce that, owing to the very extraordinary exertions of the Directors, in advancing their means and their credit, without charge therefor, the credit of the Company has been maintained, and our financial matters so managed as to show great economy and a very satisfactory condition of the "floating debt," which, we trust, may at no distant day be wholly absorbed. And also, that the expenses for the general management have been reduced to a per centage comparing very favorably with roads of this class in other parts of the country.

CHIEF ENGINEER'S REPORT.

From the accompanying report from Mr. Thomas McKissock, Chief Engineer and General Superintendent, among other details will be found all the general information connected with the management and operating of the road. He says that during the year many improvements have been made along the line, and very large expenditures incurred in repairs and renewals.

A dining-house, which was in progress of construction at Sedalia, at the date of last report, was opened to travel on March 1st, and was burned by fire, originating in the city, on November 7th. Another building, to replace the one destroyed, is now being erected on the same site.

A large building, combining passenger, ticket and telegraph rooms, with dining and hotel accommodations, was built on the lands of this Company, at the State line, and opened for use on June 21st; since which date the transfer of passengers to and from the Union Pacific Railway has been made there.

During the year there have been laid in the road 175,115 crossties, being equal to more than 67 miles of track, and costing, for material alone, $81,720. The greater portion of these were used east of Sedalia, making a renewal between that point and St. Louis of nearly one-third of the number in the track. There were also used in repairs on that part of the road 10,708 new chairs. Many of the cuts have been well ditched, large repairs done to culverts and small bridges, and, with the exception of the rails, the road-bed and track are in better condition than they were one year ago.

There have been re-rolled at East St. Louis rail mill 1,132 tons of iron, being equal to 11.6 miles of track, and there have been repaired at the Company's shop at Franklin, by cutting off the ends of worn rails, welding up and punching them for fish bars, at a cost for shop labor of $1,167 a mile, iron equal to 11⅙ miles of track, of which 9.4 were relaid in the main road, and 2.4 in sidings.

The cost of hauling the iron to and from the mill, of re-rolling it, of the repairs at Franklin, of the fish joints and spikes, and labor of re-laying, amounting in all to $95,500, or about 3.3 per cent. of the gross earnings of the road, has all been charged among the operating expenses.

DEPOTS, BRIDGES, ETC.

Fire destroying the depots at Smithton and Knobnoster, new ones have been erected; also, a small depot for passengers at Leavenworth, to facilitate transportation from the "Missouri Valley Road," with which close business relations exist, and enable us to have close and direct connection with St. Joseph and other cities.

A bridge, with a span of 110 feet, one of 134 feet, one of 101 feet, and one of 53 feet, have been renewed, a large number of new cattle-guards have been made and otherwise renewed, and west of Sedalia nearly 8,000 rods of new fence have been added.

While it has already been stated that large quantities of re rolled and repaired iron have been placed in the track, yet it must not be forgotten that the iron between Washington and the Osage is very much worn; and if 1,000 tons of new iron could be obtained at once, the re-rolling of the old could progress, and, during the ensuing year, the whole line of road could be put in the best condition, and greatly facilitate travel and transportation.

Five new locomotives, thirty stock cars, and twenty five cars, belonging to the St. Louis and Pacific Express Freight Line, have been received and put upon the road; while there have been built and rebuilt at the Company's shop two caboose cars, three locomotives, three passenger cars, and fifty-one freight cars. In this connection it must be remembered that the cost of nearly all the repairs, ties, iron, cars, &c., &c., above detailed, are charged to "*operating expenses*," and yet the business of the year was done at a rate comparing favorably with former years, and this per cent. of earnings could have been materially reduced if the Company's finances would have enabled us to purchase material and supplies *for cash*.

Mr. McKissock also says: This Company have had in use three months in the year two locomotives, and during the balance of the year one locomotive leased from the Southwest Pacific, and "I would attract your attention to the fact, that an accession to the number of locomotives and freight cars is necessary, and that it will be urgently demanded by any increase of business." The five locomotives contracted for and unfinished are yet in the shops of the Rogers' Locomotive Works, and it becomes the duty of the Directory to provide for their immediate completion.

GENERAL ITEMS.

The road has been divided into three divisions. The first from St. Louis to Jefferson City; the second from the last named place to Holden, and the third from Holden to Kansas City. The necessities of the Company demand that machine shops at once be erected at the several places, land having been donated for that purpose.

The Osage Valley and Southern Kansas Railroad, extending from Boonville, in Cooper county, southwardly through Tipton, have contracted for the entire road from Tipton to Boonville, and the same will be completed early in September, and a lease for a term of thirty years has been concluded between this Company and that road, by which the same is to be operated by this Company on terms mutually advantageous.

FINANCIAL.

At your last annual meeting the financial embarrassments of the Company were presented, and your counsel invoked. Your committee, after laborious investigation both as to management and resources, reported, as you know, estimated expenditures and resources for the then current year, and advised the mortgage of lands not necessary at the time for the use of the Company, the bonds to be tendered creditors of the Company.

This mortgage has been perfected, and the five hundred thousand dollars so secured; but our expectations in regard to the currency of these bonds have not been realized to an extent proportional to our desires or wants, the greater part of the same being still on hand. The first series of five hundred thousand dollars, with interest on the fifteen hundred thousand of the bonds designated as "Dresden Mortgage Bonds," fall due the first of the ensuing month of April, and provision for the payment of the interest on the whole, and the principal of the first series, must be provided for.

The necessity of an immediate change of the gauge of this road, which is five feet six inches, unlike the "Union Pacific, Eastern Division," which connects with this road at the State line, (four feet eight and one half inches,) *is imperative*.

As you well know the gauge of all the roads east of the Mississippi river, (with one exception), conform to that of the Union Pacific, Eastern Division, which already extends to "Cayote," distant three hundred and thirty-five miles west

of the State line; and so soon as the bridge, across the Missouri, at Kansas City, is completed, which will be early in the ensuing fall, there will be, in all probability, an unbroken line of road from Cayote to the cities of Boston, Portland, New York, &c., thus avoiding St. Louis, the metropolis of the State. The change of gauge to conform to that of the Union Pacific is of minor importance when the mere cost is estimated, but it is the changing and altering of the rolling stock, in conjunction with the interruption of business, that so largely enters into the expenditure.

LAND DEPARTMENT.

Herewith find report from Mr. R. R. Powell in charge of the Land Department, which shows that there have been realised from sales of town lots along the line of the road, the past year, $27,164,98, and lots remaining unsold estimated at $25,300, besides lands at different points, not laid out in town lots, estimated st $30,620.

STATE LEGISLATURE AND THE SALE OF THE STATE INTEREST.

It was apparent that the General Assembly, in the winter of 1866 and 1867, were disposed to separate the State from the "railroads," and the efforts made by "outside parties" to obtain this road were a source of anxiety to the Directory. With this information at your last annual meeting, you invoked by resolution the Director's services, at the adjourned session, for the purpose of procuring such legislation, for the sale of the State's interest in this road, with the view of *the Road becoming its own purchaser.*

Your instructions have been fulfilled, and a bill has been recently passed, but your Directory have not yet been advised that it has received the approval of the Governor.

The bill, amongst other things, provides for the sale of all the State's interest to the "Pacific Railroad," on the payment to the State at stated times the sum in gross of five millions of dollars. This report, already too *prolix*, will not particularize the legislation; sufficient that your attention, and that of our successors, have been attracted to the same.

We commend to our successors an earnest and persistent effort to accomplish the grand purpose of preserving this road to the stockholders, thereby insuring its management and control to the people of our State.

CONCLUSION.

The financial condition of the Company towards the State has not been changed since the last report.

There has been no material change in the policy of the Directors, and the same management of the road and guarding the track our predecessors inaugurated has been continued.

The number of engines placed on the road since the commencement has been 63; of these 41 were in good order, 7 in running order, 4 being repaired, 5 had been condemned, and 6 turned over to the S. W. P. R. R. The total number of serviceable engines March 1, 1868, was 52.

At that date the company had 41 passenger, 6 mail, 17 baggage and express, 30 caboose, 270 box, 224 flat, 175 stock, 2 magazine, 4 tool, and 1 paymasters cars; also 25 stationary engines for pumping water. The Sleeping Car Co., have 4 cars on the road, and the St. Louis and Pacific Express Freight Line, 50 box cars.

The number of miles run by locomotives with passenger trains was 512,976; with freight trains, 787,780; with wood and gravel trains, 105,130—total 1,405,886, at a cost for fuel, oil and waste, enginemen and firemen, labor and materials for repairs, of $528,433 71. Average cost per mile run, 37.2 cents. The number of miles run in 1866–'67 was, 1,199,660. Cost, $464,829 82. Average cost per mile run, 38,73 cents.

The receipts from all sources and expenditures during the year ending February 29, 1868, were:

Balance March 1, 1867		$432,089 33
Received for Jackson Co. warrants, etc.		5,400 00
Received from Land notes		18,571 65
Received for transp.	$2,871,104 72	
Less exp. and repairs.	2,030,626 88	
		840,478 34
Received for bonds sold		149,000 00
Total		$1,445,539 32
Paid for construction		$60,841 43
Rolling stock and machinery		145,981 08
Construction Missouri River R. R.		4,390 60
Office expenses and stationery		20,483 92
Interest account		212,098 26
Bills payable		450,773 05
Accounts audited		99,081 25
Contingencies		4,592 40
Balance, as per General Statement		447,297 33
Total, as above		$1,445,539 32

The balance ($447,297 33) is accounted for as follows:

Due by Southwest Branch	$64,104 11
Cancelled debts	169,629 91
Suspended debts	43,518 18
Cash in hands of fund commissioner	474 14
Materials in hands of superintendent	90,513 51
" " master mechanic	67,306 81
Due by railroad & express companies	16,623 52
	$452,170 18
Less due to Missouri River R. R.	4,872 85
Total	$447,297 33

The General Financial Statement of the company up to March 1, 1868, is as follows:

Capital stock	$3,614,515 23
State bonds	7,000,000 00
Land grant sales and rents	219,300 43
Total receipts from transportation	13,963,585 21
Mortgage construction bonds	1,500,000 00
St. Louis County bonds	700,000 00
Real estate security bonds	149,000 00
Bills payable	649,555 08
Accounts audited	156,726 18
	$27 952,682 13
Construction	$11,479,635 57
Rolling stock and machinery	2,195,655 41
Construction Missouri River R. R.	10,901 86
Office expenses and stationery	194,473 81
Contingencies	80,553 24
Interest account	1,388,358 03
Discount on Construction and Anticipation bonds	8,860 00
Commission on purchases	17,875 95
Interest, discount and commissions	1,238,933 18
Land Grant expenses	7 205 21
Total transportation expenses	9,660,711 05
Interest on State bonds charged to transportation to January, 1859.	1,222,721 54
Balance March 1, 1868	447,297 33
	$27,952,682 13

The officers and directors for 1868 are as follows:

President.—GEORGE R. TAYLOR.

Vice President.—DANIEL R. GARRISON.

Directors.—George R. Taylor, Robert Barth, Hudson E. Bridge, Joseph Brown, T. B. Edgar, Daniel R. Garrison, James Harrison, Oliver A. Hart, James H. Lucas, Henry L. Patterson, Charles H. Peck, George H. Rea, Benjamin Stickney.

Secretary and Treasurer.—J. C. PORTER.

Chief Engineer and Sup't.—H. C. MOORE.

☞ The Indianapolis and Vincennes Railroad, has been opened for business between Indianapolis and Gosport.

Boston, Hartford and Erie Railroad.

Ground was broken at the western terminus of the Hartford, Providence and Fishkill Railroad, near Waterbury, Ct., on the 8th inst., Mr. Dillon, one of the largest road contractors in the country, has charge of the whole work, and expects to carry it forward as rapidly as the nature of the country will permit. Several steam excavators are on the way and will begin work soon. Starting from the freight depot of the Hartford, Providence and Fishkill railroad, the line crosses the Naugatuck road, and passes to the south of Brown Brothers works, crossing the river near the Brooklyn bridge to the west. Thence it runs near the Naugatuck railroad, but with a constantly ascending grade until nearly opposite Platt's mills, where it turns more sharply to the west, and goes along the mountains and through the woods to Southford, a distance of twelve miles. Following thence nearly the course of the New Haven pike it reaches Southbury, on the hills one hundred and twenty feet above the town. From this the course is to the southwest, crossing the Housatonic river at Bennett's bridge and passing thence in a westerly direction through Hawleyville, Danbury, and Mill Plain to the state line.

Connecticut Western Railroad.

The project of the Connecticut Western Railroad, which was to have its eastern terminus in this city, and which was presented to Springfield people last Fall, has shown more life and vitality than many incredulous skeptics believed it would ever have, and the prospects for the building of the road seem really and substantially encouraging. The northern Connecticut towns, which are to be especially benefited by the enterprise, are zealously at work, and manifest a determination to have the road completed eastward to Winsted as soon as possible. An enthusiastic meeting was held at Salisbury last week, and an organization effected, which is expected to result in subscriptions of $200,000 to the road, sufficient to put it under contract from the New York line to Norfolk. This will be done during next Fall, and the Fourth of July, 1869, is appointed for the completion of this section of the road, which is at once the most difficult and one of the most important on the line. If Springfield should manifest a corresponding interest in the road, which would become of equal, if not of greater importance to us, the eastern as well as the western sections would be as soon begun and completed.—*Springfield Republican.*

State Aid to Tennessee Railroads.

The remaining $250,000 of State bonds have been issued to the Northwestern Railroad. This makes $350,000 given by the State to that road within eight months. There are $200,000 to be issued for the purpose of building a branch from Huntington to Jackson, through Carroll and Madison Counties. This road will run nearly parallel with the Memphis and Ohio, which crosses the Northwestern at McKenzie, and crosses the Tennessee and Benton—some twenty-five miles above Fort McHenry. Jackson, the proposed terminus of the new branch from Huntington, is Jackson in Madison County—a great corn, tobacco and cotton producing county, and enjoying great railroad facilities. The Mobile and Ohio road passes through it, and the Mississippi Central terminates there. The construction of this branch would be a great acquisition to the travel and traffic of the Northwestern and no small advantage to Nashville.

The liberal appropriation made by the State will go a long way toward finishing the road.—*Nashville Times.*

☞ The Portland and Rochester Railroad has been completed to East Waterboro', and the cars have commenced running regularly to that place.

Pacific Railroad of Missouri.

The following is a copy of an act passed at the last session of the Missouri Legislature, entitled, "An act for the sale of the Pacific Railroad, and to foreclose the State's lien thereon, and to amend the charter thereof."

Section 1. The Governor is hereby directed and required to sell the Pacific Railroad and its appurtenances, and all property belonging thereto, in accordance with the provisions of section 3 of this act, and an act entitled, "An act to expedite the construction of the Pacific Railroad and the Hannibal and St. Joseph Railroad," approved February 22, 1851.

Sec. 2. Upon a sale of the road, as provided in the foregoing section, the price and sum for which the same shall be sold shall not be less than eight millions and three hundred and fifty thousand dollars, payable to the State Treasurer in bonds of the State, or in money, within ninety days from the day of sale. No bid, except the bid of the Governor, on behalf of the State, shall be accepted unless there is paid to the State Treasurer, who shall attend said sale, an amount of not less than three hundred thousand dollars in such bonds or money as a part of the purchase money to be paid when the road is stricken off. And such bonds or money shall be forfeited to the State in case the purchaser or purchasers shall fail to pay the amount of purchase money bid within the time above provided for. Such sale shall take place at the east front door of the Court House in the City of St. Louis, between the hours of ten o'clock in the forenoon and four o'clock in the afternoon. If said sum of eight millions three hundred and fifty thousand dollars is not realized at such sale, the Governor of the State shall, by himself or agent, buy in the same for and in the name of the State of Missouri.

Sec. 3. The purchaser or purchasers of said road, under this act, shall bind himself or themselves to the State, and it is hereby made a condition of said sale to change the gauge of said Pacific Railroad so as to conform to the gauge of the Union Pacific Railroad, Eastern Division, within two years from the date of sale.

Sec. 4. Upon the payment of all the purchase money, as specified in section two of this act, and upon the delivery of an obligation in conformity with section three of this act, the Governor shall execute a deed to the purchaser or purchasers, conveying all such rights, title and interest in and to said Pacific Railroad, its franchises, appurtenances, and the property belonging thereto, as are subject to the lien of this State.

Sec. 5. If the Pacific Railroad Company shall, at any time within ninety days after the first day of April, 1868, pay into the Treasury of the State the sum of three hundred and fifty thousand dollars, in the bonds of this State or in money, then, and in that event, the Governor shall not advertise said road for sale; and if the said Company shall, within ninety days thereafter, pay into the State Treasury an additional sum, equal to five millions o dollars in all, (the same being either in cash or Missouri State bonds), the Governor shall, upon the production of the receipts of the State Treasurer, for said amounts, execute and deliver to the said Pacific Railroad Company a deed of release for all claims, title and interest which the State of Missouri has in and to the said Pacific Railroad, its property and appurtenances, and the said Pacific Railroad Company shall, from and after the delivery of said deed, be fully discharged from all claims or debts due to the State, and all liability growing out of the issue of the bonds of the State to aid in the construction of said road, and no sale shall in that event take place under this act. If, however, from any cause, the said Company shall be unable to pay the additional sum as herein provided, the Governor shall proceed to advertise said road; but if said Company, during the pending of said advertisement, pay into the State Treasury the said additional sum, with interest thereon from the first day of October, 1868, at the rate of six per cent. per annum, then, and in that case, no sale of said road shall take place, and the Governor shall execute and deliver to the said Pacific Railroad Company the deed of conveyance and release provided for in this act, and the said Pacific Railroad Company shall be exempt from all the liabilities and obligations herein specified. But in case the said Company shall, after the payment of the three hundred and fifty thousand dollars above stated, fail to pay the additional sum specified, (being the remainder of the five millions), then, and in that case, the sum first paid shall be forfeited to the State.

Sec. 6. In case of a sale of said road, under the provisions of sections one, two, three and four, of this act, the State of Missouri shall assume the payment of principal and interest on seven hundred thousand dollars in bonds, issued to the County of St. Louis as a loan to the Pacific Railroad Company, under the act of January 7, 1865; and also the floating debt of said Company, existing at the time of the passage of this act, not to exceed the amount of six hundred and fifty thousand dollars.

Sec. 7. In case of a purchase by the Governor, in behalf of the State, as provided in section two of this act, he shall take possession of said road, together with all property and appurtenances belonging thereto, and shall then turn the same over to the Board of Directors hereinafter provided for.

Sec. 8. There shall be elected immediately after the passage and approval of this act, in joint session of the General Assembly, nine Directors, one from each Congressional District. Said Directors shall, as soon as the Governor shall have taken possession of the road, choose one of their own number for President and one for Treasurer, who shall each give bond in the sum of one hundred thousand dollars for the faithful performance of his duties of the State, which bond shall be approved by the Governor and filed in the office of the Secretary of State; and said President and Board of Directors shall thereupon have authority to operate said road, in the same manner and with like powers as the President and Directors of said Pacific Railroad Company are now by law authorized, until said road is otherwise disposed of, as hereinafter provided, and for that purpose may make all needful regulations. They shall make monthly reports, under the oaths of at least three of their number, to the Governor, of all transactions connected with the operations of said road, and shall account for and pay over to the State Treasurer all moneys that may come into their hands, belonging to the State, and derived from the net earnings of said road, taking duplicate receipts therefor, one of which shall be deposited in the office of the State Auditor. The said Auditor shall also draw his warrants on the State Treasurer, upon the presentation of the proper coupons of any interest then maturing on the Dresden mortgage bonds, and St. Louis County bonds above mentioned, for the amount of said coupons, which warrants shall be paid by the Treasurer.

Sec. 9. Within thirty days after the road and the property belonging thereto shall have passed into the possession of the State, the Governor shall publish a notice in such papers as he may deem proper, inviting proposals or bids for the purchase or lease of the Pacific Railroad, and he shall receive such bids and proposals until ten days prior to the meeting of the twenty-fifth General Assembly; and within ten days after the meeting of such General Assembly he shall transmit the same, with a special message, to the said General Assembly, for its action.

Sec. 10. All bids and proposals for the purchase of said road shall assume: First, the payment of principal and interest due and to become due on the one million five hundred thousand dollars first mortgage bonds, issued under the act of February 10, 1864; Second, the principal and interest due on the seven hundred thousand dollars bonds issued by the County of St. Louis to the Pacific Railroad Company under the act of January 7th, 1865; Third, the floating debt of said Pacific Railroad Company existing at the time of the passage of this act, not to exceed the amount of six hundred and fifty thousand dollars. And all bids and proposals for leasing said road shall assume the payment of the floating debt of said Pacific Railroad existing at the time of the passage of this act, not to exceed the amount of six hundred and fifty thousand dollars. And all bids, whether for purchase or lease of said road, shall be based upon a stipulation on the part of the purchaser or lessee to change the gauge of said road to conform with the gauge of the Union Pacific Railroad, Eastern Division, within the period of two years from the date of sale or lease.

Sec. 11. The said Railroad Company shall be subject to the provisions of the general laws of the State now in force (or hereafter to be enacted) classifying freights and fixing the regulations, rates and charges for the transportation of freights and passengers by the railroads in this State; provided that the provisions of this section subjecting the Pacific Railroad to future legislation, shall not take effect for ten years after the passage of this act.

Sec. 12. In case of sale as prescribed in sections two and five, the office of Fund Commissioner is hereby abolished, and all provisions of an act entitled "An act for the extension and completion of the Pacific Railroad to the western boundary of the State at Kansas City, and the North Missouri Railroad to the Iowa line, to complete the Southwest Branch of the Pacific Railroad and to reduce the State Indebtedness," approved February 10th, 1864, applying to a Fund Commissioner and prescribing his duties and powers, are hereby repealed.

Sec. 13. In the event of the sale of the Pacific Railroad, as provided in sections one, two, three, and four of this act, the purchaser or purchasers thereof shall take the same subject to the terms and conditions of a certain lease and contract made and entered into by and between the Pacific Railroad Company and the Boonville Extension of the Osage Valley and Southern Kansas Railroad Company, bearing date the 10th day of February, 1868, under which said lease and contract the Boonville Extension of the Osage Valley and Southern Kansas Railroad Company have leased their road to the Pacific Railroad Company for the term of thirty years from the 15th of September, 1868; and the provisions of such lease and contract shall be and are hereby declared to be binding upon the purchaser or purchasers as aforesaid.

Sec. 14. The South Pacific Railroad Company, when organized, shall have the right to run their trains over the track of the Pacific Railroad from Franklin to St. Louis and return, until the said South Pacific Railroad Company shall construct their road from Franklin to St. Louis, on such terms and for such compensation as the said Companies shall agree upon; or, failing to agree, each of said Companies shall choose a competent Railroad Superintendent, who shall select a third, a majority of whom shall fix said terms; provided such right and agreement shall not continue more than ten years after the passage of this act.

Sec. 15. This act to take effect from and after its passage.

Debt of Illinois.

The Governor of Illinois has issued a proclamation of the intended further reduction, on the 15th of September, of the principal of the State debt, by payment at the American Exchange Bank, New York; the whole amount being $394,000; interest to cease after that date, viz: On bonds issued in pursuance of an "act to fund the arrears of interest accrued and unpaid on the public debt of Illinois," approved February 18, 1857, to wit: Bonds numbered 1,751 to 1,972 inclusive, and 2,078 to 2,120 inclusive, issued to Hope & Co., of Amsterdam. Also, bonds numbered 2,007 to 2,

027 inclusive, issued to Thomas Twining, Perryn House, Twickenham, near London. Also, bonds numbered 2,236 to 2,270 inclusive, and 2,306 to 2,335 inclusive, issued to the Administration Office of Hope & Co., Ketwitch & Voomberg, and widow William Borshi, in Amsterdam. Also, bonds numbered 2,439 to 2,474 inclusive, issued to Sir Samuel Rignold, Knight of the City of Norwich, England. Also, bonds numbered 2,051 to 2,057 inclusive, issued to John Bell, of Enterkine, Tarbolton, Scotland.

Schuylkill and Susquehanna Railroad.

This road is 54 miles in length, extending from Auburn to Rockville. Length of sidings 7 miles. The weight of rail per yard is 45, 60 and 64 lbs. Gauge of road, 4 feet 8½ inches. The company have 7 locomotives, 3 baggage, mail and express cars, 49 freight, and 22 coal cars, all rated as 8-wheel. Number of through passengers on main road 1,408; do.,all classes carried in cars, 68,320. The total amount of tonnage 355,843.

The receipts from operations of this road for the fiscal years ending October 31, 1866 and 1867 have been as follows:

	1866.	1867.
From passengers	$27,865 12	$27,375 62
" merchandise	48,671 70	41,174 15
" coal	58,680 15	68,874 57
" mails	2,950 00	2,950 00
" miscellaneous	7,730 63	6,466 56
Totals	$145,897 50	$146,840 90
Expenses, viz:		
Maintaining the road	$83,020 56	$54,818 52
Taxes on real estate	.....	746 65
Repairs of engines	15,088 60	10,089 83
" cars	6,136 16	7,639 84
" tools	2,972 85	2,419 17
Incidental expenses	4,470 44	2,916 52
Office expenses	787 96	779 26
Agents and clerks	5,739 63	4,391 00
Labor, handl'g freight	1,671 30	669 85
Porters, watchmen and switch tenders	617 12	902 72
Conductors, etc.	7,308 76	7,263 50
Engineers and firemen	8,378 87	8,333 40
Fuel and preparing	12,392 64	11,406 14
Oil and waste	1,272 91	1,590 24
Use of freight cars	7,356 90	5,451 64
Gen'l superintendence	1,500 00	1,500 00
Contingencies	1,584 72	887 73
	$160,249 42	$121,806 01
Deficit	$14,351 92	.....
Earnings less exp.	.....	$25,034 89

Summary of Payments.

	1866.	1867.
Maintaining and operating road	$160,249 42	$121,806 01
Interest	5,820 00	.....
Miscellaneous	2,730 59	3,543 10
State tax on capital stock and tonnage and U. S. taxes	5,331 63	2,945 22
Totals	$174,131 64	$128,294 38

Cost of Road and Equipment.

	1866.	1867.
Total cost	$1,308,686 15	$1,308,696 15

Stock and Debts.

	1866.	1867.
Capital stock	$6,269,150 00	$1,269,150 00
Funded debt	97,000 00	97,000 00
Floating debt	170,722 42	149,218 54
Totals	$1,536,872 42	$1,515,368 54

The capital stock authorized by law is $1,600,000. Par value of each share, $50. The rate of interest per annum on funded debt is 6 per cent. No dividends have been declared.

	1866.	1867.
Miles run by passenger trains	58,803	71,153
" freight trains	42,926	34,124
" coal trains	34,043	37,847
Totals	135,772	143,124

President.—Charles E. Smith, Philadelphia.

Directors.—H. Pratt M'Kean, E. A. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst and Stephen Colwell.

Secretary.—Wm. H. Webb, Philadelphia.

Treasurer.—S. Bradford, Philadelphia.

Gen'l Sup't.—G. A. Nicolls, Reading, Pa.

Superintendent.—U. R. Tracy, Pinegrove.

Lackwanna and Bloomsburg R. R.

This road is 80 miles in length, extending from Scranton to Northumberland. It has no double track, but has a third rail of 21 miles. Length of sidings 13½ miles. Gauge of road, 4 feet 8½ inches. The weight of rail per yard is 56 to 70 lbs. The company have 21 locomotives, 6 first class passenger, 3 baggage, mail and express, 75 freight and 1,200 coal cars. Number of through passengers, 3,694; do., all classes, 269,564. Number of tons of through freight, 6,288. Total tonnage for the year, 796,274, of which 611,196 was anthracite coal.

The receipts from operations of this road for the fiscal years ending October 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$154,219 21	$150,606 27
" freight	653,496 63	628,427 50
" mails	5,994 90	6,007 47
" miscellaneous	5,167 06	5,767 22
Total	$818,877 80	$790,808 46
Expenses, viz.:		
Maintena'ce of way and buildings	$176,782 56	$192,830 44
Taxes on real estate	2,806 06	4,127 78
Repairs of engines	53,492 23	73,299 98
" cars	89,471 57	78,823 33
Office expenses	4,496 71	3,009 59
Agents and clerks, etc.	23,711 64	25,420 49
Porters, watchmen and switch tenders	2,806 31	2,085 49
Conductors, etc.	32,629 69	33,057 60
Engineers and firemen	35,914 45	36,250 33
Fuel and preparing	46,837 91	35,586 67
Oil and waste	16,981 42	14,278 47
Loss and damage	5,159 87	4,929 36
Use of freight cars	21,318 50	19,674 19
Gen'l superintendence	8,333 32	8,499 98
Contingencies	13,125 77	14,592 15
	$533,868 01	$546,465 85
Earnings less exp.	$285,009 79	$244,342 61

Summary of Payments.

	1866.	1867.
For construction and equipment	$35,818 36	$5,384 73
Maintaining and operating the road	533,868 01	546,465 85
Interest	176,062 23	174,294 38
Miscellaneous	73,218 32	108,067 70
State tax on capital stock and tonnage	7,070 84	17,052 64
United States tax	17,760 04	3,943 89
Totals	$843,797 80	$855,209 19

Cost of Road and Equipment.

	1866.	1867.
Construction	$3,789,831 08	$3,231,357 64
Equipment	22,314 96	521,772 40
Totals	$3,812,146 04	$3,753,130 04

Stock and Debts.

	1866.	1867.
Capital stock	$1,335,000 00	$1,335,000 00
Funded debt	2,401,645 00	2,273,295 00
Floating debt	68,880 00	68,880 00
Totals	$3,805,525 00	$3,677,175 00

The amount of capital stock authorized by law is $1,900,000, in shares of $50 each. The rate of interest per annum on funded debt (except $200,000, 10 per cent.) is 7 per cent. No dividends have been declared.

	1866.	1867.
Miles run by passenger trains	126,435	122,268
" freight trains	70,240	98,072
" coal trains	298,075	287,731
Totals	494,750	508,071

President.—Jas. Archibald, Scranton, Pa.

Directors.—Moses Taylor, John J. Blair, John Brisbin, James Blair, Joseph H. Scranton, J. J. Albright, A. H. Reynolds, Samuel Hoyt, Thos. F. Atherton, John C. Phelps, Payne Pettebone and D. G. Driesbach.

Sec. & Treas.—John P. Ilsley, Kingston, Pa.

Superintendent.—H. A. Fonda, Kingston, Pa.

N. Y. Central Underground Railroad.

A bill was passed by the Legislature of New York in April, 1868, incorporating the New York Central Underground Railway Company, and authorizing that company to construct and operate a certain underground railway in the city of New York. The bill was published entire in our last issue. The stock subscription books are now open at the Banking House of Messrs. Brown Brothers & Co., New York. We hope we violate no provisions of law by giving this notice.

Central Pacific Railroad.

The commissioners appointed by the President of the United States, to examine and report upon the section of twenty miles of the road and telegraph line of the Central Pacific Railroad Company of California, commencing at the termination of the 158th mile and ending at the 178th mile east of the initial point at Sacramento, California, have submitted their report to the Secretary of the Interior. It bears date July 16th.

The commissioners represented said section ready for present service, completed and equipped as a first class railroad, and that the telegraph line is completed for the same distance.

The Secretary of the Interior recommends the acceptance of the report and the issue to the railroad company of the bonds due them, under the act of Congress, and of the patents for lands due on the said section, as the company has paid the commissioners the per diem and mileage due them on account of their examination.

The President has approved of the recommendation, and directed the Secretary of the Interior and the Secretary of the Treasury to carry them into effect.

☞ It is stated that the Chicago and Alton Railroad Company have purchased the Belleville road, a short line running southwest from opposite St. Louis, and propose to extend it so that Belleville will be in direct communication with Cairo as well as Chicago.

☞ The affairs of the Hazleton Railroad Company have been so satisfactorily arranged that the work will go on with the most favorable prospects of its completion.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,676,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis 100	125,000	J. A. J&O	Oct.'67 1½
Atlanta and West Point.. 100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina .. 100	5,745,225		
Atlantic & Gt. Western .. 50	11,522,150		
" " " pref.. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,550,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	.....	Jan. '68 3
Bay de Noquet & Marq...100	.....	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3
Belvidere Delaware.....100	997,112	.....	.....
Berkshire*.....100	600,000	J.A J&O	Jul.'68 1½
Bloosburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725 000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref..100	1,340,400	M. & N	May'68 3
Boston and Lowell.....500	1,830,000	J. & D.	Jun. '68 4
Boston and Maine 100	4 076,974	J. & J.	July'68 5
Boston and Providence ...100	3,960,000	J. & J.	July'68 4
Broadway (Boston) 50	325,000	J.A J.O.	Apl.'68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	392,800	.....	.....
Buff., New York & Erie*..100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Cape Cod Branch 50	721,926	J. & J.	Jul.'68 3½
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	.....	Jul.'68 4½
Central of Georgia.....100	4,666,300	J & J	Jul. '68 7
Central of New Jersey....100	13,788,000	J. A J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....	.....	J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Charlotte & S Carolina....100	1,201,000	.....	.....
Chemung*..... 100	880,000	.....	July '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref..100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	.....	.....
Chicago, Iowa & Nebras*.100	1,000,000	.....	Jul. '68 5
Chicago and Milwaukee*.100	2,237,000	.....	.....
Chicago & N. Western....100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 ss
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68$2
" Street	.....	J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,600,250	.....	.....
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	July'68 2
Cleveland and Toledo* 50	4,841,600	J & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4
Concord 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passump. Rivers.100	.....	.....	.....
Do. do. pref.100	1,673,300	J. & J.	Jul.'68 3
Connecticut River.....100	1,650,000	J. & J.	Jul.'68 5
Cumberland Valley. 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk 100	306,900	.....	.....
Dayton and Michigan*.....100	2,384,941	.....	.....
Delaware*..... 50	466,132	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050	.....	.....
Detroit & Milwaukee.....100	452,359	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	.....	.....
Dubuque and Sioux City..100	1,673,641	.....	.....
Do. do. pref.100	1,987,351	.....	Jul.'68 3½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600	.....	.....
East Tenn. and Georgia....100	.....	.....	.....
East Tenn. and Virginia...100	.....	.....	.....
Eighth Avenue (N. Y.) 100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834	.....	.....
Fitchburg 100	4,640,000	J. & J.	Jul. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly	.....	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 5
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	J. & J.	Jan. '68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J. A. J&O	July '68 5
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River 100	13,937,100	., & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,390	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '6 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apr.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	.....	Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,665	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	6,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'68 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	614,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4½
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	.....	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200 000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000	.....	Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615	.....	.....
Maine Central..... 100	1,600,860	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	.....	.....
" " 1st pref. 50	6,486,186	M. & S.	Sep. '66 3
" " 2d pref. 50	4,951,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J & J.	July '68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ..100	11,066,340	August.	Aug. '68 4
" " guaranteed.100	586,500	F. & A.	Feb.'68 5
Middlesex (Boston)..... 100	400,000	.....	.....
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 3
Millville and Glassboro' ...100	366,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	.....	.....	.....
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	.....
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. 68 4
Mobile and Ohio 100	3,588,300	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J & J	July 68 t
Nashua and Lowell..... 100	600,000	M. & N	May '68 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	738,588	.....	.....
N Haven & Northampton.100	1,224,000	J & J.	Jan. '68 3
New Jersey..... 100	5,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	6,256,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,756,281	J. & J.	Jul. '67 8
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400	.....	.....
North Carolina..... 100	4,000,000	.....	.....
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	156,000	.....	May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'68 4
Northern of N. Jersey	158,800	.....	.....
North Pennsylvania..... 50	3,150,150	.....	F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n.100	5,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi 100	20,222,647	.....	.....
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4 848,300	J. & J.	July '68 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	432,400	F. & A.	Feb. '68 4
Pacific of Missouri.....100	3,581,000	.....	.....
Panama..... 100	7,000,000	J.A J&O	July '68 6
Paterson and Ramapo....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,000,450		Jan. '68 3
Philadelphia and Reading 50	21,191,047	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,.00	J. & J.	Jni.'68 5s
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*.....100	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec...100	578,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	.....	.....	Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Peterab g..100	847,000	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	July'68 5
Rutland preferred..... 100	.....	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800 000	.....	.....
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand. Manef. and Newark.100	900,000	.....	.....
Saratoga and Hudson R... 100	1 020 000	.....	.....
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potisv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	655,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	May '68 3
South Carolina 100	2,819,275	.....	.....
South Shore 100	250,625	.....	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000	.....	.....
Staten Island..... 100	860,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,800	M. & N.	M'y'68 2½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,180	.....	.....
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.)....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	.....	.....
" " " 1st pref.100	1,700,000	.....	.....
" " " 2d pref.100	998,176	.....	.....
Tol., Wabash and West... 50	5,400,000	.....	.....
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111	.....	.....
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,45 ,815	.....	.....
Western Union 100	2,687,227	.....	.....
West Jersey 100	781,086	.....	Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,130,470	.....	.....
Wilm. and Weldon..... 100	1,340,273	.....	.....
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4

CANALS.

Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson..... 100	10 000,000	F. & A.	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y'67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct, '67 4

MISCELLANEOUS.

Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,459,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,400,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500 000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal..... —	.....	J. & J.	Jul. '68 4
Mt. Pleasant Coal..... —	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal..... —	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	.....
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000	.....	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	.....	.....
United States Express 100	6,000,000	MJS&D.	Dec.'68 3
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed equipped in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	P c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325,000	—	64,836	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,994	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	50	25	—
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,623,225	1,250,000	—	183,196	736,709	129,635	10	—	66½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	—	54½
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,278	1,125	—	—	—
30 Nov.'67	2.18	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	868	loss.	—	—	—
30 Nov.'67	45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.1[illegible]	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,687	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	89½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	96.000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	803,870	200,000	24,000	117,842	368,851	13.015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'6	22.00	—	—	—	53	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	208,418	56,543	—	100	—
30 Sep.'67	10.7[illegible]	—	—	—	37	Broadway (Brooklyn	266 561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	18.0	—	—	—	108	Broadway & 7th Ave., N. Y.	508,818	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	—	17	Brooklyn, Bath & Coney Isl'd	166,.59	99,850	80,000	85,172	27.253	3,994	—	100	—
30 Sep.'67	70.00	—	—	—	207	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	—	49	Brooklyn City & Newtown	553.340	400,000	200,000	2 ,587	129,267	14,852	—	100	—
30 Sep.'67	.12	—	—	—	14	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep.'67	21. 0	—	—	—	57	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	8.1[illegible]	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	631 915	16,285	—	100	—
30 Sep.'67	4.82	—	—	—	—	Coney Island & Brooklyn	644,672	500.000	141,000	47,727	118,307	228	—	100	—
30 Sep.'67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	—	102	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,300	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Moris'n & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	K ngston and Rondout	78,510	76,000	—	—	27,600	1 520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	8,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73 564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50 000	1,184945	222,222	12	100	—
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	—	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep.'67	4.26	—	—	4	—	V. Brunt st & Erie Bas. (Br'n)	87,000	75,000	12,000	1,534	17,395	2,26[illegible]	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westerv'liet (Albany)	294,388	240,000	134,000	2,700	10[illegible],2	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,966	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & South w'k (Ph.)	766,491	491,650	200,000	—	266,142	56,996	8	50	36
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	114,206	15,878	12½	50	27
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	2	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,593	285,807	—	—	91,888	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	2.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	—
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,759	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,462	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	50½
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	102,750	—	—	131,728	22,160	31½	50	70
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	15
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,591	7½	50	41½
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	66
31 Oct.'67	4.13	—	18	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,665	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	109,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	8,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'n & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:			J. & J.		
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark "	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	—	1883	—
Philadelphia City:			J & J.		
1st Mortgage	140,000	6	—	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,900	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, July 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	6,878,442	6	Jan. & July.	1867	144
Loan of March 31, 1848 ..... registered		6	" "	1868	129
" " " ..... coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	115
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125
" " " ..... coupon		5	" "	1871	127½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	115½
" " " ..... coupon		6	" "	1881	116½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,200	6	Jan. & July.	1881	116½
" " " " ..... coupon		6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,564,855,950	6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	111
" " " (5-20s) ..... coupon		6	" "	1884	111
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	109½
" " " (5-20s) ..... coupon		6	" "	1885	112½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	108½
" " " (5-20s) ..... coupon		6	" "	1886	108½
" " 3d series (5-20s) ... registered		6	" "	1887	108
" " " (5-20s) ..... coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) ... registered	198,449,800	5	Mar. & Sept.	1904	106
" " " (10-40s) ..... coupon		5	" "	1904	109½
Pacific R. R. Bonds ..... (currency)	28,000,000	6	Jan. & July.	'96-'97	102½
Treas'y Notes (7-30s) June 30, '64: 2d series	105,610,650	7.3	June & Dec.	1868	108½
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	109½
Matured Debt not presented	8,578,202	---	presentation.	----	----
Gold Certificates of Deposit	20,298,180	---	presentation.	----	----
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,144,212	---	----	----	----
Three per cent. certificates	50,000 000	---	----	----	----
Fractional currency	32,531,589	---	----	----	----
Navy Pension Fund	12,000,000	---	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) .... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) .... "	648,000	5	Jan. & July.	1876	----
" — " " (") .... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	122
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	90
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	91½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	82½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,423	6	Jan. & July.	1870	99½
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	93½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	6	April & Oct.	'67-'73	----
" —Military Bonds ..... "	645,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Rrilroads) .... "	2,928,000	6	various.	'69-'99	65½
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Lev ee) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100½
" " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'80-'90	----
" — " " (B. & O R.R.) sterl.	3,277,388	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	98
" — " " (Balt & Susq R.R.).	1,000,000	6		1870	98
" — " " (Bounty)	401,000	6		abt.'74	----
" — " " (Ches & Ohio Can.).	30,000	6		1885	----
" — " " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	127
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" — " " "	4,379,500	5	May & Nov.	1894	115½
" — " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	108
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	986,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	90
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	93½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	93½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	93½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'88-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67 '74	100½
" — " " July 1, 1866 ...	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	108
" —Bounty Fund Bonds ..... coupon	2,589,000	7	Jan. & July.	1877	108½
" " " " ..registered	27,726,500	7	" "	1877	100
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1873	101
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	----
" — " " "	800,000	5	" "	1878	91
" —Cana and Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	----
North Carolina—State Bonds	366,000	6	Various.	'69-'78	93
" — " "	3,334,000	6	Jan. & July.	'81-'90	65
" — " "	660,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds (Union Loan)	280,866	6	Jan. & July.	1868	71½
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,096,309	6	" "	1881	101
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	6	Jan. & July.	1875	102
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	----
" — " " ..... registered	5,083,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	5	April & Oct.	1879	95
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	104
" — " " 2d series	7,909,520	6	" "	1882	107
" — " " 3d series	9,270,017	6	" "	1892	109
" —Military Loan Bonds	5,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,306	6	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,800	6	June & Dec.	'71-'78	63½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,'68,398	6	" "	long.	----
" — " " ..... coupon	10,900,000	6	" "	long.	----
" — (new) ..... registered	1,379,500	6	" "	1876	53½
" — " (") ..... coupon	489,300	6	" "	1886	----
" — " " (")	39,600	6	"	1890	----
Wisconsin—State Bond	406,100	6	Jan. & July	77-'90	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412.521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407.018	465.102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	352,169	-----	-----	-----	-----	-----	-----	-----
Chicago and Alton:													
1863	100,850	101,355	104,372	122,084	132,301	145,542	149,127	157.948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	535,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,507	387,260	322,638	360,223	323,080	271,247	3,695,153
1867	343,787	157.832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	230,169	3,892,861
1868	259,539	296,496	361,599	270,386	335,510	378,461	405,616	-----	-----	-----	-----	-----	-----
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,796	144,995	170,937	139,142	160,366	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,318,514
1866	241,895	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251.916	261,488	274,800	404,600	566,408	558,200	415,400	351,600	4,153,912
1868	283,600	231,900	262,800	288,700	308,891	366,200	329,800	-----	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1863	-----	-----	-----	-----	-----	366,100	281,534	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,750	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,681	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	558,948	928,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,369	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,387	800,325	1,038,824	1,451,284	1,508,883	1,210,287	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,844	1,091,466	-----	-----	-----	-----	-----	-----
Des Moines Valley:													
1866	40,129	29,102	37.501	39,600	40,458	39,630	41.212	43.580	65,035	80,588	73,140	50,296	580.271
1867	49,694	36,098	56,859	59,196	61,447	58,999	53,683	69,018	71,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,821	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	13,429 643
1865	1.001,007	947,146	1,256,566	1.458.455	1,133.461	1,177,372	1,202,180	1,381,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,412
1867	including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,891	1,041,646	14,139,300
1868		1,031,320	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Illinois Central:													
1863		299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864		327,900	416,588	459,762	422,797	406,372	510,100	423,578	540,179	799,236	661,391	657,141	603,402	6,329,447
1865		571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866		603,053	503,266	505,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867		647,120	524,871	417,071	440,271	477,027	516,463	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868		519,855	488,089	409,640	467,754	496 666	543,019	-----	-----	-----	-----	-----	-----	-----
Marietta and Cincinnati:													
1865		96,672	87,791	93,763	78,607	76,248	107,525	104,603	115,184	125,252	116,495	116,146	105,767	1,224,068
1866		90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867		94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,883	1,286,971
1868		92,433	81,529	98,482	108,461	95,416	95,924	-----	-----	-----	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1863		248,784	230,508	557,227	268,613	264,935	241,236	139,145	238,012	308,106	375,567	332,360	348,043	3,302,542
1864		256,600	304,445	338,454	330,651	267,126	315,268	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865		363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866		312,846	277,234	412,715	413.970	418 024	384.684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867		305,857	311,088	395,372	409,248	357,749	307,958	313,130	434,318	488,388	530,871	429,785	380,024	4,663,806
1868		362,021	338,335	381,497	455,983	400,486	363,550	401,495	-----	-----	-----	-----	-----	-----
Michigan Central:													
1863		242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864		252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865		306,324	279,137	344,228	287,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866		282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,694	308,669	4,260,115
1867		304,095	283,661	375,210	362.783	333,952	284,977	314,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868		343,216	304,315	326,880	415,765	369,236	326,501	-----	-----	-----	-----	-----	-----	-----
Milwaukee and St. Paul:													
1867		319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868		368,487	350,884	333,281	425,629	566,718	458,094	423,247	-----	-----	-----	-----	-----	-----
New York Central:													
1862		749,163	681,956	710,814	770,223	736,114	610,417	749,571	752,841	992,744	1,018,375	966,228	1,002,798	9,693,244
1863		920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864		921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,506	1,116,820	13,357,709
1865		957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,767	1,524,434	1,526,839	1,486,256	1,117,858	14,575,128
1866		1,086,390	895,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867		901,571	846,853	1,075,773	1,227,286	1,093,731	934,536	1,101,695	1,388,915	1,732,873	-----	-----	-----	-----
Ohio and Mississippi:													
1864		210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,606	332,400	278,008	246,243	276,950	3,311,077
1865		259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866		267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867		242,793	219,065	279,647	284,729	282,930	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868		211,973	231,351	265,905	252,149	204,820	217,082	194,455	-----	-----	-----	-----	-----	-----
Philadelphia and Reading:													
1862		192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,626	4,068,831
1863		385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,802	815,902	746,955	526,009	6,324,083
1864		436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,636	754,551	1,032,149	812,178	9,555,510
1865		653,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866		738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,798	874,974	436,990	10,637,124
1867		500,488	534,561	703,818	836,603	965,358	903,974	864,637	993,104	873,153	966,058	837,351	-----	-----
Pittsburg, Fort Wayne and Chicago:													
1862		298,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	307,525	401,299	364,334	370,963	3,745,210
1863		337,350	366,596	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,842	5,132,934
1864		290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865		690,144	678,504	857,583	733,866	637,186	646,935	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866		559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	664 926	757,441	679,936	556,222	7,467,217
1867		542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,087	784,800	690,596	572,727	7,242,126
1868		492,694	602,753	684,190	776,103	611,914	601,246	-----	-----	-----	-----	-----	-----	-----
St. Louis, Alton and Terre Haute:													
1863		109,808	110,603	120,310	123,115	113,796	123,949	118,077	130,278	153,470	144,736	143,748	162,921	1,554,913
1864		100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865		170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162 694	2,240,744
1866		178,120	155,898	192,138	170,486	168,699	162,532	166,016	222,953	198,854	244,834	212,227	177,364	2,250,142
1867		149,858	149,342	174,163	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,966	180,971	2,218,402
1868		127,593	138,292	149,164	156,388	130,545	140,408	-----	-----	-----	-----	-----	-----	-----
Toledo, Wabash and Western:													
1863		86,321	91,971	103,056	132,111	134,272	152,585	106,554	116,370	150,595	151,052	134,563	111,330	1,439,798
1864		79,735	95,843	132,896	123,987	127,010	156,338	139,026	244,114	243,840	221,570	220,209	205,154	2,050,322
1865		144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866		226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,886
1867		237,674	200,798	270,630	317,052	329,078	304,810	308,591	364,724	382,996	406,766	351,759	323,480	3,900,353
1868		278,712	266,793	263,250	292,285	260,529	293,344	-----	-----	-----	-----	-----	-----	-----
Western Union:													
1865		43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,530	689,382
1866		45,102	36,006	39,301	43,332	86,913	02,918	85,276	60,698	84,462	100,313	75,948	54,468	814,087
1867		59,078	27,667	36,892	40,710	87 852	60,558	58,982	78,525	126,496	120 268	79,431	54,710	774 647
1868		46,415	40,703	39,196	49,281	70,163	77,239	59,762	-----	-----	-----	-----	-----	-----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund, "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1873	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling Fds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1858	
Mortgage Coupon " 1853	1, 44,500	6	April & Oct.	Baltimore.	1886	97½
" " " 1850	602 000	6	Jan. & July.	"	1880	96
" " " 1855	894,250	6	Jan. & July.	"	1875	97
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	88
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	82½
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98
"	200,000	6	April & Oct.	"	1879	100
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	94
Convertible bonds	800,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,362	6	Semi-annual.	London.	1880	
American Loan	3,334	6	"	New York.	1864	
Loan for $500,000	210,604	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct.	"	1875	93
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	93
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	495,000	7	April & Oct.	"	1879	80½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	87
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	
Income	1,192,200	7	Jan. & July.		'57-'80	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,500,000	7	" "	"	1893	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
3d Mortgage, inconvertible	941,000	4½	July.	Frankfort a. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort a. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000		April & Oct.		1883	94

Description.	Amount.	Interest.	When payable.	Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	91½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	79
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
1st Mort. (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99½
General 1st Mortgage	3,600,000	7	" "	" "	1885	92½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	93
Consolidated Sinking Fund	3,040,000	7	F M A. & N	" "	1915	92½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	100½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	300,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mort. age	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,800	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	18-0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,180,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	93
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1886	101
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1873	96
Connecticut and Passump. Rivers:						
1st Mortgage	513,900	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1892	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1878	99½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	8	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,309,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	4,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	98
Five per cent bonds	570,000	5	April & Oct.	"		61
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	82½
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	77
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	93½
Land Security	3,344,600	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1885	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2 499,000	6	" "	New York.	1875	220
Redemption bonds	2,568,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	93
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	220,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'76	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester.						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	93
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						
Scioto & Hocking Val. R. mort.			May & Nov.			78½
Memphis, Clarksv. and Louisv.	800,000	7	" "	" "	1888	
State [Tenn.] Loan	610,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1890	
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1860	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	298,000	8	April & Oct.	" "	1882	116½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	101½
2d General Mortgage	2,693,000	7	" "	" "	1877	96½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,800	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,560	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	101½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		89
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,800	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	98½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " "]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,316	7	var.	" "	var.	
" " " "	45,560	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	455,000	7	Feb. & Aug.	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	94½
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage	928,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.		1891	
Sterling Bonds	2,875,529			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,800	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1876	97½
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$239,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145.0 0	7	" "	"	1868	
Pref. Stock (see'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1875	
Northern Central						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	82½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'62-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	870,500	8	May & Nov.	" "	1873	79½
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386.000	6	Jan. & July.	Oswego.	70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	94½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	'00½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1868-'68)	175,000	6	" "	"	'68-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	79
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	105
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857. (convertible)	171,500	6	" "	"	1886	93
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	92
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500.000	7	May & Nov.	New York	1 90	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000.000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250 000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond and Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423.000	7	Feb. & Aug.	"	1875	72½
Mortgage (Registered)	504,000	7	"	"	1873	72½
Richmond and Petersburg:						
Mortgage bonds	130.500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Boston.	1863	152
2d Mortgage	937,500	7	" "	"	1863	56
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
2d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Steri. Stk g l'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	600,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo. Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	83
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	83½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	262,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600.000	7	May & Nov.	New York.	1883	78½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	100½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	92
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage guaranteed	200,000	6	" "	"	1890	85
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	16),000	7	March & Sept.		1064	
Wilmington and Weldon:						
Sterling Bonds	576 887	6		London.	781	
"	179 777				886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	...	...	.....	*Alabama and Florida*	1,451,336	*	—	877,953	603,500	105,255	1,615,704	84.0	.....	101,102	37,866	—	—
28 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,506	30,991	—	335,010	109,500	21,632	518,966	30.3	.....	55,791	31,852	—	—
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	4,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,282	—	—
30 Jun. '59	57.0	—	.....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	—
31 Dec, '65	469.3	13.5	.....	49.4	21	20	262	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,499	—	—
23 Feb. '67	88.5	28.4	.....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	—
								ARKANSAS.													
8 Nov. '58	38.5	—	.....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	251,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	...	...	.....	Sacramento Valley	1,498,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,804	.....	—
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	—	23.8	53,985	103,333	26,249	8	—
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,366	302,511	—	2,037,940	1,936,740	—	—	122.4	319,433	644,725	186,186	—	—
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	59?,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	.....	62.0	159,074	419,469	13?,922	0	—
28 Feb '66	50 0	—	2 6	—	8	10	80	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	.....	.....	62.0	.....	67,143	loss.	—	—
30 Nov. '67	93.0	8.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	—
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	6	—
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908 906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	145
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,257	66.4	364,521	660,438	204,096	8	92
								DELAWARE.													
31 Oct. '60	34.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	670,000	271,877	1,607,684	34.3	126,681	138,970	41,466	—	—
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	—
								FLORIDA.													
— — '62	154.2	—	.....	150	...	...	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,817	2,536	—	—
— — '62	59.9	—	5.0	—	...	...	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
— — '62	100.0	3.9	10.0	153 5	...	...	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	39.4	.....	.....	.....	—	—
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	.....	291,477	68,880	3½	—
— — '62	92.6	—	8.7	70.9	...	...	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	—
31 Dec. '60	53.0	—	.....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	96,612	—	—
30 Apr. '60	43.5	—	.....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	—
30 Nov. '66	191.0	—	.....	—	49	31	501	Central of Georgia (and Bank)	4,472 000	*	1,949,923	4,666,800	786,000	183 940	6,686,956	229.0	.....	1,734,749	359,214	—	—
31 Mar. '67	171.0	71.0	.....	—	44	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	386,000	241,932	7,175,281	242.0	.....	1,136,142	246 356	6½	—
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	236,241	404.618	212,676	19	—
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	—
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	189,621	1,473,140	71.6	.....	.....	.....	—	—
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,355	3,202.900	437,000	146,067	3,855,741	228.8	306,335	1,006,953	232,551	9	—
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.		138.0	.....	832,243	454,541	—	—
								ILLINOIS.													
31 Dec. '67	280.0	—	.....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280 0	1,672,968	3,802,861	1,743 733	10	137½
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,758,986	10,399,010	5,458,250	365 542	18,957 024	400 0	2,421,566	6,146,862	2,793,463	20	165
31 May, '67	491.0	661 4	30.0	—	24?	138	5,566	Chicago and Northwestern	41,871,570	*	3,992,762	28,021,621	16,25 ,000	1,123,476	45,844,322	1,152	.....	10,161,735	2,226 967	—	82½
31 Mar. '67	181.8	181.8	....	42.?	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100.000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,974,034	1 413,90?	10	109½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4.039,561	*	—	1,648,561	2,350,000	.....	4,214,342	180.0	.....	742,097	377,476	—	—
31 Dec '67	464.8	252.5	.....	—	150	94	3,776	*Illinois Central*	31,328,473	*	19,237,807	23,415,780	10.544,500	—	41,562.280	708.3	3,765,216	7,160,992	3,514,366	10	148½
31 Dec. '67	111.0	—	.....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,186,269	111.0	297,509	784,463	187,005	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	....	—	4,000.000	6,700,000	—	10,700,000	209.0	....	2,215,402	.....	—	44½
								INDIANA.													
— —	224.0	—	.....	—	41	23	765	Chicago and Great Eastern	.....	.....	—	4,390,000	5,600,000	.....	.....	224.0	.....	.....	.....	—	40
31 Aug. '65	132 0	—	.....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125.587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,730	—	—
31 Dec, '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	—
31 Dec, '58	89.8	20.2	.....	—	23	19	513	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,262,284	140.689	3,458,108	110.0	.....	448,858	230,834	0	23½
31 Dec. '64	84.0	—	.....	—	15	...	.....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,372,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	—
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,743	132 0	.....	315,172	117,941	6	100
— — '58	288.0	—	.....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	86½
30 Nov. '66	78.0	—	.....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,983,150	5,000	162,285	2,979,281	78 0	448,584	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	176.5	11	8	275		*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	123,325	466,745	181,417	—	—
31 Dec. '66	142.5	—	.....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,140	3,662,123	960,000	653,958	5,429,203	156 5	319,880	805,271	237,861	—	78
31 Dec. '67	162.0	—	.....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,920 200	2,892,000	796,004	5,607,204	162.0	.....	736,587	309,685	—	—
30 Jun. '65	135.0	95.0	.....	312.0	...	...	.....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	280.0	.....	.....	.....	—	—
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,980,000	237,532	4,375,963	111.8	.....	426,406	227,434	—	—
30 Jun. '67	29.0	—	3.4	— }	14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,221	510,319	163,217	7	—
30 Jun. '67	65.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	—
30 Jun. '67	135.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	334 0	929,488	2,158,874	810,468	8	—
								LOUISIANA.													
31 Dec. '66	80.0	—	.....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730 600	2,504,768	8,628.793	80.0	105,060	414,741	200,220	—	—
30 Nov. '66	206.0	—	206.0	21	23	275		*N. O. Jackson and Gr. Northern*	6,184.172	1,386,874	—	4,697,457	3,551,000	281,157	12,089,635	206.0	.....	1,683,042	586,268	—	—
31 Aug '66	53.7	—	.....	135.3	...	...	.....	*Vicksburgh Shreveport & Texas.*	1,662.691	-	—	1,253.015	248,969	108.434	1,710,819	53.7	.....	.....	.....	.....	—
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can.G.T.June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	—
30 Jun. '62	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	447,596	—	2,950,000	4,250,000	.....	9,008,369	183.6	.....	340,896	.....	—	—
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070.665	7,268,989	234,438	16,017,543	329.3	1,902,098	4,325,490	1,498,713	10	120½
29 Feb. '68	246.0	277.8	.....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,538,230	10,646,200	9,033,640	267,478	20,762,597	523.8	2,387,393	4,747,219	1,880,632	—	86½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	606.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,556,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec, '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec, '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	—
31 Dec, '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	836	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	884,342	328,092	—	—
31 Oct. '59	71.4	—	27.8	7	4	41		*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	—
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	—
								MISSOURI.													
31 Aug. '63	66.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,963,740	*	—	7,158,336	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	85½
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	108,236	8,026,361	182.0	.....	1,020,089	267,804	—	—
31 Dec. '62	152 0	—	3.6	—	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	—
28 Feb. '67	288.0	—	14.4	—	17	41	694	*Pacific*	14,116 635	2,049,674	432,089	3,509,115	9,200,000	1,355,135	15,598,645	309.0	1,199,660	2,675,876	719,230	—	—
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,308,000	1,280,000	2,000,000	—	5,000,000	127.0	.....	.....	.....	—	—
28 Feb. '64	86.5	3.6	5 2	—	16	15	219	*St. Louis and Iron Mountain*	5,487,063	380,029	—	1,971,225	3,601,000	40 568	6,265,109	90.	286,186	290,291	130	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,638	206,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	2,471,500	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,894	529,325	230,825	6	101
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	5,549	Baltimore and Ohio	21,450,651	3,621,755	18,010,717	16,151,962	9,756,011	1,000,221	43,083,124	286.8	3,798,323	10,096,796	4,437,983	10	124
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	30.0	584,848	916,288	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,541	4,648,900	5,764,500	1,812,648	13,068,151	326.0	.....	3,690,868	1,212,159	8	4½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.6	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	3,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	20
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	136
30 Nov. '67	47.0	7.0	45.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,387	3,360,000	—	—	3,759,387	61.8	448,521	1,066,147	277,308	10	136
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,121	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	85,884	66,962	721,928	—	6,184	1,098,587	47.1	88,388	197,951	61,251	6	64½
30 Nov. '67	60.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	125
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	416,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	121
30 Nov. '67	51.0	42.5	76.9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	98.5	505,382	1,101,444	354,744	9	131
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	295,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	99,295	18,346	6	.....
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O. b	y B. & L.	21,780	17,988	6	.....
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,634	81,122	720,000	—	15,000	855,725	74.8	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	905,677	4,848,320	2,870,000	128,000	7,618,306	141.0	826,061	1,881,065	336,310	6	99
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,296	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,916	160,429	8	124½
30 Nov. '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b	y B & L.	17,500	16,688	1½	110½
30 Nov. '67	11.1	0.6	1.6	—	4	3	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,066	207,343	93,908	2,860,000	550,315	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	61
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 891,983	173.6	1,840,291	4,086,707	1,249,296	10	.....
30 Nov. '67	45.7	—	10.6	—	11	15	229	Worcester & Nashua	1,362,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,388	151,360	8	117½
								NEW HAMPSHIRE.													
31 Mar. '67	98.5	—	6.2	—	14	10	282	Boston, Concord and Montreal	2,850,000	*	481,345	1,799,000	1,050,000	80,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	58.6	—	8.0	—	22	15	271	Cheshire	2,689.307	*	280,780	2,085,925	672,200	—	2,970,087	63.6	433,650	688,500	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	660,024	941,821	146,888	9	73
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	135
31 Mar. '67	19.2	—	1.0	—	—	—	—	Manchester and Northweare	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,257	48,317	—	—
31 Mar. '67	99.2	12.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,540	681,301	242,998	8	116½
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,331,251	7,987,413	10,182,137	—	18,169,550	124 2	.....	3,408,511	781,801	10	126½
31 Dec. '67	60.2	—	4.7	—	8	28	93	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,380	127,871	2,265,294	60.2	.....	325,497	147,928	—	11½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,.00	1,500,000	1,649,968	16,918,568	90.0	1,549,446	3,350,398	1,472,376	10	121
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,013,617	3,616,350	6,347,437	1,518,438	11,477,225	87.7	827,528	1,382,840	164,547	3½	65
31 Dec. '67	33.8	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,960,241	33.8	677,201	1,865,903	846,150	10	133
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	—	169,100	300 000	62,145	495,044	25.0	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,564,500	1,068,867	5,262,067	81.0	.....	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	13.3	.....	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	133	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	.....	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,170	434,228	220,215	—	—
30 Sep. '67	36.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	139,078	359,640	600,000	298,512	1,258,152	43 2	20,733	49,159	28,850	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	960,000	2,880,000	Leased	to Erie	Ra	ilway	Co.	238,100	7	85
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,109,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.2	901,351	2,362,280	576,842	10	.....
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,837	Erie	19,247,770	*	5,071,492	25,111,210	22,429,923	3,524,813	54,319,262	784.0	6,458,279	14,317,213	2,662,141	—	60
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 416	6,018,602	—	9,981,500	6,188,000	1,167	17,506,037	150.0	1,698,328	5,111,300	1,886,047	8	138
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,820	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	206.0	482.6	—	289	296	5,610	New York Central	29,759,528	6,334,877	9,429,130	28,537,000	12,089,820	688,879	46,023,538	692.0	6,401,420	11,979,514	3,109,801	6	131½
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,663,697	1,109,365	6,785,050	5,993,525	37,000	12,815,575	162.9	788,120	2,783,699	1,139,369	8	124
30 Sep. '67	113.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,984,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,645	85,516	—	66½
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	op	r. by R.	W & O.	R.R. Co.	—	—
30 Sep. '67	38.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,820	482,400	578,500	4,875	1,413,094	36.3	101,544	256,528	51,630	8	.....
30 Sep. '67	174.9	—	30.0	—	31	53	859	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	95½
30 Sept. '67	25.2	—	1.2	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	29.7	—	37	27	480	Rome, Watert'n & Ogdensb'g	4,000,724	*	587,519	2,400,000	1,834,600	353,643	4,588,243	218 6	—	1,216,471	449,093	10	110
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	600,000	200,000	—	800,000	13.0	49,747	668,896	112,915	10	.....
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	278,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,096	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	195,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	962,732	*	—	831,300	—	121,432	952,732	34.9	83,168	150,375	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	185,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,673	98,650	86,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,845,225	400,000	276,372	2,419,401	94.9	.....	108,953	38,572	—	—
31 May, '67	223.0	—	—	—	28	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,435	223.0	371,012	598,199	loss.	—	—
— — '59	97.0	—	—	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	—	—	17	10	127	Wilmington and Manchester	3,280,178	*	498 366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,089	152,543	—	—
30 Sep. '66	161.9	—	—	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,679,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	35
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	86½
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,000	2,500,000	—	11,250,000	95.5	804,876	2,659 346	973,518	10	91½
30 Nov. '67	101 0	102.5	—	—	68	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	208.5	.....	2,298,322	809,514	—	89
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,188	133,692	8,673,764	188.6	1,228,523	2,492,215	1,107,377	14	101
30 Nov '67	64.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,464,078	—	736,66	1,786,200	243,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,800	344,005	6,417,869	142.0	—	853,368	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,767	*	1,704,128	3,572,400	1,589,000	35,935	5,479,856	158.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,658	3,688,385	316,434	17,429,777	250.8	739,960	1,224,058	445,202	—	—
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,335	1,707,000	461,533	23,500,000	3,888,000	598,693	28,108,918	340.0	.....	3,459,319	286,455	—	30½
30 Jun. '66	153.9	16.0	—	—	28	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	109,318	4,972,746	205.9	346,671	694,220	134,081	—	—
31 Dec. '66	116.0	9.0	—	—	10	9	220	Sandusky, Mansfield & New'k	2,863,425	*	106,623	900,336	2,041,600	28,223	2,970,059	125.0	240,785	420,458	128,800	—	—
31 Dec. '67	464.8	45.2	—	—	105	49	2,189	Toledo Wabash & Western	20,999,000	*	1,755,188	6,700,000	15,494,000	68,670	22,754,183	527.0	1,259,485	2,809,253	1,002,471	—	51½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	—	186.0	13	11	113	Allegheny Valley	2,350,722	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	178,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	166	98	3,422	Atlantic and Great Western	68,812,853	*	26,136	27,798,923	29,910,900	1,049,166	68,538,989	565.7	—	5,195,295	1,620,329	—	—
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	10
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,.95	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,286,020	3,308,000	709,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	116
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,992	—	—
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,376	395,149	4,[illegible]38	5	31½
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	864,300	1,270,200	678,450	2,917,998	100.6	368,004	640,768	202,865	—	—
31 Oct. '67	36.0	15.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,132,550	700,000	—	1,882,550	leas	ed Penn.	—	183,284	7	—
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,[illegible]14	*	—	685,130	1,656,245	—	2,341,375	58 8	149,189	186,451	52,343	—	66½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,235,000	2,273,295	68,850	3,753,1 0	80.0	508,071	790,[illegible]08	28[illegible]345	—	—
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	534,164	193,776	8	—
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.	1,221,378	3,589,764	1,272,069	10	55½
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	86[illegible],000	—	3,514,100	oper	by Read	ing R.R	—	—	45
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	—	302,048	8	55½
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,164	—	6,992,287	64.9	343,012	898,574	361,604	5	3[illegible]
31 Oct. '67	354.9	36.4	480.4	—	423	218	8,537	Pennsylvania	29,115,089	*	5,8[illegible]4,056	21,045,750	13,311 840	891,555	34,949,145	561.8	7,740,290	16,340,156	4,[illegible]5,521	11	52½
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315,164	634,717	298,[illegible]18	10	68½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,000,000	22,473	19,019,173	287.5	1,[illegible]04,825	2,384 731	loss.	—	20½
31 Oct. '67	147.0	20 2	265 6	—	268	78	7,094	Philadelphia and Reading	19,410,393	7,907 514	3,099,019	23,856 101	6,560,825	—	30,416,926	474 8	3,677,457	9,103,496	2,493,542	10	46½
31 Oct. '67	26.5	—	32.2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,686,115	33.3	—	863,705	299,328	10	129
31 Oct. '67	96.0	3 8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,868,300	*	25,000	9,958,300	1,826,000	—	10,884,300	99 8	876,241	2,432 531	890 730	9	86½
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	236,158	902,926	1,776,125	1,500,000	74,863	3,420,992	70.9	339,804	60 [illegible]596	270 419	—	—
31 Oct. '67	458.3	61.6	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,560	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382 623	10	109½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,462	107 811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,883	180,693	10,000	684,036	982,600	133,966	880,602	35.4	167,552	875,[illegible]80	189,706	—	16
31 Oct. '67	42.4	21.8	12.8	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,[illegible]5,990	(ope	rated b	Penn.	—	—	—
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262 569	153,671	8	42
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	183	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	000,000	—	2,920,175	62.0	255,491	486,140	111,881	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	2	21	Charleston and Savannah	801,615	84,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '67	102.0	—	....	—	11	8	105	North Eastern	2,14[illegible],131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	[illegible]17,775	66,687	—	—
31 Dec. '66	136.0	166.0	....	—	47	34	343	South Carolina	8,511,967	*	549,110	5,819,275	3,534,796	447,491	9,827,[illegible]75	242.0	—	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,[illegible]07	47.6	—	29,967	19,187	—	—
30 June '66	36.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	—	—	—	2,141,970	—	—	140.0	10 mos.	441,029	164,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,3[illegible]9,984	*	824,263	657,700	2,175,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	58	50	478	Memphis and Charleston	6,28[illegible]585	1,002,601	2,196,331	5,312,725	3,126 530	921,937	9,431,517	291.0	786,231	1,661,812	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
30 Sep. '65	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,01[illegible],107	99.2	—	367,252	173,729	—	—
1859	47.4	—	2.8	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,360	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	20,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	8,632,982	*	—	2,056,544	1,731,000	—	—	159.0	—	734.118	337,284	6	—
1860	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	598,922	560,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	....	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56.0	—	....	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275 000	240,000	171,560	—	50.0	31,200	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	104,568	—	—
— — '59	25.0	—	....	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	495,706	184,652	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '65	117.0	2.0	26 0	—	54	49	1,068	Vermont Central	3,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	11
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	—	2,250,000	ope	r. by Vt.	Central	180,000	8	161½
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	616,164	793,200	—	—	23.6	—	90,273	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	ope	r.b.Troy	& Bost.	43,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,[illegible]34,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,909,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	—
30 Sep '66	103.5	—	....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680 035	694,000	—	—	103.5	436,729	758,885	42,878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	—	—	—	2,063,656	2,923,000	380,780	—	167.7	6 mos.	300,101	102 661	—	18½
30 Sep. '65	123.3	10.1	....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	—	289,581	49,581	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '67	140.5	1.5	11.2	—	24	16	289	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,761	7,581,446	190.5	810,204	639,662	280,211	—	—
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,850	643,960	96,828	—	78.6	159,961	279,945	145,386	7	—
30 Sep. '66	22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	879,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,004	167,881	60,784	—	—
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,312	85,000	—	—	23.7	12,542	—	—	—	—
28 Feb '67	80.0	—	—	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,366	2,032,947	80.0	168,037	391,577	220,526	—	—
30 Sep. '67	205.0	—	21 3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,428	3,353,679	1,919,550	37 ,297	6,[illegible]79,046	221.8	300,405	554,611	135 648	—	—
Jun. '66	204.7	9.4	19 6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	620,[illegible]21	7,362,250	214.9	278,839	660,022	93,832	—	—
								WISCONSIN.													
1 Dec. '66	196.0	79.0	....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275 0	966,727	2,538,800	934,103	—	76½
1 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milwkee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	—	235.0	—	—	—	—	40
.....	—	—	—	—	—	—	—	Western Union	—	—	—	—	—	—	—	—	—	—	—	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,958,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236.798	67,652	—	18
31 Dec. '52	49.0	—	....	—	16	17	214	Montreal and Champlain	2,462 580	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242.798	117,842	—	63
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	—,210.345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,154,85[illegible]	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,089	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,436	—	26,084,180	357.0	—	5,011,860	1,649,510	1[illegible]	—
31Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,466,615	—	—	—	4,909,980	768,959	5,678,939	98.1	402,670	467,266	191,13[illegible]	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	18	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	54,177	—	—
July,'61	60.0	—	....	—	—	—	....	New Brunswick and Canada	1,402,748	02,[illegible]35	—	1,280,000	18,100	126,000	1,709,232	60 0	—	134 [illegible]58	36,[illegible]79	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,272,401	*	—	4,272,281	—	—	4,272,281	92.0	168,416	139,107	57,181	—	—
	8.							NEW GRANADA.													
				—	11	23	129	Pan ma	6,000,000	*	—	4,[illegible]99,[illegible]14	0	—	10,762,[illegible]75	48.1	—	—	247,[illegible]28	[illegible]28.0[illegible]	—	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	----	----
Camden & Atlantic (preferred)	620,800	7	----	18
Catawissa (preferred)	1,150,000	7	----	35
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	70
Chicago & Alton (preferred)	2,425,400	7	7	138½
Chicago & Northwestern (pref.)	14,789,125	7	7	82½
Cocheeho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	73½
Hannibal & St. Joseph (preferred)	5,263,856	7	----	87
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	29
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	106
" " " (2d pref.)	841,400	7	7	99½
Milwaukee & St. Paul (preferred)	7,370,900	7	----	83½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	3	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	6	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73½
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	----	----
" " " (2d pref.)	908,400	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	45½
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,403,300	7	7	----
White Mountains (guarantied)	200,000	6	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18...	30
Delaware Division:					
1st Mortgage	500,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1870	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85½
2d Mortgage	3,960,670	6	J. & J.	1882	70½
Improvement	1,801,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	316,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59½
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1872	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Marke Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	----	38½
Chesapeake and Ohio	100	8,226,595	----	----
Delaware Division	100	1,633,350	----	50
Delaware and Hudson	100	10,000,000	10	130½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	74½
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	----	11
" " (preferred)	50	2,888,988	----	22
Susquehanna and Tide Water	50	2,048,260	----	15
Union	----	----	----	¼
Union (preferred)	50	2,787,000	----	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	35

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	42	@ 45 —
Pig, American, No. 1		40	@ 42 —
Pig, American, No. 2		36	@ 38 —
Bar, Refined, English and American		81	@ 87 50
Bar, Swedes, assorted sizes	(gold).	87 50	@ 90 —
		Store Prices.	
Bar, Swedes, ordinary sizes		— —	@150 —
Bar, English and American, Refined		— —	@ 95 —
Bar, English and American, Common		— —	@ 85 —
Scroll		125 —	@170 —
Ovals and Half-round		120 —	@150 —
Sand		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ⅜ @ 3-16 inch		100 —	@160 —
Hoop		132 —	@185 —
Nail Rod	per lb.	— 9	@ — 10
Sheet, Russia, Med. No.'s		— 13½	@ — 14
Sheet, Single, D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	51 50	@ 52 —
Rails, American (at works)		79 —	@ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring (2d and 1st qlty.)		— 10	@ — 12½
English Blister (2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German, (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 10½	@ — 16
American, Cast, Tool, do.		— 19	@ — —
American, Spring, do.		— 10	@ — 13
American Machinery, do.		— —	@ — 13
American German do.		— 10	@ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 33
Bolts		— 33	@ — —
Braziers'		— 33	@ — 42
Sheathing, &c., Old		— 18	@ — 20
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 26
American Ingot		— 23½	@ — 24½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 25	@ 6 40
German Refined	(gold)	6 30	@ 6 50
English	(gold)	6 30	@ 6 87½
Bar	(net)	10 —	@ — —
Pipe and Sheet	(net)	12 —	@ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½	@ — 27
Straits	(gold).	— 23½	@ — 24
English	(gold).	— 24	@ — —

	Gold.		Currency.	
Plates, I.C. Charcoal, p. box	8 37½	@ 8 50	12 25	@ 12 75
Plates, I. C. Coke	6 87½	@ 7 50	10 —	@ 11 —
Plates, Coke Terne	— —	@ 6 25	9 25	@ 9 50
Plates, Charcoal Terne	7 75	@ 8 12½	11 50	@ 12 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 17½	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 23
Refined, free, S. W.		— —	@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 32½	@ — 33
Refined, in bond, Standard White		— —	@ — 34½
Refined, in bond, prime White		— 35	@ — —
Naptha, Refined, (60 @ 63 gravity)		— 18	@ — 20
Residuum	per bbl.	— —	@ 3 80

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	Th30.	F.31	Sat.1.	M.3.	Tu.4.	W.5
Atlantic M. S. S. Co	----	----	----	15	----	----
Boston, Hartford & Erie	18½	18½	19½	19½	19½	19½
California 7s	----	----	----	----	----	----
Canton Co.	----	----	43	----	----	----
Central of N. Jersey	121	120½	121	----	121	121
Chicago & Alton	137½	137½	----	----	----	----
" " pref.	----	----	----	----	138½	138½
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	----	79½	----	79	----	----
Chic. & Northwest'n	82	83½	----	82½	81½	----
" " pref.	82½	82½	----	----	81½	----
" " 1st M.	----	----	----	92½	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	94	----	----	92½
Chicago & Rock Isl.	109½	110½	110½	111½	110½	111½
" "1st M. '70	----	----	99½	----	----	----
Chi., R. I. & Pa. 7s 1886.	94½	----	----	----	94½	----
C., C., C. and Ind.	----	----	88	88½	86½	86½
Clev. and Pittsburg	89½	90	----	89½	86½	87
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	102½	103	102½	102	102	101½
" "S. F. 7 p.c.	----	----	----	----	----	101
Clev., Painesv. & Ash.	99½	99½	100	99½	99½	----
Cumberland Coal pref.	33	----	----	----	----	----
Del. & Hudson Canal	131	----	----	130½	----	----
Del., Lack. & West.	----	----	----	----	----	----
" "1M. 8 p.c. '71-5.	----	----	----	----	----	----
" 2M. 8 p.c. '81	100	----	----	----	----	----
Erie	68½	69	68½	67½	69½	67½
" pref.	----	----	----	74	----	73½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	----	78	----	78	77½	----
Hudson River	138½	----	----	137½	----	140
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	105	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	----	----	150	151	----	149
" bonds	----	----	120	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" pref	----	----	----	----	----	119½
Michigan Central	119	----	----	----	----	----
" S F. 8 pc. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	112	----	----
M. S. and N. I.	92½	92½	----	88½	87	85½
" " 1M. S. F.	----	101½	----	----	----	101½
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	106	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	77½	76	76	----	74½
" pref.	83	83½	83	83	80½	81½
" 1st mort.	93	----	----	----	----	----
" 2d mort.	----	----	----	----	----	----
Missouri 6s	92½	92½	93	94	93½	93½
" iss. to H. & St. J. R.	----	----	----	93½	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	65	----	63	----	----	----
" 1st mort.	101	101½	101½	----	----	----
" 2d mort.	92½	----	----	----	----	89½
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	136½	136½	132	132½	130½	131
" 7s, S.F. '76	----	----	----	----	----	----
" 7s conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	----	96½	----	96½	----	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7p.c. '73	----	----	----	----	----	103
N. Y. and N. Haven	----	----	145	----	----	----
N. Carolina 6s ex-coup.	72½	69½	69½	70	69½	71
" new	71	68½	69	69	69	72½
Ohio & Miss.	30½	30½	30½	30½	29½	29½
" " pref.	----	----	----	----	78½	----
" " 1st m.	----	----	----	----	----	95½
Pacific Mail S.S. Co.	101½	101½	101½	101½	101½	100½
Panama	330	----	----	----	----	----
Phila. and Reading	94½	95½	----	96	93½	90
Pitts. Ft. W. & Chicago	110	110½	110½	110½	109½	109½
" " 1M.	103	----	----	----	103	103½
" " 2M.	----	98½	----	98	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	----	----	----	----	21½	22
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
" " 1M.	----	----	----	----	94	94
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	82	----	----
Tennessee 6s. ex-coup.	66½	62½	63	65	63½	65½
" new	64½	61	62½	64½	63	64½
Tol. Wab. & Western.	51½	----	51	50½	49	50
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	94½	----	----	----	----	90½
" " 2M.	----	----	----	----	----	83½
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	54½	52½	----	55	----	53½
" new	54½	51½	52	53½	----	53½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	Th 30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	127½	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	108¼	----	108½	108½	108⅝	109½
U. S 5s, 10-40s, reg.	----	----	----	104½	----	106
U. S. 6s, 1881, reg.	115⅛	115½	----	115½	----	115⅝
U. S. 6s, 1881, cou.	115¼	115⅝	115⅝	115⅝	115⅝	116
U. S. 6s, '81, O.W.Ly	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	----	109½	----	109⅞	109⅞	
U. S. 6s, 5-20s, c. '62	114⅛	114⅛	114⅛	114⅛	114⅛	
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	111⅛	111⅛	110⅞	110⅞	111	
U. S. 6s, 5-20s, reg. '65.	----	109½	----	----	109⅝	
U. S. 6s, 5-20s, c. '65	112⅛	112⅛	112⅛	----	112⅝	
U. S. 6s, 5-20s, r. n. '65.	108⅛	----	108⅛	----	----	
U. S. 6s, 5-20s, c. n. '65.	109⅛	108⅝	108⅝	108⅝	108⅝	
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '67.	109⅛	109⅛	109⅛	109	109	109
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	----	----
U. S. 6s, 5-20s c. '68.	109⅛	109	----	109	109	109
7.30 Notes, 2d series	----	----	109½	----	----	----
" " 3d series	108⅛	----	109½	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	W.29	Th 30.	F.31.	Sat.1.	M.3.	Tu.4
Catawissa	----	----	----	----	----	----
" preferred	34½	34	34	33⅝	33½	33
Camden & Amboy	127	126	126	----	126¼	----
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	----	----	----	----
" " 6s,'83.	93	----	93	----	----	----
" " 6s,'89.	----	----	----	----	88	----
" mort. 6s,'89.	----	97	97	----	97	97
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21⅞	22½	22½	22	21⅞	21½
" " 6s, '84.	----	82½	----	----	82	----
" " Gold L.	88½	88½	88½	88½	88½	88½
Lehigh Valley R. R.	55⅞	56	56	55½	55½	55½
" " 6s	----	----	----	95½	----	----
Little Schuylkill R. R.	44½	45½	45	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	56	----	----	56	55½	55⅞
Morris Canal	----	----	----	----	----	----
" " pref.	74½	----	----	----	----	72
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	32½	----	----	----	----	----
" " 6s	----	----	----	90	90	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	53½	53	53½	52½	53	52⅞
" 1st m.	100½	100½	100½	----	100½	----
" 2d m.	100	100½	----	----	----	----
Penn. State, 6s 1st series	----	104	----	104	104	----
" " 6s, 2d series	----	----	----	----	----	----
" " 6s, 3d series	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	102
Philadelphia City, 6s	99½	99½	99½	----	----	----
" " new	102½	103	103½	----	103½	103½
Philad., Germ. & Nor.	----	----	----	----	68½	----
Phila. & Reading	47⅛	47⅛	47⅛	47⅛	47⅛	47
" " 6s, '70.	105	105	105	----	----	----
Philadelphia & Erie	----	----	----	----	----	26½
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	22	----	----	----	----
" " 6s '82	----	----	----	----	70	70
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78.	59	59½	----	----	59½	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	35	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	50½	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	W.29.	Th.30.	F.31	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1886	----	----	----	----	----	----
" " 1890.	97	97	----	97½	97½	----
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds '75	97	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85.	97½	----	----	----	97½	----
Marietta & Cin. 1st m.	95	----	96	----	----	93
" " 2d m.	78½	----	79½	----	78½	78½
Northern Central	49½	----	----	49½	----	----
" " b'ds, 1885.	----	----	----	----	----	----
" " " 1900.	----	----	----	----	----	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	18	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Albany	146¼	146½	146½	147	147	147
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	----	135	----	136
Boston, Hartford & Erie	18½	18½	19½	19½	19½	20
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	73
Connecticut River	----	----	----	----	----	----
Eastern	----	----	----	121	----	121
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	119	----	119	----	----	----
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	68	68½	----	----	----	----
Old Colony & Newport.	97½	97½	97½	----	----	99
Ph., Wil. & Baltimore	----	55½	56	56½	----	56½
Portl'd, Saco & Ports.	100½	----	101	----	----	----
Vermont & Canada	----	----	----	101½	----	----
Vermont & Mass.	----	----	61	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	100	----	99½
Metropolitan "	----	----	68½	----	----	66½
Middlesex "	----	54½	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	21	----	----	20	----	----
Franklin "	----	----	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities July 17th, and 24th:

	Closing Prices. July 17.	June 24.
United States, 5-20s, 6 per cent 1862.	72¼@ 72¾	72⅛@ 72¾
Do. do. 6 do. 1864.	70 @ 72	70 @ 72
Do. do. 6 do. 1865.	71¼@ 71¾	71¼@ 71¾
Do. do. 6 do. 1868.	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	34 @ 36	34 @ 36
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	63 @ 68	65 @ 70
Do. do., 2d mort., 1881	57 @ 62	60 @ 65
Do. Penn., 1st mort., 1877	63 @ 68	65 @ 70
Do. do., 2d mort., 1882	57 @ 62	60 @ 65
Do., consolid. mort. bonds, 1890	35 @ 36	40 @ 41
Detroit and Mil. 1st mort. 7 p. c. 1864	60 @ 62	60 @ 62
Erie shares, $100 (all paid)	43¼@ 44¼	43 @ 44
Do., sterls. 6 p. c. conv. bonds	74 @ 76	74 @ 76
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	94 @ 95	95 @ 96
Do., 7 p. c., 1875	78 @ 82	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.	105 @107	106 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	94 @ 96	94 @ 96

American Railroad Journal.

Saturday, August 8, 1868.

Stock Exchange and Money Market.

The Money Market has been uniformly well supplied all through the week, now under review. The offerings, particularly on call, have been decidedly liberal, both on bank and on private account. The demand from speculative sources has been somewhat brisker, but has been promptly responded to at from 3@4 per cent. as the ruling figures. The mercantile inquiry from local and country borrowers has likewise been more animated; but all the really choice to good business paper that has been offered in the street has been readily discounted at from 5@7, chiefly at from 6 @7 per cent. per annum. The city banks made a further handsome addition to their deposit and legal tender averages, in each instance, to an amount exceeding 1⅜ millions; while they reported a loss of only a small sum, in the specie line. On the other hand, they were obliged to contract their loans over a million dollars, because of the diminished call for aid from their customers. A slight reduction was also made in their circulation. The U. S. Sub-Treasury has disbursed, since our last, some four and a half millions more than it received from all sources. It held a cash balance on Tuesday evening of $78,421,279, against $80,133,186 on the 1st inst., and $89,125,661 on the 1st of July. The business of the office on Monday of this week was unusually heavy in both lines of income and expenditure. On Monday, a draft for the $7,200,000 appropriated to pay for Alaska, was provided for at the Bank of Commerce. This amount was, of course, in coin, or the certificates representing coin.

The specie reserve of the city banks is now $20,502,787, against $6,461,949 same time last year. The city bank deposits are now $228,104,754, against $201,153,754 week ending Aug. 3, 1867. The legal tender reserve amounts to $73,638,061, against $75,098,762 same time last year. The circulation now stands at $33,957,305, against $23,559,117 same time last year. The loans are now $279,311,357, against $254,940,016 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $74,855,699 a day, against a daily average of $81,196,000 the preceding week, and $84,243,743 the week ending with July 18, 1868. The current week's exchanges average about $104,656,384 a day. The city banks, last week, gained $1,402,475 of legal tender, and $1,343,205 of deposits. They lost $301,364 of specie, while they reduced their loans, $1,033,598; and their circulation, $6,068.

The New York Gold Exchange Bank reports for the week ending Saturday, the 1st day of Aug., 1868, the average amount of loans and discounts as $1,121,434; average amount of specie, $869,981; average amount of deposits, $1,443,468.

The Philadelphia Bank movement the past week shows an increase in loans of $316,800; a decrease of $8,605 in specie; an increase in legal tenders of $546,283; an increase of $1,121,946 in deposits; and an increase of $1,399 in circulation. The Bank Clearings show a decrease of $2,707,278, and the balances, a decrease of $575,307.

The U. S. Sub-Treasury receipts, week ending with Aug. 3, were $15,677,954, including $2,430,801 from customs duties; payments, $15,000,825, including $92,000 of coin interest; balance at the close of the week, $82,041,604, against $81,364,472, at the close of the preceding week, showing a decrease of $677,129. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $16,517,789 including $353,468 from customs; and payments, $18,930,507; on Tuesday, receipts, $4,875,225 including $574,000 from customs, and payments, $8,580,831. The balance at the close of business on Tuesday stood at $78,421,279, against $82,904,000, a week previous; and $81,916,656, on July 22, 1868. The aggregate receipts of the office from all sources in July, were $94,561,982; aggregate payments, $103,554,458. The balance on the 1st inst., was about nine millions below that on the 1st ult., which amounted to $89,125,661.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,900 on the 1st of May, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $708,000, and retired $2,336,800 through the receipts for customs.

The coin certificates issued by the Sub-Treasury office, during July, reached $8,939,060.

National Bank notes to the amount of $123,500 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,106,116, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,198,898, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,907,218. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,611,800; and for the public deposits, $38,047,950—making a total of $379,659,750. The Treasury Department last week redeemed and destroyed $563,158 of worn and mutilated fractional currency, and issued $498,778 of new. The outstanding amount of fractional currency on the 1st of June was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government derived a moderate income, last week, from both excises and customs. The excises, last week, yielded some three millions; customs at the port of New York, $2,430,801, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $7,685,950 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $13,500,000. Special Commissioner Wells, in a late official summary, says the National income from all sources, year ending with June 30, 1868, was $406,300,000 (including ($163,500,000 from customs, $193,000,000 from excises, and $49,800,000 from miscellaneous sources,) against expenditures of $371,550,223, (including $146,231,380 of ordinary, and $225,318,845 of extraordinary disbursements,) in the same fiscal year. He estimates the aggregate expenses of the Government for the current fiscal year of 1868–'69, ending with June 30, 1869, at about $289,000,000. He further estimates the amount of taxes abated or repealed, since the close of the war, at $167,269,000.

The Gold speculation has been quite spirited, since our last, the operators for a rise having been sturdily pushing their interest. The demand has been mainly from investment sources. The reduction, real or apparent, of the coin reserve of the Government, by the large appropriation of specie, to pay for Alaska, and the anticipated outflow of this amount, have been made use of as circumstances favorable to the purposes of the inflationists. The crop advices, particularly from the South, and the reports of the political situation have been interpreted adversely to the public credit. The export and customs drain of specie, however, has been moderate, the former unusually so. The range of the price of gold, during the week, has been from 144⅝@148¼, and the closing figures on Wednesday were 148@148⅛. The exports of specie last week considerably under a million; thus far this week, they have been $1,093,000, including $93,000 on Tuesday, and $1,000,000 on Wednesday. The customs revenue of the Government at this port in July amounted to $9,555,594, against $9,794,404 same month in 1867.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $4,214,256, against $1,743,560 same time last year. The customs demand for Gold last week, averaged $405,133 a day; thus far, this week, it has been equal to $418,750 a day, or equal to a weekly aggregate of $2,512,500. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $56,756 and from California, $1,275,075. The total customs revenue of the Government, in coin, at this port, during the fiscal year ending with June 30, 1868, was $113,529,891, against $122,667,016 in the preceding fiscal year. The customs revenue in coin at this port, since Jan. 1, 1868, has been $66,470,956, against $71,260,915 same time in 1867. The total receipts of California gold at this port, in the last fiscal year, ending with July 1, 1868, were $36,726,790, against $38,338,762 in the preceding fiscal year, showing a decrease of $1,611,972 in 1867–'68. The receipts from the same source, since Jan. 1, 1868, have been $25,557,477, against $17,823,182, in 1867, showing an increase thus far in 1868, of $7,734,295. The exports of specie, hence, year ending with July 1, 1868, were $76,256,594, against $41,366,932 same time in 1866–'7. The exports of specie from this port, last week, were only $715,592, against $1,161,806 same week last year; total, since Jan. 1, 1868, $59,688,157, against $37,427,856 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $92,000; since Jan. 1, 1868, $59,065,580, against $39,157,199; and during the last fiscal year, ending with June 30, 1868, $73,485,386, against $54,218,392 in 1866–'7. The specie exports from San Francisco, from Jan. 1, to July 20, 1868, were $22,906,125, against $22,927,189 same time last year.

Government received $4,601,413 from customs at the port of San Francisco, from Jan. 1, to July 20, against $4,061,881 same time in the preceding year.

Foreign exchange has been quite slow of sale, most of the week, on a comparatively liberal offering of bills, particularly of second class, the presence of which on the market has been operating against the interests of drawers. Bankers' prime sixty day bills on London closed on Wednesday at 109¾@110¼, and on Paris to 5.18¾c.@5.13¾; sight bills on London to 110⅛@110⅜, and on Paris to 5.13¾c.@5.12½. The offering of produce bills has been light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,505,994, against $1,615,117 same week last year; total, since Jan., 1, 1868, $99,079,058, against $112,534,844 in 1867; and grand total, during the fiscal year ending July 1, 1868, $179,784,280, against $195,544,905 in 1866–'67.

Government securities have been only moderately active, most of the week. The six per cent. coin bearing bonds of 1881, and the Five-Twenties of 1862, together with the coupon Ten-Forties have been in most favor, particularly for shipment to Europe. The later issues of the Five-Twenties have been in rather limited request for home investment purposes. The Seven-Thirties of all denominations have practically disappeared from the market. The most extended privilege of converting these notes into Five-Twenty bonds—that on the last or July issue—matured on the 1st inst. The small amount of the notes now outstanding will be redeemed in currency, exclusively. The conversions of the notes in July, through the U. S. Sub Treasury in this city, amounted to $15,585,650, or equal to about half a million a day for each of the 31 days in the month. The later dealings in the funds, on Wednesday, indicated more firmness and animation. A considerable *short* interest has been made in Ten-Forties, which have not been plenty, and which have been advanced to a relatively extravagant price.

U. S. sixes of 1881 closed here on Wednesday at 115⅞@116; U. S. Five-twenties of 1862, 114⅝@114¾; U. S. Five-twenties of 1864 at 111@111⅛; U. S. Five-twenties of 1865 at 112⅜@112½; U. S. Five-twenties of 1865, consolidated, 108⅝@108⅛; U. S. Five-twenties of 1867, 108⅞@109; U. S. Five-twenties of 1868, 108⅞@109; U. S. Ten-forties at 109⅜@109⅝, U. S. Six per cent. currency bonds, 102⅝@102⅞. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....119	October, 1865....118
September, 1865..118½	

U. S. three per cent. certificates 100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 22.	July 29.	Aug. 5.
Consols	94¾	94½	94⅜
U. S. 5-20's of 1862	72⅞	72½	71½
Erie	42¾	43¾	37¼
Ill. Central	96	94⅝	92⅝

The railway and miscellaneous share market has been violently disturbed by a vigorous *bear* movement against Erie common stock, which carried down the going rate for this property fully 11 per cent. in two days, the severe depression in this particular instance operating quite adversely on the whole list. The transactions in all share property were on a restricted scale, and the general market closed very feverishly.

The bond and mortgage dealings of the week have been comparatively fair in amount.

In domestic produce, more activity has been noticed, particularly in Breadstuffs, Provisions and Tobacco, at generally advancing prices. Cotton has been less sought after. Middling upland cotton closed heavily on Wednesday at 29@29¼ cents per lb. The stock of cotton now here is estimated at about 45,000 bales. The receipts at the port this week, have averaged only about 1,100 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,189,000 bales, against 1,871,000 bales same time last year; exports, same time 1,706,500 bales, against 1,555,000 bales same time last year; stock on hand at latest dates, 60,000 bales, against 135,000 bales same date last year. At the Live Stock market, this week, Beeves have been in much better supply and less demand at from 12@17c. per lb.; week's receipts, 7,078. Veal calves in fair request, but quoted heavy at from 7@11½c. per lb.; receipts, 1,138. Sheep and lambs have been unusually abundant and decidedly lower, ranging from 4@6¾c., and 8½@9½, respectively, per lb.; on a restricted trade; receipts, 22,933. Swine have been in in fair demand and rather firmer, at from 10½@11c. per lb., all live weight; receipts, 18,550. Foreign merchandise has been in moderate

supply, as a rule; but the demand has not been active; and the changes in prices have not been important.. The total imports of foreign dry goods, last week, were $2,185,819, and the total amount marketed $1,745,717. The value of foreign merchandise imported last week, was $3,509,347—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,695,166, against $3,488,374 same week last year; from Jan. 1, 1868, $145,173,534, against $149,888,106 same time in 1867; and year ending July 1, 1868, $238,283,518, against $269,831,007 in 1866–'67. The freight market has been less active and rates have been quoted lower, chiefly on grain freight for British ports. For Liverpool we quote flour at 1s. 4½d. @1s. 6d. by sail, and 1s. 7½d.@1s. 9d. by steamer, per bbl.; grain at 4@4½d. by sail, and 5@5½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and $\frac{3}{16}$d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday 507.

The New York exports, exclusive of specie, for the week ending Aug. 4, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$1,615,117	$2,505,994
Prev. reported	110,919,727	96,573,586
Since January 1	$112,534,844	$99,079,058

The imports for the week ending August 1, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,382,127	$2,185,819
Gen. merchandise	2,106,247	3,509,347
Total for the week	$3,488,374	$5,695,166
Previously reported	146,399,732	139,478,368
Since January 1	$149,888,106	$155,173,534

The balance in the Sub-Treasury on Wednesday was $78,582,601 08.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns —

New York.—New York State 7s, Bounty Loan, reg., 109; Connecticut 6s, 100; Georgia 7s, 91½; U. S. 6s, Pacific R.R. issue, 102⅞; Brooklyn 6s, W. L., 96; Jersey City W. L., 93; Chicago and Northwestern Equipment 10s, 100¾; Toledo, Peoria and Warsaw 1st mort., W. D., 80; Toledo and Wabash Equipment bonds, 73½; Milwaukee and St. Paul 8s, 107; do., 7.3s., con., 100; Hannibal and St. Joseph R. R., 85⅞; do., pref., 87; Chicago and Great Eastern R. R., 40; Second Avenue R. R., 46½; Boston Water Power Co., 17⅛; Adams' Express, 52⅜; U. S. Exp., 45½; Merchants' Union Exp., 24; American Exp., 45; Wells-Fargo Exp. Co., 26½; Union Navigation, 27; Brunswick City Land, 8½; Western Union Telegraph Co., 34⅝; do., 7s, 89⅞; Merchants' Bank, 121; Butchers' and Drovers' Bank, 130; Fourth National Bank, 104½; Phœnix Bank, 108; Ocean Bank, 109; Am. Ex. Bank, 121; Metropolitan Bank, 138; Central National Bank, 108½; Bankers' and Brokers' Ass., 99; Bank of Commerce, 122; Importers' and Traders' Bank, 127; Continental Bank, 103; Marine Bank 150; Park Bank, 152; Bank of Republic, 125½; Irving Bank, 110; Black Hawk Gold, 6.50; Benton Gold, 0.25; Bennehoff Run Oil, 1.00; Consol. Gregory, Gold, 4.70; Edgehill Mining, 3.50; Montana Gold, 0.51; Quartz Hill, 1.05; Rocky Mt., Gold, 0.12; Rynd Farm Oil, 0.17; Smith and Parmalee, 4.00; United States, petroleum, 1.25; Wallkill Lead, 0.15.

Philadelphia.—Elmira and Williamsport 5s, 61; Phila. and Reading 6s, 1844–'80, 92; West Jersey R. R. 6s, 92; Belvidere Delaware 2d mort., 88; Pa. and N. Y. Central 7s, 94¾; Lehigh Nav. 6s, R. R., loan, 88¼; Western Penna. R. R. bonds, 82; Pemberton and Hightstown R. R. bonds, 100; North Pennsylvania 7s, 90; Fifth and Sixth streets R. R., 36; Thirteenth and Fifteenth, 15; Delaware Division Canal, 50; Wyoming Valley Canal, 35; Pennsylvania State 5s, 1870, 100½; Big Mt., Coal, 5⅞; Locust Mt. 47¾; Ocean Oil, 1; Mechanics' Bank, 31⅛; Central National Bank, 121; Consolidation Bank, 44; Commonwealth Bank, 61; Bank of North America, 241¾; Manufacturers' Bank, 31⅛; Farmers' and Mechanics Bank, 128½; Girard Bank, 60. The latest quotations are: City 6s, 99¾@100; do., free of tax, 103⅝@103⅞; State 5s, reg., 100@100; do., coupon, 99¾@100; do., 6s, W. L., 101¾@103; Reading, 45¾@45¾; do., 6s, 1870, 104@105; do., bonds, 93@—; Camden and Amboy, 126@127; do., mort. 6s, 1889, 96¾@97; do., 1883, 89@—; Penn. R. R., 52½@52¾; do., 1st mort., 100@100½; do., 2d mort., 99½@100¼; Little Schuylkill R. R., 44½@44½; Morris Canal, 33@50; do., pref., 70@72; do., bonds, 86@90; Wyoming Valley Canal, 34@35; do., 6s, 80@81; Susquehanna Canal, 14@15½; do., 6s, 59@60; Sch. Nav., 11@12; do., pref., 19@19½; do., 6s, 1882, 69¾@70½; Union Canal bonds, 12@13; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 31@31½; do., pref., 42@45; do., 7s, 1873, 93¾@94¼; do., 5s, 60@62; Lehigh Coal and Navigation, 21@21⅜; do., bonds, 1884, 82@82¼; North Pennsylvania, 33@34; do., 6s, 90@90; Philadelphia and Erie, 26@26¼; do., 6s, 91@92; Minehill, 55¾@56; Catawissa, 9½@12; do., pref., 33@33½; Lehigh Valley, 55¼@55½; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 51@51; West Philadelphia, 62@66; Spruce and Pine, 23@24; Green and Coates, 31@—; Chestnut and Walnut, 44@50; Thirteenth and Fifteenth, 15@16; Girard College, 26@27; Tenth and Eleventh, 66@75; Union, 43@44; Hestonville, 10¼@10½.

Boston.—Ogdensburg and Lake Champlain pref., 104; Connecticut and Passumpsic Rivers R. R., 91; Troy and Greenbush pref., 45½; Indianapolis and Cincinnati, 26½; Union Pacific R. R. 6s, gold, 100½; Old Colony and Newport 6s, 96¼; do., 7s, 103; Burlington and Missouri River 8s, 104; Sandusky, Dayton and Cincinnati 6s, 1900, 75; Boston, Hartford and Erie 7s, new, 62; do., scrip, 50; Vermont Central and Vermont and Canada 8s, 103; Vermont Central 1st mort. 7s, consolidated, 81¾; do., 2d mort., 42½; Central Pacific R. R. 6s, gold, 100¾; Rutland and Burlington 1st mort., 152; North Missouri 7s, 83½; Boston Water Power Co., 16¾; Cary Imp., Co., 10¼; Ophir (N. S.) gold, 1.12½; New Hampshire 6s, 1873, 100⅛; Massachusetts 6s, 1876, gold, 126½; do., 5s, 1883, gold, 112½; do., 6s, 1871, gold, 129; Cook Co., Ills. 7s, 99¼; Portland 6s, 1887, 93¾; do., Building Loan, 98; do., R.R. Loan, 94¼; Chicago 7s, River Imp., 99½; do., sewerage, 1880, 99⅛; do., municipal, 1887, 99½; do., W. L., 99⅞; St. Louis 6s, 1878, S. F., 90; do., 1886, municipal, 86½; do., 1877, W.B., gold, 105; Pittsfield, Mass., 5½s, 1878, 85¾; Boston 5s, 1877, gold, 114⅛; do., 1878, gold, 113; do., 1876, currency, 102½; Salem 6s, 1883, W.L., 100; Albany 6s, 1879, 95; Atlas National Bank, 119½; Boston National Bank, 125; Blackstone National Bank, 135½; Eagle National Bank, 118; Globe National Bank, 130¾; Hide and Leather National Bank, 100; Merchants' National Bank, 126; North National Bank, 120; National Bank of Commerce, 125½; State National Bank, 108; Traders' National Bank, 101½; Washington National Bank, 133⅜; Allouez Mining Co., 3¾; Calumet, 35; Hancock, 4¼; Superior, 75c.

Baltimore.—Richmond and Danville R.R. bonds, 72¾; Western Maryland bonds guar. by Washington Co., 86¼; do., 2d mort. guar., 91½; Orange and Alexandria R.R. bonds, 79½; North Western Virginia 2d mort., 92; Central Ohio 1st mort., 87; Wilmington and Weldon 7s, gold, endorsed by North Carolina, 90½; Virginia 6s, old, reg., 45¼; Union Bank, 60½; National Exchange Bank, 100¼; Bank of Baltimore, 115; Mechanics Bank 10½. The latest quotations are: Balt. and Ohio, 123@124; do., 6s, 1875, 96@96; do., 1880, 96@96; do., 1885, 97½@—; Northern Central, 48@49; do., bonds, 1885, 84@84½; do., 1900, 83@—; Parkersburg Branch, 26@27; N.W. Va., 1st mort., 96@—; do., 2d mort., 91@93; do., 3d mort., 1873, 90½@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 93@93½; do., 2d mort., 78@78½; Central Ohio, 34½@35¼; do., 1st mort., 87⅜@88; Western Md. 6s, 1890, 80@—; do., guar., 85@—; Baltimore 6s, 1875, 98¼@98¾; do., 1886, 97@97; do., 1890, 97@97½; do., 1893, 96@97; do., 5s, 1838–'70, 80@—; City Passenger R. R., 18@18¼; George's Creek, 52@57; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

Pacific Railroad Mortgage.

The mortgage for $7,000,000, which has recently been executed by this company, is to secure the bonds issued by the company to pay the five millions purchase money for the road, under the legislative act of last winter, and one million and a half of bonds known as the Dresden bonds, given some time ago for work on that part of the road west of Dresden; and the remainder is to be applied to change the gauge of the road so as to conform with the Kansas Pacific Railway, and place the road in complete and effective working order. The amount of the purchase money will probably be paid in Missouri State bonds, which will reduce the State debt to that amount. The mortgage is in favor of Uriel A. Murdock, James Punnett and Luther C. Clark. The bonds are to run twenty years, are payable in gold at New York, and bear six per cent. interest. A copy of the act above alluded to will be found in another part of this week's issue.

☞ The Housatonic Railroad Company has been compelled to pass the July dividend on the preferred stock. The reason is the large amount of broken rails which must be replaced by new ones.

☞ Work has been resumed at the western end of the Hartford Providence and Fishkill Railroad.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad for the 4th week in July, 1868 ..... $18,958 60
Corresponding week previous year 18,018 56

Increase $940 04

The earnings of the Chicago and Northwestern Railroad for the 4th week in July, 1868. $381,610 93
Corresponding week previous year .. 293,632 95

Increase $87,977 98

The earnings of the Chicago and Alton Railroad for the 4th week in July, 1868.. $123,803 71
Corresponding period previous year . 95,889 27

Increase $27,914 44

The earnings of the Detroit and Milwaukee Railroad for the fourth week in July, 1868, were $29,604 53
Corresponding week of 1867 ..... 29,978 15

Decrease $373 62

The earnings of the Michigan Southern and Northern Indiana Railroad for the 4th week in July, 1868, were. $98,671 70
Corresponding week of 1867 ..... 116,702 44

Decrease $18,030 74

The earnings of the Chicago and Rock Island Railroad for the fourth week in July, 1868, were $82,100 00
Corresponding week of previous year.. 67,339 00

Increase $14,761 00

The earnings of the Milwaukee and St. Paul Railroad for the fourth week in July, 1868, were $122,600 00
Corresponding week of previous year 104,303 00

Increase $18,297 00

Intercolonial Railway Loan.

This loan, tenders for which have just been received in London, consists of £1,500,000 Canada 4 per cent. bonds, guaranteed by the home Government, and £500,000 Canada 5 per cent. bonds, both to be repaid October 1, 1893. Interest to commence July 1. The loan is payable in instalments, as follows: 20 per cent. on allotment, 25 per cent. on 13th October, 25 per cent. on 12th January, 1869, and the balance (30 per cent.) on 13th April, 1869. The bonds are in sums of £100, £500, and £1,000, and will be delivered in exchange for scrip as soon as practicable. The present £2,000,000 thus raised is a half of that to be had for the line, all of which is already authorized—£3,000,000 under the Imperial Government guarantee of 4 per cent., and £1,000,000 under the Canadian 5 per cent.

The tenders for the above were numerous, the total applications reaching to about £8,000,000. The entire loan, except £73,200, which was taken by various parties at prices ranging from 105¾ to 106½, was allotted to Messrs. Cazenove & Co., on a tender for £2,000,000 at £105⅝, which was stated to be made for Messrs. Rothschild.

☞ The citizens of Houlton, Me., have in contemplation the construction of a railroad from that town to connect with the St. Andrews Railway at the nearest station. The distance is eight and a half miles, and the estimated cost, by the engineer, is but little over $17,000 per mile.

☞ We learn that the location of the Knox and Lincoln Railroad has been completed, and that the directors are now ready to receive proposals to build sections of one mile or more from Bath to Rockland, a distance of forty-six miles.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool.....	$1,161,602	$1,113,286
" cotton...	854,512	892,539
" silk	749,014	1,286,243
" flax	562,152	596,587
Miscellaneous dry goods..	396,989	339,598
Total entered for consump.	$3,724,269	$4,228,253

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool.....	$546,904	$834,730
" cotton...	182,032	145,656
" silk	201,938	238,794
" flax	233,437	225,897
Miscellaneous dry goods..	90,108	36,252
Total withdrawn from warehouse	$1,254,419	$1,481,329
Add entered for consump.	3,724,269	4,228,253
Tot. thrown on the market..	$4,978,688	$5,709,582

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool.....	$1,838,768	$1,422,274
" cotton...	213,522	324,188
" silk	386,133	614,031
" flax	271,487	320,341
Miscellaneous dry goods..	98,396	62,460
Total entered for wareh'g..	$2,808,306	$2,743,294
Total entered for consump.	3,724,269	4,228,253
Total entered at the port..	$6,532,575	$6,971,547

The imports of foreign dry goods at New York for seven months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$8,817,833	$7,361,100
" cotton..	7,109,906	6,158,939
" silk	6,558,895	9,359,689
" flax	5,139,699	4,672,698
Miscellaneous dry goods.	3,552,956	3,298,522
Tot. entered for consump.	$31,179,289	$30,845,948

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$9,669,788	$5,825,806
" cotton..	5,021,601	2,859,762
" silk	4,369,193	2,284,657
" flax	4,460,824	3,027,177
Miscellaneous dry goods.	993,192	1,092,483
Total withdrawn from warehouse	$24,514,598	$15,089,885
Add entered for consump.	31,179,289	20,845,948
Total thrown on the market	$55,693,887	$45,935,833

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	$10,099,237	$6,055,151
" cotton..	4,384,584	2,421,551
" silk	3,671,595	2,380,469
" flax	2,980,874	2,083,168
Miscellaneous dry goods.	1,116,281	1,075,084
Total entered warehouse.	$22,252,571	$14,015,423
Add entered for consump.	31,179,289	30,845,948
Total entered at the port..	$53,431,860	$44,861,371

☞ The Darlington (Wis.) *Union* says that the project of building a railroad from Gratiot to Shullsburg, and thence to the Mississippi river, has been revived, and it is reported that Shullsburg has raised, by tax and by private subscription, the sum necessary to insure its success—$100,000.

Grain Trade of Buffalo.

The eastward movement of flour and grain, through Buffalo, from January 1st, to August 1st, 1868, shows an increase over last year of 164,344 barrels, and 8,275,487 bushels of grain. The following table showing the imports of flour and grain at Buffalo from the West, by lake and Grand Trunk Railway, for the month of July, and since January 1, 1868, as compared with previous years:

FOR THE MONTH OF JULY.

	Flour, bbls.	Grain, bush.	Grain, includ'g Flour, bush.
1868.....	66,222	4,119,665	4,450,775
1867.....	70,694	4,945,333	5,298,803
1866.....	132,265	7,854,136	8,517,261
1865.....	183,988	5,300,073	6,220,013
1864.....	242,831	4,911,734	6,125,889
1863.....	226,787	8,380,142	9,514,077
1862.....	294,844	8,612,215	10,076,435
1861.....	197,274	6,025,309	7,911,679

FROM JANUARY 1ST TO AUGUST 1ST.

	Flour, bbls.	Grain, bush.	Grain, includ'g Flour, bush.
1868....	421,552	14,809,756	16,417,516
1867....	257,208	11,034,269	12,320,309
1866....	473,067	24,399,029	26,764,364
1865....	813,672	15,795,250	19,863,620
1864....	1,054,391	18,785,671	24,067,626
1863....	1,155,079	26,064,496	32,339,891
1862....	1,254,398	22,591,524	28,863,514
1861....	659,856	17,473,113	20,776,393

The following will show the canal exports of flour and grain from the opening of the canal May 1st, to August 1st, for 1865 and 1866, from May 6th, 1867, and May 4th, 1868, to August 1st:

	1866.	1867.	1868.
Flour, bbls....	13,825	324	374
Wheat, bush...	1,801,365	298,592	1,677,556
Corn, bush....	11,417,330	5,868,743	6,878,435
Oats, bush....	4,627,808	1,565,758	3,022,419
Barley, bush..	73,515	46,350	13,460
Rye, bush....	367,971	86,320	13,177
Total grain, bu.	18,287,989	7,866,263	11,605,047

Georgia Air Line Railroad.

We notice that a bill has been introduced in the Legislature of this State to aid in the building of the Georgia Air Line Railroad. This road will start at Atlanta and take the straightest and most feasible route through Northeast Georgia, requiring about one hundred and ten miles of road in this State. This road will afford employment to thousands of persons, and open a market for the surplus produce of the counties of De Kalb, Gwinnett, Jackson, Hall, Banks, Franklin, Hart, Madison, Habersham, White, Rabun, Towns, Milton, Fanin, Gilmer, Forsyth and other counties which heretofore have been shut out from market, giving them the privilege of a home or more eastern market. This is to be a part of the great Southern Pacific road, which will be tapped at hundreds of points, and will bring all Georgians to a nearness with each other. The aid asked does not require the State to advance or pay one dollar; but merely lend its countenance, after twenty miles of the road are built and equipped, to indorse bonds to the value of about one-third of the road when finished, and take a first class mortgage on the same, to enable the company to build another twenty miles. The security offered is ample, and places it beyond a probability of ever causing the State to advance or lose one cent. In view of these considerations, we hope that no sectional feelings will spring up, and that members will rise superior to such thoughts, and with one united struggle give the old ship-of-state a new launch in another direction, and let her sail on gloriously as she did in the days of her former prosperity.—*Atlanta Constitution*.

Pacific Railroad of Missouri.

This company having been requested, by resolution of the House of Representatives, to report what measures, if any, had been taken by it to conform the gauge of said road to the gauge of the Union Pacific Railway, and what the probable cost of such a change would amount to, as well as the time necessary to accomplish the same, replied through the president, under date January 10, 1868, as follows:

That the subject of the change of gauge has been heretofore frequently and seriously discussed, and the necessity of such change has been decided by this Board as imperatively demanded by every consideration of policy and interest, and such change this road has unanimously decided to make at the earliest possible moment. The change involves much expense and time, neither of which can this company feel justified in undertaking while the present relation of this road to the State continues, meaning, hereby, to refer to the power the State may have to dispose of her claim at any time; which power operates to depress the credit of the company whenever they attempt to negotiate largely to carry out such expensive alterations as the "change of gauge." With the above remarks, the Directors beg leave, respectfully, to say that the cost of locomotives, originally new, to supply the absence of old, while being altered, would be $300,000. These would not be lost, as shortly after the whole change is made they would be probably required for increased business. Alterations of rolling stock would cost, economically done, say $850,000; labor in withdrawing the rail, say $80,000; new iron required, $200,000, or an aggregate of $930,000.

The interruption to business would be serious for a short time, and cannot be estimated with accuracy. The time required to make this change would be economized much by dividing the road into three sections, say from Kansas City to Warrensburg, Warrensburg to Jefferson City, and from Jefferson City to St. Louis, doing the work by three sections, and arranging for transfers at unfinished points. The change might be fully effected within one year.

☞ The breaking of the ground on the Belfast and Moosehead Lake Railroad was celebrated at Belfast Me., on the 4th inst., by the ringing of bells, firing of cannon, and a procession. Addresses were delivered by several gentlemen. A large concourse of people was present.

☞ The construction of the Plymouth and Vineyard Sound Railroad has recently been proposed to the president and directors of the Old Colony and Newport Railroad Company. After a thorough discussion, general conclusions were reached favorable to the building of the road. Experienced contractors are to examine the route with a view to verify the estimates.

☞ The survey of the route of the Frederick and Pennsylvania Line Railroad has been commenced, under direction of Captain Robert Irwin, of Baltimore. The road will connect with the Western Maryland Railroad at Monocacy, to which point the latter road will be completed in three months.

☞ The subscription books for stock in the Portland and Ogdensburg Railroad will be opened on the 20th inst. at Portland, Westbrook, Gorham, Standish, Baldwin, Sebago, Cornish, Hiram, Denmark, Brownfield, Fryeburg, Bridgton—towns in Maine on the proposed route. Indications are that the subscriptions will be large and speedily made.

Macon and Brunswick Railroad.

The grand measures for the immediate completion of this road have been inaugurated, and the work will now go forward as rapidly as human hands can make it. The company hope to have it ready to transport the cotton crop of 1869, but this is too short a time to do such an amount of work. If we go through by next Christmas year, it will be the quickest road of the length ever built. We cannot too often congratulate our city upon the early prospects of securing the new outlet to the sea. It will give it, together with other roads now in successful operation, advantages over every other city in the State, and at once infuse new life into every other branch of business and trade.—*Macon (Ga.) Journal, July 30.*

☞ A new suspension bridge is being constructed over the Niagara River, and the cables will be stretched across the river some time next week. A large force is engaged in the work of construction, and it is believed that the bridge will be ready for the use of the public by the middle of October.

☞ The directors of the Portland and Kennebec Railroad are putting the road in fine order. Some 25,000 new sleepers and nearly 800 tons of new rail are being laid along their line, besides new station houses, cattle sheds, and other buildings at various places.

☞ The surveys on the Nashua and Rochester route are all made, and as soon as the Portland and Rochester road is completed to Rochester, the building of the Nashua and Rochester will be put under contract. The Portland and Rochester Railroad is now completed to Waterborough, and the prospects of its early completion to Alfred are good.

☞ The Mount Washington Railroad will be completed to the top of "Jacob's Ladder," within three-fourths of a mile of the summit, by Monday next. Length of road now completed, two miles.

☞ Track laying has commenced on the Winneconne division of the St. Paul road. The arrangements for work are such that in two weeks the iron will be laid and the cars running to Winneconne. The iron for the road is all on the ground. It is hoped by the people on the line that the road will be extended to Neenah and Menasha as soon as possible.

☞ There are now on the line of the Boston, Hartford and Erie Railroad, between Williamantic and Putnam, five construction trains, three steam excavators and over one hundred cars, at work grading the road.

☞ Mr. Crosby, of Williamsburg, Mass., has been elected president of the Williamsburg and North Adams Railroad Company, and Henry J. Barker of South Adams, surveyor. Work is to be immediately commenced on the road.

☞ The following gentlemen have been elected directors of the Leeds and Farmington Railroad Company: Wm. J. Rotch, of New Bedford, Henry M. Payson and John W. Perkins of Portland, Daniel Holland of Lewiston and Joseph Pettingill of Livermore.

☞ The Northeast and Southwest Alabama Railroad, with its appurtenances, is to be sold at Montgomery, Ala., on the 10th of September.

☞ The rails on the Dexter and Newport Railroad have nearly reached Dexter.

"English Copper Co." Rails.

2,000 TONS of this well known make, fifty-six pounds per yard "Erie" pattern, to arrive at this port, and for sale by

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"EBBW VALE"
50 lbs. Erie Pattern.

1,000 TONS for sale from yard, 26 feet and shorter bars.

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Notice to Contractors.

PROPOSALS will be received for Grading and Bridging the third (3d) Division of the Junction and Breakwater Railroad, from Georgetown, Delaware, to the Bay Shore at Lewes, 15¼ miles, until the 22d day of August, 1868. For specifications, plans, &c., &c., call on Hon. JOHN W. HOUSTON, Prest., at Milford, Delaware, or M. C. CONWELL, Engr., at Georgetown, Delaware.

Aug. 3, 1868. JOHN W. HOUSTON, Prest.

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SPECIFICATIONS
FOR
PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgon for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

C. P. LEVERICH,
President Bank of New York.
JOSEPH C. BUTLER,
President Lafayette Bank, Cincinnati, Ohio.
CHAS. PARSONS,
Cashier State Savings Association, St. Louis, Mo.
GEO. STURGIS,
President Northwestern National Bank, Chicago, Ill.

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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

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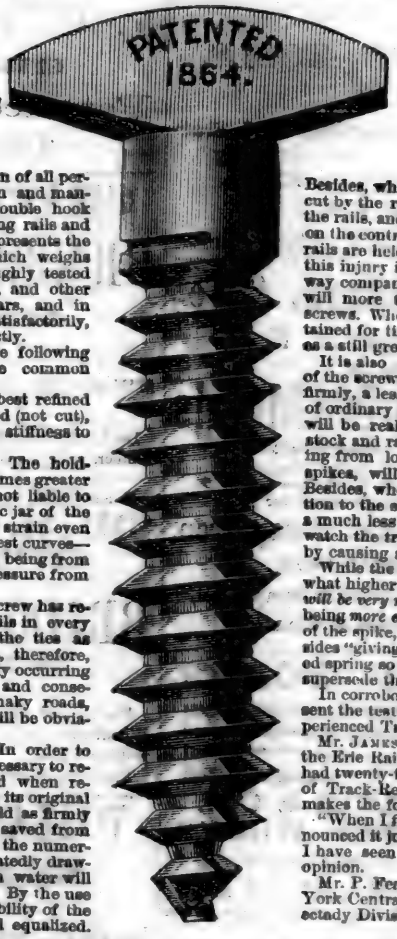
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HENRY YOUNG, President.
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HUBBELL & VANHOESEN, Agents.



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OSSINING,
Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

First.—They are made of the best refined Iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

Second.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

Third.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, *in the end they will be very much cheaper.* The screw therefore being *more economical*, and by its use in place of the spike, *making the roads more secure*, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion.

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERNE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, August 15, 1868.

Massawippi Valley Railroad.

A meeting of the committees selected from the directors of the Connecticut and Passumpsic Rivers and Massawippi Valley Railroad Companies was recently held at Newport, Vt., at which certain documents relating to leasing the latter road, were submitted, and agreed to. They were afterwards submitted to a full board of the Passumpsic directors, and adopted. The main features of this agreement are, that the Massawippi corporation, through a contractor, engage to build the entire line from the Boundary to Lennoxville (including the spur,) by the 1st July, 1870 for a country subscription of $165,000, an equal amount to be furnished by parties South, $400,000 in bonds and 70,000 in stock, making a capital stock of 800,000 dols. The Passumpsic company as a corporation, lease the road for 999 years, agreeing to pay the same stock dividends as they do on their own road, to pay the interest on the bonds, and retire the bonds at maturity. The Passumpsic corporation, on the signing of the agreements are to have a majority of the board of directors of the Massawippi corporation.

The terms of agreement, a mere outline of which are here given, are considered fair and advantageous to both parties, If carried into execution, the Passumpsic Railroad will be extended to Lennoxville to a connection with the Grand Trunk, and the moment it is ready, it will be equipped with the rolling stock of the Passumpsic, and the subscribers to its stock will commence drawing dividends upon it from the day regular business commences upon it. Of course its stock and bonds will be just as valuable as those of the Passumpsic road. It is understood that the work of construction will be proceeded with this fall.

Baltimore and Potomac Railroad.

At a meeting of the President and Directors of this company, held in Baltimore on the 17th ult., a contract for building and equipping the projected railroad from Baltimore city to the Potomac River was made and signed, with the following conditions:

1st. The contractor agrees to complete the main line of the Baltimore and Potomac Railroad, from and south of the Annapolis and Elkridge Railroad, through the counties of Anne Arundel and Prince George's to the line of Charles county, and as much more of said main stem to the Potomac as may be practicable, by the first day of August, 1870, and failing to do so, then the said contractor to pay to the Baltimore and Potomac Railroad Company the sum of ten thousand dollars per month until the terms of said contract are complied with.

2d. The President and Directors of the Baltimore and Potomac Railroad Company to locate the depots and stations on said main line and branches.

3d. The Baltimore and Potomac Railroad Company shall retain ten per cent. of convertible and mortgaged bonds, amounting in the aggregate to $550,000, which amount shall be forfeited to the Baltimore and Potomac Railroad Company on the failure of the contractor to build and complete said road according to the terms of contract.

Virginia Central Railroad.

An important announcement is made by the authorities of the Virginia Central Railroad. It seems that the postponement of the vote on the proposed subscription by Augusta county has delayed the consolidation of the company into the Chesapeake and Ohio Company, but it is believed that this delay will not long continue. In the meantime the Central Railroad Company propose to complete the road from Covington to the White Sulphur Springs without delay, and now advertise for proposals to do the grading, under authority already granted by law.

South Carolina Railroad.

The earnings of this road for the years ending December 31, 1866 and 1867, were as follows:

	1866.	1867.
From passengers	$413,372 53	$355,599 92
" freight	877,416 79	940,549 26
" mails	20,349 20	18,947 36
" other sources	1,000 00	909 96
	$1,312,738 52	$1,316,006 50
Expenses, viz:		
Salaries, etc.	$15,919 28	$15,354 73
Transportation	387,866 73	359,817 56
Machinery	152,271 48	174,705 99
Roadway	123,399 46	152,351 06
	$679,456 95	$702,229 34
Earnings less expenses	$633,281 57	$613,777 16
From which deduct—		
Interest—sterling	$126,006 81	$114,305 64
" domestic	98,674 65	132,840 03
Damages	16,818 56	10,621 96
Stock killed	1,560 50	2,395 55
Sundries	2,289 39	.....
	$245,449 91	$260,163 18
Net income	$387,831 66	$353,613 98

Compared with the previous year, the gross earnings of 1867 show an increase of $3,267 98; with an increase in operating expenses of $22,772 39—making the decrease of net earnings, $19,504 41. The net income, after payment of interest, damages, etc., is $34,217 68 less.

The equipment of the road, December 31, 1866 and 1867, is thus compared:

	1866.	1867.
Locomotives—in order	31	35
" waiting repairs	16	8
Total	47	43
Passenger cars, 1st class	22	22
" 2d class	12	17
Box freight	263	263
Platform	79	76
Stock	1	4
Total	377	382
Number of miles run	304,122	609,871
Passengers carried	109,711	112,043
Tons moved	73,486	126,222

Showing an increase in mileage of 305,749, equal to 50.13 per cent.; in the number of passengers carried, 2,332; and in the tonnage movement, 52,736—while the increase in operating ex-

penses is equal to only 3.24 per cent. Locomotives condemned, 4; cars condemned, unfit for repairs, 57; do., built (new,) 62. The President in his report says:

The gross income of the year, though good, and under the circumstances to which we will presently refer, very satisfactory, is nevertheless considerably below the expectations of the Board at the commencement of the year. For a large increase of business over 1866, we felt warranted in calculating upon abundant crops, an easier money market, the completion of the Macon and Augusta Railroad, and a better system of Western connexions. With a single exception, none of these conditions of increased earnings have been realized. The crop though fair, has been sold at unremunerative prices, and was moved late to market, thus contributing to increase the ratio of expenses to earnings, not only by diminishing the means by which supplies in return could be purchased, but by requiring transportation at seasons when it could only be afforded by moving empty trains to interior points. The almost intolerable stringency of the money market, viewed in either aspect of cause or effect, and keeping pace with the movement of the year, needs no illustration here. Every individual's personal experience sufficiently attests it.

The Macon and Augusta Railroad, in which we have so large an interest, and which has cost and is costing us annually so heavy an outly for a subscription made six years since without any return so far, after the utmost efforts of its management, succeeded only in reaching Milledgeville very late in the year, and there for the present stops, thirty-five miles from its proposed terminus —comparatively useless to us. How reasonable our estimates of increased income from this source in particular were, and how very important this connexion is to the company, will readily appear from the following statement taken from the Central Railroad Report of the past year:

Amount of freight from Savannah to and through Macon	$536,000
Amount of freight to Savannah from Macon	677,000
Bales cotton 213,000. Freight money.	$1,213,000

With lines to Northern cities, hardly inferior, and a consequent ability to make at least as good time between all the important points thus made common, we cannot regard our expectation of receiving twenty-five per cent. of all the freight, passing to and through Macon, other than exceedingly moderate.

Potential as these causes have been in their influence upon our business, there is now little room to doubt that even in *spite* of them, a large increase of earnings would have been realized, but for the active opposition against which the management has had to contend at all important points.

This competition, always vigorous, occasionally bitter, could have but one result—greatly to reduce rates of transportation. Hence, whilst we see by our tables, that though our efforts to work back our old business have been successful, beyond reasonable expectation, the money gain has been inconsiderable. If the situation could have been reversed, and the increased tonnage moved been made to pay fair rates, it is hardly necessary to say a very different result would have been achieved.

Therefore, the Board feel justified in repeating the declaration with which they commenced this review—that under all the circumstances referred to, it is quite satisfactory to be able to report to you an amount of income even *in excess* of the previous year. This excess, apparently very small, should in reality be increased about $30,000, being about the sum of the credits introduced into the accounts of the year 1866, but justly creditable to 1865.

The operating expenses amount to $702,229 84, and are 53.36 per cent. of earnings. This proportion will be found not to exceed the usual percentage of important roads, even without regard to the circumstances tending to increase the expense of management, already referred to by the Board.

The net earnings of the year are stated at $613,777 16. As compared with gross earnings they exhibit the proportion of 46.64 per cent. As compared with the net earnings of the previous year, they show a falling off.

The explanation of this difference is at hand in what has been already stated in this report. It can be made still clearer by reference to the table exhibiting the mileage made by the locomotives of the company during the year. There it will be seen that the mileage of 1867, exceeds that of 1866 about one half or (in round numbers) about 300,000 miles. So great an increase of service could not be performed without a considerable increase of expense, though performed without a proportionate increase of compensation. The expense, however, is in no wise proportioned to the increase of service performed.

The wants of the road department for the year 1868, as was the case last year, are chiefly for rails, to the extent of 500 tons each for the three divisions of the road. The Board have recently entered into contracts for the delivery early of 680 tons; (100 tons are already received,) but fear that beyond this, considerations of prudence if not necessity, forbid them to go, unless indeed it should prove unsafe to continue in use the present rail. They are perfectly satisfied of the value of a good track, and of the worn condition of a large portion of the old road, which (it is quite true,) has for years been without proper renewal; but their means are limited to their earnings, and no further debt can be incurred, save under a most pressing necessity.

It is not only in this direction, however, that a liberal expenditure (if practicable) could be found judicious and profitable. An outlay for cars, equal in part to the wants of our connections in this State, just now unequal financially to meet the expense, would, we feel assured, powerfully aid us in controlling the direction of business near, and increasing that at a distance.

In part accounting for increase of bonds, will be found the items $95,000 and $30,000. These figures represent the company's subscription this year to the New York and Charleston, and Baltimore and Charleston Steamship Lines. The investment was made at cash cost of the ships, with our bonds at par. The operation, apart from other considerations, is regarded very favorably, for the original purchase of the ships was low. This, however, is really the least important view in which the subscription is to be regarded. Such have been the changes in the movements of produce and merchandise—so vast the increase of *through* over *local* freight—that, in very plain language, we could not have conducted the business of the company upon a scale of any magnitude without this or similar assistance.

In their last report, the Board took occasion to inform the stockholders that the foreign bondholders had accepted their proposals for a renewal of the 5 per cent. sterlings, due January 1st, 1866. Subsequently to that report a considerable number of the holders of that class of bonds, in this country, declined (not to extend,) but to part with the original guaranty, for reasons not necessary to be related here. Those holders, then and now, express the same willingness to accept the company's proposals, if the difficulties they connect with the exchange can be removed. That, so far, it has not been in our power to do, simply, because the "Act" authorizing the guaranty imperatively calls for the "old" when the "new" bond is issued. Up to the present time, therefore, the exchange has been principally confined to the English holders, (whose ready acceptance of the situation, commands our warmest thanks,) and amounts to £250,000, leaving unexchanged about £203,000.

The domestic bond debt then past due and not exchanged, amounted to $133,687. It has been reduced to $66,000.

On the 1st inst., of another class of domestic bonds (6 per cts.) $86,500 fell due. To the published invitation of the Board to exchange this issue upon the same terms, hitherto generally accepted, there has not yet been any considerable response. But it is hoped, that the same generous sentiments which have prevailed so largely in other instances, will not be wanting in this; and that notwithstanding the attractions which other employments of money hold out, the holders of our bonds will not forget that we are deriving no profit from our investment, and that, in view of the unhappy circumstances which surround us, will not impede or retard our efforts to build up, substantially and comprehensively, our old communication with the interior country, upon which every interest so greatly depends.

Influenced, perhaps somewhat too hastily, by their sanguine views of the future, but more by their conviction of duty, in the direction of making the earliest effort to meet the expectations of bondholders, the Board resumed the general payment of interest on January last. The domestic interest has been punctually met; and so would the foreign have been, but for circumstances beyond the possibility of control.

Early in the year, the sum of £7,000 was invested for account of the January, 1867, interest abroad, and again £4,000 in advance of the July interest. The bills in which these sums were invested, were those of the strongest and most undoubted character; but the Board have had notice, that in consequence of heavy misfortunes, the drawers of the exchange in question, have been unable to meet them at maturity.

Whilst the disappointment of the Board has been very great in this connexion, and of course, no little embarrassment occasioned them, they have not the slightest expectation that a single dollar will be lost. For such portions of the foreign interest, as were not embraced in the provision above referred to, the Board, from time to time, invested in advance in such securities, as promised most safety as well as stability. Such, however, has been the condition of the money market, that it was found impossible to realize, except at such sacrifice, as the Board regard not warranted under the circumstances. The reserve, however, which amounts to $107,000, it is intended to apply at the earliest practicable moment.

The Board in their last annual report, in referring to the subject of dividends, used the following language:

"The Board is not willing to close its annual report, without a word upon a subject which they have reason to believe has been regarded with great interest—the dividends. The statements abundantly show, that the income of the property has reached figures which unmistakably indicate a dividend earned. But the wants of the operative departments, indicate the necessity of a similar application of the earnings for another year. Should it be found practicable to dispense with any portion thereof, it will be equally the pleasure and duty of the Board, to distribute the same in dividends to the stockholders."

It has been already shown, that the net earnings of the year as anticipated, were needed, and have been applied to the heavy work, reported to have been executed during the year. The most, if not the whole of such work, indispensably necessary, may now be regarded completed; and the Board can now turn their attention to the floating debt, and the arrangement of the company's finances.

With an income as large *only* as that of the year just past, they can see no difficulty in greatly reducing, if not entirely extinguishing, the floating debt. That accomplished, and such an arrangement of the past due bonds realized as will enable the Board to act without embarrassment or apprehension, no reasonable difficulty would be in the way of commencing the payment of dividends, and to this end the earnest labors of the Board will be directed.

The results of the operations of the road for the year ending December 31, 1867, are as follows:

Gross income, as above	$1,316,006 50
Sales of old materials	15,066 18
" locomotives	15,420 00
Materials recovered from old stock and carried to supply of materials for general application	10,966 40
Decrease of commissary stores	1,080 22
Increase of balance of indebtedness	127,692 98
	$1,486,232 28
Current expenses, as above	$702,229 34
Sterling interest, payable in London	100,647 24
" " " Charleston	13,658 49
Domestic interest	132,840 03
Damage, etc.	13,017 51
Restoration of property	339,626 50
Cars built at company's shops	70,623 44
Land purchased	4,000 00
Permanent tools at Locomotive Works	10,250 00
Adjustment of claims prior to June 19, 1865	99,339 82
	$1,486,232 28

The debt and property accounts of the company at the close of the last and preceding years, were as follows:

	1866.	1867.
Capital stock	$5,819,275 00	$5,819,275 00
Sterling bonds	2,286,111 42	2,275,310 88
Domestic "	1,248,687 50	1,492,632 92
Certificates of indebtedness, receivables and change notes	19,571 00	27,980 00
Bills payable	269,273 96	317,186 10
Coupons, sterling	78,729 03	169,764 00
" domestic	79,917 50	59,712 50
Pay rolls	17,148 84	17,551 89
Transient creditors	170,559 38	66,605 86
Net income from June 19, 1865	549,109 98	938,430 64
	$10,538,383 61	$11,184,449 79
Roadway, track, depots, etc	$6,462,664 45	$6,472,914 45
Lands	428,879 43	432,879 43
Cars	220,630 21	253,803 65
Locomotives	418,313 18	393,893 18
Machinery, etc.	154,268 32	84,940 88
Supply of materials	103,865 86	106,213 39
Commissary stores	1,397 77	317 55
Invoices to arrive	17,619 06	
Restoration of property	704,318 35	1,043,944 85
Adjustm't of claims		99,339 82
Loss of property	1,316,018 84	1,456,741 91
Cash	124,199 48	89,533 95
Bonds and bills receivable	25,687 48	28,667 95
Post office depart	20,349 20	6,568 75
Agents	99,041 53	76,185 08
Railroad companies	20,344 35	20,344 35
Stocks of other Co.'s	279,262 50	404,062 50
Transient debtors	141,723 60	214,098 10
	$10,538,383 61	$11,184,449 79

The following is a statement of sterling bonds, to conform to the arrangement for renewing the same, and funding arrears of interest thereon:

Bonds payable in London Jan. 1, '66.		£374,500 00
Arrears of interest to July 1, 1866		78,412 10
Total London debt ($2,012,944 46)		£452,912 10
Bonds payable in Charleston, Jan. 1, 1866		£51,000 00
Interest to July 1, 1866	£10,462 12	
Coupons retired, 1867	2,431 05	
		8,031 07
Total Charleston debt ($262,366 42		£59,031 17
Total foreign and domestic ($2,275,310 88)		£511,943 17

The interest on the renewed debt is to be at the same rate as it was upon the original debt, viz., 5 per cent. per annum, payable semi-annually (January and July,) in London and Charleston as above indicated. Payments on account of the principal of the debt are to be made semi-annually, commencing January 1, 1871, in the manner following—2 per cent. semi-annually for five years, and 4 per cent. semi-annually for ten years. At this rate the sterling debt will be entirely extinguished by July 1, 1885.

The domestic funded debt as it stood on the 31st December, 1866 and 1867, compares as follows:

	1866.	1867.
Past due bonds & interest	$133,687	$65,966 25
7 p. ct. bonds due Jan.,'68	.....	1,333 33
6 p. ct. bonds due Jan.,'68	101.000	87,500 00
" " " Oct.,'68	86,000	86,000 00
7 p. ct. bonds due Jan.,'69	.....	1,333 34
" " " Apr.,'69	124,500	124,000 00
" " " '70	110,500	111,000 00
" " " '71	114,000	114,000 00
" " " Sept.,'71	.....	30,000 00
" " " Apr.,'72	114.000	214,500 00
6 p. ct. bonds due Jan.,'73	125.000	125,000 00
" " " '74	159,000	125,000 00
" " " Jul.,'74	.....	127,000 00
7 per ct. bonds due April, 1888-'91	180,500	280,000 00
Total domestic funded debt	$1,248,687	$1,492,632 92

President—W. J. MAGRATH.

Directors.—W. J. Magrath, Geo. A. Trenholm, L. D. De Saussure, John Hanckel, A. J. Simonds, Geo. W. Williams, Henry Gourdin, F. J. Pelzer, C. M. Furman, B. H. Rice, H. H. De Leon, James Rose, Alfred Huger, W. A. Courtenay, J. S. Gibbes.

Gen'l Superintendent.—H. T. PEAKE.

Auditor.—J. R. EMERY.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st July, inclusive, during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1867	54,000	286,000	4,812,300	30,100
1868	115,900	4,993,000	7,313,900	326,500
Inc.	61,900	4,707,000	2,501,600	296,400

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 963,300 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July, in the years indicated:

	1866.	1867.	1868.
Canal opened—	May 1.	May 6.	May 6.
Flour, bbls.	108,300	54,000	115,900
Wheat, bushels.	1,372,000	286,000	4,993,000
Corn, bushels	9,999,400	4,812,300	7,313,900
Barley, bushels.	105,300	30,100	326,500
Oats, bushels	3,679,900	1,551,100	3,956,600
Rye, bushels.	410,600	125,800	159,500
Malt, bushels	103,700	116,700	217,300
Beef, bbls.	100	.....	700
Pork, bbls.	7	523	104
Bacon, lbs.	.....	34,400	.....
Butter, lbs	39,600	19,400	2,700
Lard, lbs.	56,900	176,400	54,100
Cheese, lbs	126,600	97,800	272,900
Wool, lbs.	104,400	47,600	31,400

☞ Upwards of $262 000 have been subscribed to the capital stock of the Chartiers Valley Railroad.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States June 1, and August 1, 1868:

DEBT BEARING COIN INTEREST.

	June 1, 1868	August 1, 1868
Five per cent. bonds	$220,812,400 00	$221,588,400 00
Six per cent. bonds of 1867 and 1868	8,582,641 80	Matured.
Six per cent. bonds of 1881	283,677,200 00	283,677,300 00
Six per cent. Five-twenty bonds	1,494,755,600 00	1,583,106,100 00
Total	$2,007,827,841 80	$2,088,371,800 00

DEBT BEARING CURRENCY INTEREST.

Six per cent. Pacific R. R. bonds	$25,902,000 00	$32,210,000 00
Three-year compound interest notes	21,604,890 00	21,604,890 00
Three-year seven-thirty notes	105,610,650 00	Matured.
Three per cent. certificates	50,000,000 00	50,000,000 00
Navy pension 3 p. ct.	13,000,000 00	13,000,000 00
Total	$216,117,540 00	$84,604,890 00

MATURED DEBT NOT PRESENTED FOR PAYMENT.

Three years Seven-thirty notes, due Aug. 1, 1867, June and July 15, 1868	$947,500 00	$8,433,900 00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, 1868	8,012,360 00	6,013,910 00
Bonds of (Texas indemnity)	256,000 00	256,000 00
Treasury notes, (acts July 17, 1861, and prior thereto)	155,211 64	154,511 64
Bonds April 15, 1842, Jan. 28, 1847, and March 31, 1848	6,000 00	1,925,941 80
Treasury notes, March 3, 1863	555,492 00	555,492 00
Temporary loan	883,639 00	746,520 00
Certificates of indebtedness	18,000 00	13,000 00
Total	$10,834 202 64	$18,099,175 44

DEBT BEARING NO INTEREST.

United States notes	$356,144,212 00	$356,021,073 00
Fractional currency	32,531,589 94	31,867,818 37
Gold certificates of deposit	20,298,180 00	22,414,000 00
Total	$408,973,981 94	$410,302,891 37
Total debt	$2,643,753,566 38	$2 633,588,756 81

AMOUNT IN THE TREASURY.

Coin	$90,228,559 31	$83,409,917 93
Currency	43,279,120 33	26,644,358 21
Total	$133,507,679 64	$110,054,276 14
Debt less cash in the Treasury	$2,510,245,886 74	$2,523,534,480 67

By comparing this with the statement of June 1, it is shown that the debt bearing coin interest has increased $80,543,958 20; the debt bearing currency interest has decreased $131,512,650; the matured debt not presented for payment has increased $7,264,972 80; and the debt bearing no interest has increased $1,328,909 43—making the decrease in the total debt since June 1, 1868, $10,164,809 57. The amount of coin in the Treasury during the same period has decreased $6,818,641 38, and the amount of currency has decreased $16,634,762 12—leaving the amount of debt less cash in the Treasury August 1, $13,288,593 93 more than on June 1st.

☞ The Central Pacific Railroad is now built to Humboldt river, 250 miles east of Sacramento. The earnings for July were $260,000 in gold, the road being operated from 154 to 190 miles during the period.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest—Rate.	Interest—Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	250,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	125
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113½
" " " coupon		6	" "	1881	115½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,300	6	Jan & July.	1881	115½
" " " coupon		6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) registered	1,680,100,100	6	May & Nov.	1882	109½
" " " (5-20s) coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	119½
" " " (5-20s) coupon		6	" "	1884	111
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	109
" " " (5-20s) coupon		6	" "	1885	112½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	109
" " " (5-20s) coupon		6	" "	1886	109½
" " 3d series (5-20s) registered		6	" "	1887	108½
" " " (5-20s) coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. Sept.	1904	105½
" " " (10-40s) coupon		5	" "	1904	109½
Pacific R. R. Bonds (currency)	32,210,000	6	Jan. & July.	'95-'97	102½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	17,848 175	---	presentation.	----	----
Gold Certificates of Deposit	22,414,000	---	presentation.	----	----
Compound Interest Notes 1861 '65	21,604,890	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	356,021,078	---	----	----	----
Three per cent. certificates	50,000 000	---	----	----	----
Fractional currency	31,867,818	---	----	----	----
Navy Pension Fund	13,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	123
" — " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1863	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	72-'74	91½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	82½
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4 367,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	94
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " " "	415,000	6	May & Nov.	1870	----
" — " " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	646,000		various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.) "	685,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892 800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R R.)	315,000	3	I. A. J & O.	1890	68½
" — " " (S & T. W. Can.) sterl.	1,017,623	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5		1889	----
" — " " (R. R. various) "	120,000	5		1889	----
" — " " (") currcy.	159,974	5		'89-'90	----
" — " " (B. & O. R.R.) sterl.	2,277,388	5		1890	----
" — " " (C. and O. Can.) "	3,259,616	5		1890	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	98
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	98
" — " " (Bonnty)	501,000	6		abt '74	----
" — " " (Ches. & Ohio Can.)	30,000	6		1885	----
" — " " (Balt. & Susq. R.R.)	429,888	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
—General Statutes Loan	160,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest—Rate.	Interest—Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	256,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	6	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	127
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	113½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" " " "	4,379,500	5	May & Nov.	1894	115½
" " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" " " "	2,150,000	6	" "	'74-'76	128½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	111½
" " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000		----	'41-'71	----
" —* " (Union Bank)	5,000,000	6	----	----	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	93
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	92½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	93½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100½
" " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100½
" " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" " " 1863 (")	1,002,900	6	" "	'86-'96	----
" " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bonnty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108½
" " " " registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" " " "	500,000	6	" "	1868	----
" " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" " " "	6,000,000	6	" "	1873	101
" " " "	2,250,000	6	" "	1874	101½
" " " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" " "	442,980	5	May & Nov.	1868	----
" " "	900,000	5	Jan. & July.	1875	----
" " "	800,000	5	" "	1878	91
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" " "	167,000	5	" "	1871	----
" " "	4,500 000	5	" "	1874	----
North Carolina—State Bonds	386,000	6	Various.	'60-'78	93
" — " "	8,334,000	6	Jan. & July.	'81-'90	65
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	73
Ohio—State Bonds (Union Loan)	280,566	6	Jan. & July.	1868	----
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	101
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	102
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	----
" — " " registered	5,053,052	5	"	'68-'70	97½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	100½
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" " " 2d series	99,480	5	" "	1882	----
" " " 3d series	720,983	5	" "	18v2	----
" " " 1st series	4,907,150	6	" "	1877	----
" " " 2d series	7,909,620	6	" "	1882	104½
" " " 3d series	9,270,017	6	" "	1892	107½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	109
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	102
" " " " 1862	1,196,000	6	Mar. & Sept.	1882	100½
" " " " 1863	269,000	6	April & Oct.	1883	100
" " " " 1863	776,000	6	Jan. & July.	1893	100½
" " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,420	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	64½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	100½
" — " (sterling new)	466,250	5	" "	long.	----
" — " registered	108,000	5	" "	long.	----
" — " " coupon	21,769,398	6	" "	long.	----
" — " (new) registered	10,900,000	6	" "	long.	----
" — " (") coupon	1,379,500	6	"	1876	54½
" — " " (")	489,300	6	"	1886	----
Wisconsin—State Bond	89,500	6	"	1890	----
	406,100		Jan. & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,392	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,823	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,809	493,882	596,584	641,481	675,446	634,243	576,365	5,525 335
1866	475,641	433 279	385,991	412,921	464,507	493,243	466,898	568,589	533 150	599,670	474 056	388,573	5,096,119
1867	377,852	380,190	489,555	407,01[illegible]	[illegible]2	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	38[illegible]	[illegible]5	362,169	-- ----	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,669	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	364,554	320,879	307,803	262,015	2,770,484
1865	280,503	275,283	299,063	258,490	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,440,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,696,168
1867	343,787	157 882	235,961	282,165	335,510	542,358	354,244	415,982	408,999	426,762	359,102	330 169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210.729	216,030	196,435	201,134	1,959,267
1864	158,785	175,482	243,150	186,013	198 679	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,095.470
1865	305,554	246,231	289,403	196,680	224,612	321,818	244,121	304,231	389,489	307,523	270,073	201.779	3,313,514
1866	241.395	183,385	257,220	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	566,403	558,200	415,400	351,600	4,158,912
1868	283,600	281,900	262,900	288,700	308,891	366,200	329,800	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,834	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,355	421 363	466,830	565,145	480.710	519,306	669,605	729,759	716 378	563,400	6,11[illegible]
1865	541,005	482,164	499,296	468,358	685,623	747,944	702,691	767,508	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,476	1,000,086	1,200,216	1,010,802	712,359	9,299,430
1867	696,147	574,664	765 398	774,279	895,712	894,357	800 325	1,038,824	1,451,284	1,508,883	1,210,387	918,068	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,644	1,091,466	------	------	------	------	------	------
Des Moines Valley:													
1866	40,120	29,102	37,501	39,600	40,458	39,630	41.212	43,580	65.035	80.588	73,140	50,296	580,271
1867	49,694	36,098	56,850	59,196	61,447	53,992	53,683	69,018	77,113	81,676	80,987	61,955	735,606
Erie:													
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,489,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,933	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,409	1,416,101	1,476,244	1,416,001	1,041,216	14,596,418
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,715	1,421,881	1,041,646	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	709,236	661,391	667,141	603,402	6,329,447
1865	571,536	528,972	616,645	515,608	460,573	617,682	578,403	747,460	739,736	641,550	643,487	518,088	7,181,208
1866	603,053	509,266	505,465	411,605	589,250	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,516,741
1867	647,120	524,871	417,071	440,271	477.027	516.493	525,242	709,327	738,530	823,901	727,810	613 329	7,160,992
1868	519,855	488,089	409,649	467,754	496 666	543,019	509,156	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,243	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,053
1866	90,411	85,447	84,361	81,151	96,[illegible]88	103,373	98,043	106,921	104,866	113,504	112,952	123 802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,585	106.594	114.713	121,217	142,823	132,387	123,333	1,286,971
1868	92,433	81,590	98,482	108,461	9[illegible],116	95,924	108,413	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351.799	4,826 727
1866	312,846	277,234	412,715	413.970	418 024	384.684	338,858	384,401	429,177	496,455	429,646	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,336	381,497	455,983	400,486	363,550	301,495	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,489	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,641	490,694	447,670	328,570	4,520.550
1866	282,439	265,796	337,153	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4,260,116
1867	304,096	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	503,296	412,904	330,378	4,371,078
1868	343,316	304,315	326,580	415,788	369,236	325,591	321,013	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,113	316,246	401,900	369,856	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	458,094	423,247	------	------	------	------	------	------
New York Central:													
1862	749,163	681,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,766	9,663,244
1863	920,272	790,167	867,590	911,397	839,126	841.165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,089,863
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,020.736	1,055,798	1,273,117	1,450,076	1,227,113	1,197,505	1,118,929	13,357.709
1865	957 869	613,381	965,650	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,854	14,575,128
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	846,853	1,076,778	1,227,286	1,093,731	934,636	1,101,698	1,358,915	1,732,678	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	228,242	268,177	302,596	332,400	278,003	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247.262	306,454	275,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,871	379,367	336,096	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,820	217,084	194,465	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,998	254,285	388,725	414,707	448,994	463,673	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,651	1,032,140	812,178	9,555,510
1865	653,053	608,305	116,215	925,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,956	702,885	10,033,026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,490	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,163	966,668	857,361	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	506,814	466,300	487,642	5,132,954
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,318	648,201	664 926	767,441	679,[illegible]36	555,242	7,467,21[illegible]
1867	542,416	525,497	627,960	590,557	586,484	507,461	537,381	666,218	669,087	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	118,798	123,949	118,077	130,378	153,470	144,736	143,749	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,786	202,966	204,726	2,084,074
1865	170,079	158,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207 391	162,694	2,240,744
1866	178,120	155,893	192,138	170,455	168,699	162,532	166,015	222,953	198,884	244,834	212, 27	177,364	2,250,142
1867	149,656	149,542	174,163	188,162	171,736	186,066	174,938	220,788	219,160	230,840	205,096	180 971	2,218,402
1869	127,693	133,392	149,164	159,388	130,545	140,408	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,695	151,052	134,563	111,330	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	146,338	139,626	244,114	241,840	221,570	220,209	205,154	2,050,323
1865	144,084	139,171	155,758	144,901	135,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	267,150	3,717,389
1867	287,674	220,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,760	335,480	3,809,353
1868	278,712	286,798	263,259	292,285	260,529	293,344	------	------	------	------	------	------	------
Western Union:													
1865	42,716	37 265	32,378	33,972	63,862	62,147	68,189	59,562	75,677	92,715	61,770	37,630	669,283
1866	45,102	36,605	39,301	43,332	56,913	62,918	85,276	60,698	84,462	100,813	75,248	64,466	814,082
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,496	120 288	79,434	64,719	774 [illegible]
1868	46,415	40,708	39,198	49,231	70,163	77,389	59,762	------	------	------	------	------	------

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley ---------- 50	1,498,400	----------	----------
Alton and St. Louis ---------100	125,000	J. A. J & O	Oct. '67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ...50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.---------100	16,157,962	A. & O.	Apl. '68 4
Do. Washington Br.---100	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	----------	Jan. '68 3
Bay de Noquet & Marq...100	----------	A. & O.	Apl.'68 3
Bellefontaine Line ---------100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware---------100	997,112	----------	----------
Berkshire*---------100	600,000	J. A. J & O	Jul.'68 1½
Blossburg & Corning.*---- 50	250,000	J. & O.	Dec.'67 2½
Boston and Albany ---------100	13,725 000	J. & J.	Jul. '68 5
Boston and Chelsea ---------100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,300	----------	----------
Do., do. pref..100	1,340,400	M. & N	May '68 3
Boston and Lowell.---------100	1,830,300	J. & D.	Jun. '68 4
Boston and Maine ---------100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,680,000	J. & J.	July '68 4
Broadway (Boston) ------ 50	325,000	J. A. J. O.	Apl. '68 2
Broad'y & 7th Av.(N. Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City ---------- 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	393,800	----------	----------
Brooklyn City & Erie*..100	850,000	M. & N.	M'y'68 3½
Buff., New York & Erie*..100	2,200,000	F. & A.	Aug.'68 4
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.------100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch ---------- 60	721,926	J. & J.	Jul.'68 3½
Catawissa. ---------- 50	1,150,000	----------	----------
Catawissa, pref.---------- 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jul. '68 4½
Central of Georgia---------100	4,666,300	J & J	Jul. '68 7
Central of New Jersey---100	13,768,000	J. A. J & O	Ap'.'68 2½
Central Ohio---------100	400,000	J. & D.	Jun.'68 3
Do. pref.----------	----------	J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S Carolina...100	1,201,000	----------	----------
Chemung*.---------100	380,000	----------	July '68 2
Cheshire, preferred ------100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.---------100	3,886,643	M & S.	Sep. '68 5
" " pref...100	2 425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy - 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*.100	1,000,000	----------	Jul. '68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western...100	13,160,927	June	Jn'68 10s
" " pref.100	12,994,719	June	Jn'68 10s
Chicago, R I & Pacific---100	14,000,000	Sept.	Sep'68 10
Cin, Ham. & Dayton---------100	3,129,100	M. & N.	M. '68 5s
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68½2
" Street ----------	----------	J. & J.	Jan.'68½2
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind.---100	6,000,000	F. & A.	Aug.'68 3½
Cleveland & Mahoning*--- 50	2,014,600	M. & N.	M. '68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg--- 50	5,424,091	J. A. J & O	July '68 2
Cleveland and Toledo* --- 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J. A. J & O	O. '67 2½
Columbus and Xenia*.---- 50	1,786,200	J. & J.	Jan.'68 4s
Concord ---------- 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River.---------100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley. ------ 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900	----------	----------
Dayton and Michigan*---100	2,384,941	----------	----------
Delaware*.---------- 50	466,132	J. & J.	Ju. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.------100	1,560,050	----------	----------
Detroit & Milwaukee.---100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat.-100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	----------	Jul.'68 3½
Eastern (Mass.).---------100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) ---------100	492,500	J. & J.	July '68 4
East Pennsylvania ------ 50	654,600	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J & O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway ---------100	16,570,100	F. & A.	Feb.'66 4
Do. pref.---------100	8,535,700	Annual	Jan. '68 7
Erie & North East*.------100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordav.100	2,142,834	----------	----------
Fitchburg ---------100	4,540,000	J. & J.	Jul '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly ----------	----------	M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---------100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)------ 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.---------100	----------	J. & J.	Jan. '68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock [illegible]	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J. A. J & O	July '68 5
Hannibal and St. Joseph.100	1,900,000	----------	----------
Do. do pref.100	5,233,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.---------100	820,000	----------	----------
" pref ---------100	1,180,000	J. & J.	Jan. '68 4
Hudson River ---------100	13,937,100	J. & O.	Apl. '68 4
Hazleton ---------- 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.---------100	23,886,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,089,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.---100	1,600,000	J. A. J & O	Apl.'68 1½
Joliet & North. Indiana*.100	300 000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.----------	----------	----------	Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley ---------- 50	10,734,100	J. A. J & O	Jul.'68 2½
Lehigh Luzerne.---------- 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami.---------- 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*.---------- 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.---------100	3,000,000	F. M. A. N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200 000	A. & O.	Apl.'68 3
Macon and Western.---------100	1,500,000	----------	Apl.'68 4
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central ---------100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati.... 50	2,029,778	----------	----------
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio ---------100	570,000	----------	----------
Metropolitan (Boston).---100	1,250,000	J. & J.	July '68 5
Michigan Central ---------100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,065,340	August.	Aug.'68 4
" " guaranteed.100	586,800	F. & A.	Feb.'68 5
Middlesex (Boston).---------100	400,000	----------	----------
Mill Creek and Minehl l*. 50	323,375	J. & J.	July'68 3
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.----------	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014 000	Annual.	Feb.'68 7
Milw. & St. Paul.---------100	3,627,000	J. & J	----------
" " " pref.---------100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '68 4
Mobile and Ohio ---------100	3,588,300	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex ---------- 50	5,500,000	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July '68 4
Nashua and Lowell.---------100	600,000	M. & N	May '68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.---------100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1.224,000	J. & J.	Jan. '68 3
New Jersey.---------100	5,000 000	F. & A.	Aug.'68 6
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.---------100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	6,256.050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Catandai*100	1,000,000	J. & J.	Jan. '68 5
Ninth Avenue ---------100	797,400	----------	----------
North Carolina.---------100	4,000,000	----------	----------
Northern Central ---------- 50	4,648,900	F. M. A. N	May '68 2
North Eastern (S. C.) pref.	195,000	----------	May '67 4
Northern of N. Hampsh...100	3,06 ,400	J. & D.	Jun.'68 4
Northern of N. Jersey ...100	158,800	----------	----------
North Pennsylvania ------ 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester ...100	2,363.600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.---100	20,222,647	----------	----------
" " pref.100	5,607 197	J. & D.	Jun'68 3½
Oil Creek & Alleghen y R. 50	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4,848,300	J. & J.	July '68 3
Orange and Newark ---------100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.---------100	3 581,000	----------	----------
Panama.---------100	7,000,000	J. A. J & O	July '68 6
Paterson and Ramapo.---100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630 000	J. & J.	Jul '68 4
Pennsylvania ---------- 50	20,000,000	M. & N.	May '68 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.--- 50	5,069,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,087	J. & J.	Jul.'68 6s
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*.------100	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt.------ 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City ---------- 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A. J & O	Jul.'68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec...100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.----------	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g.100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport ---------100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	July'68 5
Rutland preferred.---------100	----------	F. & A.	Aug.'68 3½
St. L., Alt. and T. Haute..100	2,800 000	----------	----------
" " " pref.100	1,700,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley*.---------- 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke...100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts v.* 50	869,450	F. & A.	Feb.'68 3
Shore Line.---------100	6 5,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) ----100	750,000	----------	Nov.'67 5
Somerville ---------100	75,000	M. & N.	May '68 3
South Carolina ---------100	2,819,275	----------	----------
South Shore ---------100	259,685	----------	Jul. 68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.----100	1,000,000	----------	----------
Staten Island.---------100	660,000	J. & J.	Jul. '67 4
Stoney Brook ---------100	267,300	M. & N.	M'y'68 2½
Summit Branch ---------- 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130	----------	----------
Taunton Branch ---------100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.).----100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West.... 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.---------100	607,111	----------	----------
Troy and Greenbush*.---100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut.'d*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.).100	200,000	----------	----------
Union (Phila.) ---------- 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.---100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.---100	2,250.000	J. & D.	Jun'68 4
Vermont Central.---------100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Virginia Central ---------100	3,353,679	----------	----------
Virginia and Tennessee...100	3,45 ,815	----------	----------
Western Union ---------100	2,687,237	----------	----------
West Jersey ---------100	731,050	----------	Aug.'68 4
West Philadelphia.------ 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester...100	1,130,470	----------	----------
Wilm. and Weldon.------100	1,340,273	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,363	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division.------ 50	1.633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).------100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	----------	----------
Union.---------- 50	2,907,850	----------	----------
" preferred ---------- 50		----------	----------
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley.------ 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation ---------100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal.---------- 25	1,500,000	M. & S.	M. '68 6
Ashburton ---------- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.---------- 25	500,000	J. & D.	Dec '67 2
Central Coal ---------100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.----------	----------	J. & J.	Jul. '68 4
Mt. Pleasant Coal.----------	200,000	J. A. J. O.	Oct.'67 2½
Pennsylvania Coal ------ 50	3,200,000	F M A & N	May'68 5
Roaring Brook Coal.----------	200,000	J. A. J. O.	Apl'68 2½
Spring Mountain Coal.---- 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal.---------- 10	1,000 00	J. & J.	Jan. '67 5
Wilkesbarre Coal.---------100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut and Marble.---------- 25	1,000 000	----------	Dec'67 2½
Adams Express.---------100	10,000,000	F M A & N	Apr.'68 5
American Express.---------100	9,000,000	F M A & N	May,'68 2
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,000	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850.	602 000	6	Jan. & July.	"	1880	97
" " " 1855.	894,250	6	Jan. & July.	"	1875	97
" " " 1834.	321,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept	Princeton.	1885	88
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	82½
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98
"	200,000	6	April & Oct.	"	1879	99
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	95
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct	"	1875	93
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	97
Camden and Atlantic:						
1st Mortgage Coupon	400 000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	89½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	88
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	110
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	850,000	7	March & Sept.	" "	1890	
3d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bo'ds	1,700,000		April & Oct.		1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	91
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1905	79
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99½
1st Mort (C, R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	96
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99½
General 1st Mortgage	3,600,000	7	" "	" "	1885	91½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1863	93
Consolidated Sinking Fund	3,040,000	7	F M A. & N	" "	1915	92
Equipment Bonds	165,000	7	Apr. & Oct	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	100
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
2d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	18-0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	93
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. mort. ($5,000,000)	136,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	101
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161 000	6	April & Oct.	Philadelphia	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1883	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	800,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500.000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	88
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	138,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		61
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655.000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	---- ---- ----	---- ---- ----	1891	----
Free Land, 2d Mortgage	200,000	8	---- ---- ----	---- ---- ----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb & Aug	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	77
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'78-'78	92½
Land Security	3,344.60	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1888	90
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	---- ---- ----	---- ---- ----	----	----
Mortgage	125,000	7	---- ---- ----	---- ---- ----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1863	----
Construction	5 090,500	7	April & Oct.	London.	1875	----
Construction	2 499,000	6	" "	New York.	1875	220
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	363,000	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1888	93
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	260,000	7	---- ---- ----	---- ---- ----	----	----
2d Mortgage (convertible)	1,000,000	7	---- ---- ----	---- ---- ----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	90½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,575	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	65,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	----
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	'68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7	---- ---- ----	---- ---- ----	'80-'85	----
Memphis Branch 1st Mortgage	267,000	7	---- ---- ----	---- ---- ----	'70-'75	----
Bardstown and Louisville	80,000	7	---- ---- ----	---- ---- ----	1870	----
City of Louisville bonds	1,074,000	---	---- ---- ----	---- ---- ----	'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6	---- ---- ----	---- ---- ----	'80-'81	----
Loan $400,000	314,100	6	---- ---- ----	---- ---- ----	'70-'71	----
McMinnville and Manchester.						
State [Tenn.]	372,000	6	---- ---- ----	---- ---- ----	----	----
Mortgage	24,000	7	---- ---- ----	---- ---- ----	----	----
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	92½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage	----------	---	May & Nov.	"	------	78
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	----
Memphis, Clarksev. and Louisv.						
State [Tenn.] Loan	910,000	6	---- ---- ----	---- ---- ----	----	----
Memphis and Ohio						
State [Tenn.] Loan	840,000	6	---- ---- ----	---- ---- ----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,254,000	7	May & Nov.	"	1880	----
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage Stg (convertible)	600,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	112
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	110½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	110½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,785,000	7	May & Nov.	" "	1885	101½
2d General Mortgage	2,693,000	7	" "	" "	1877	96½
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500	--	---- ---- ----	---- ---- ----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	----
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	---- ---- ----	1892	61
Mississippi Central:						
1st Mortgage	1.246,000	7	May & Nov	New York.	------	----
2d Mortgage	1,517,500	8	Feb. & Aug.	" "	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	---- ---- ----	---- ---- ----	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	---- ---- ----	New York.	------	---
2d Mortgage (S. F.)	400,000	8	---- ---- ----	" "	------	----
1st Land Grant	3,612,000	7	---- ---- ----	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	------	----
" " " "		8	" "	Mobile	------	----
Income Bonds of 1841	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'66	----
" ten years	76,342	8	" "	"	------	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	---- ---- ----	---- ---- ----	'63-'65	----
Mortgage	61,500	8	---- ---- ----	---- ---- ----	1866	----
Bonds	100,000	---	Jan. & July.	---- ---- ----	1870	----
Bonds	299,200	---	" "	---- ---- ----	1876	----
Bonds	639,500	---	" "	---- ---- ----	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	101½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	89½
Muscogee:						
1st Mortgage	249,000	7	---- ---- ----	---- ---- ----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	---- ---- ----	---- ---- ----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	---- ---- ----	---- ---- ----	----	----
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	---- ---- ----	"	------	----
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July	New London	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	----
2d Mortgage Bonds	241,000	---	---- ---- ----	---- ---- ----	------	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6	---- ---- ----	---- ---- ----	------	----
New Orleans City Subscription	1,500,000	5	---- ---- ----	---- ---- ----	------	----
1st Mort. Construction	1,730,000	8	---- ---- ----	---- ---- ----	1889	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	96½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	491,000	6	May & Nov.	" "	1883	----
" " ["]B & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	----
" " " "	45,560	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	4 3,000	7	Feb. & Aug	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,000,000	6	June & Dec.	" "	1887	96
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000.000	7	" "	" "	1883	98½
4th Mortgage	4.441,000	7	April & Oct.	" "	1880	93
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,020	---	---- ---- ----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1876	97½
N. York, Providence and Boston:						
1st Mortgage	600,000		Feb. & Aug	New York	1873	90

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145.0 0	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	187.	
Northern Central:						
Md. State Loan (Irredeemable).	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort	500,000	6	" "	"	1877	91
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	84½
North Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	88½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90½
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400.000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	79½
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257.100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386.000	6	Jan. & July.	Oswego.	70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	54½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	
Peninsula:						
1st Mortgage	1.075,000	7	March & Sept	New York.	1898	91
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6 700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175.000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'6-	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	105
" 1861, "	100,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	171,500	6	" "	"	1886	93
1858, "	268,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore						
Mortgage Loan	411,000	6	Jan. & July	Philadelphia.	1384	97
Pittsburg and Connelleville						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	360,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500		June & Dec	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500.000	7	May & Nov.	New York	1 90	80
Raleigh and Gaston:						
Common	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000 000	7	Mar. & Sept.	New York.	1898	
2d Mortgage	250 000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable	Due.	Price.
Richmond and Danville:						
Guaranteed by State	200.000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423.000	7	Feb. & Aug.	"	1875	73½
Mortgage (Registered)	504,000	7	"	"	1873	73½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175.000	8	March & Sept.	Petersburg	1870	
Rome, Watertown and Ogdensb.						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	152
2d Mortgage	937.500	7	" "	"	1862	56
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1875	116
2d Mortgage	329.000	10	Feb. & Aug	San Francisco	1881	
Sandusky, Dayton and Cincinnati						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148.000	7			1875	
Six per cents	73,972	6			1878	
Sandusky, Mansfield and N'wark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	7 .000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284, 00	6	Jan. & July		'73-'7	
Domestic Bonds	644,000	7	April & Oct		'7-'8	
Sterl. Stg b'ds after Jan.1,'70	2,012,.94	6	Jan & July	London	188	
Do. do. do.	278,167	5	Jan. & July.	Charleston	1886	
Southern Mississippi:						
1st Mortgage	600.000					
South-Western (Ga.):						
1st Mortgage	437 000			Macon.	'7-'8	
Steubens and Ind. (P. C and C.):						
1st Mortgage	1,600,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " " (series D)	1,400,000	7	May & Nov.	"	1894	
" " Income (series E)	1,700,000	7	" "		1894	83
St. L., Jacksonv. and Chicago:						
1s Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St Paul and Pacific 1st Division						
1st Mortgage (10 miles)	120 000	8	March & Sept.		1894	
1st Mort. (0 m.) 2d mort. (10 m.)	100 00	7	Jan & July		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	83
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	600.000	7	Feb. & Aug	New York	1890	90½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1900	
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1892	83
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	
Sinking Fund Bds(T. W. & W.)	262,000	7	April & Oc.	" "	1871	86½
Equipment bonds (T. & W.)	600.000	7	May & Nov.	New York.	1883	72½
Consol. mort. (T., W & W.)	1,880,000					
Vermont Central						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	87½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42½
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July	Boston.	1888	94
Virginia Central:						
Mort., guaranteed by State of Va.	100,000	6	Jan. & July	Richmond.	1890	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	483.000	6	" "	New York	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1874	
Funding Interest bonds	185,089	6		"	870-'7	
Dividend Bonds	121,22.	6		"	65-'7	
Virginia and Tennessee:						
1st Mortgage	444.000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	598,500	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1878	
Warwick Valley, N. Y.:						
1s. Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York	1890	
Western (Mass.):						
Sterling (£800,000)	4,319,52	5	April & Oct.	London	'88-'7	
Dollar Bonds	936,500	6	" "	Boston	1875	1 0½
West Jersey						
1st Mortgage	238,00	6	March & Sep.	Camden,	1883	92½
2d Mortgage	780,000	7		Philadelphia	1896	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore	1890	79
1st Mortgage guaranteed	200,000	6	" "	"	1890	85
Western Pacific:						
1st Mortgage		6	June & Dec	N.Y. & Lond	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester						
1st Mortgage	500.000		June & Dec.	New York	1880	
2d Mortgage	200,000		Jan & Nov	" "	18'3	
Income Bonds	16 ,0	7	March & Sept		0.	
Wilmington and Weldon:						
Sterling Bonds	576 887			London.	81	
"	179 777				886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1867	25.0	—	0.4	167.0	1	—	—	6	Adirondac.....New York.	2,079,068	*	lands,&c.		4,183,000	915,000	418,711		25.0	.....	101,501	127,192	18,495	lo'83,99?	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....	.....	.....	338.765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825		1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	150.5	(Leased	to Cheshire.)	.....	974,563	7,000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	18	6	5	78	Atlanta and West Point.....Alabama.	1,200,079	*	133,306	13,249	1,232,200	35,500	56,557	22,378	36.7	.....	.....	.....	391,477	68,881	7	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O	58,812,853	.....	53,417	.....	27,798,923	29,999,901	1,049,166	.....	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,602,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	.....	285.0	4.9,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	974,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1867	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	8	100	....
Sept. 30, 1867	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	80.0	584,848	.....	.....	916,287	550,992	10	100	....
Sept. 30, 1867	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	....
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.*...Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated	5½ months	the only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.0	250.8	—	143	110	11	2,238	Boston and Albany....Mass. & N. York.	17,632,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,023,957	87,154,650	105,510,449	6,029,210	2,031,717	10	100	150
Nov. 30, 1867	28.9	—	....	—	4	4	2	85	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,735	—	100	....
Mar. 31, 1867	93.5	—	6.7	—	14	11	8	217	Boston, Concord and Montreal.....N. H.	2,850,000	*	398,325	33,020	1,800,000	1,050,000	30,074	400,371	114.3	.....	.....	.....	499,714	159,122	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,993,350	1,633,057	.....	108.3	297,657	9,582,938	2,532,317	369,577	50,770	—	100	24
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	....
Nov. 30, 1867	74.3	8.8	54.4	—	42	67	20	909	Boston and Maine.....Mass., N. H. & Me.	4,087,397	627,717	.....	337,187	4,076,974	.....	.....	975,327	92.3	878,737	42,900,231	11,628,014	1,603,167	481,470	10	100	158½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	8,152,000	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,621	20,710,225	9,024,810	1,066,147	276,962	10	100	187½
Nov. 30, 1867	44.6	24.0	65.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,340	300,267	5,000,000	.....	36,352	1,208,.63	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	859,040	600,000	208,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,169,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated	by Grand	Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140 0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,566	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	127½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,10?,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325 407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,396	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,86-	.....	66,962	721,920	.....	6,134	370,527	47.1	85,388	4,107,000	1,1?? 0.8	197,981	61,251	6½	100	....
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	10	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated	by West Jersey.)	.....	100.576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100.605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	256,991	.....	.....	502.918	143,361	—	50	....
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)	.....	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)	.....	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,482,000	3,590,000	.....	.....	—	(Leased	to Chic. and N. W.)	.....	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,918	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64 0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,.68	10	100	120½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. and Ohio.)	.....	888,080	.....	—	100	....
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,262	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,405,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)	.....	.....	.....	—	50	....
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,975	924,352	280.0	1,672,965	.....	.....	3,492,861	1,224,668	10	100	138
Apr 30, 1867	370.0	30.0	100.0	—	111	95	—	2,286	Chicago, Burlington and Quincy..Illinois.	13,246,781	2,956,827	741,971	1,912,017	10,399,010	5,458,250	1,194,268	1,906,426	400.0	2,421,566	42,334,983	.....	6,083,138	2,797,949	10	100	170
Dec. 31, 1867	30.0	—	....	78.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)	.....	.....	.....	10	00	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	83½
Mar. 31, 1867	356.0	50.0	....	200.0	92	46	20	1,780	Chicago, Rock Island & Pacific.Ill. & Iowa.	15,313,823	*	1,717,169	1,475,771	9,100,000	8,099,524	682,486	624,753	340.0	4,681,307	22,701,661	79,575,903	3,574,033	1,453,999	10	100	112½
Jun. 30, 1867		Lease	ees	of 8	an.	&	Cin.		Cincinnati, Dayton and Eastern.....Ohio.	620,000	.....	.....	.....	155,000	465,000	.....	70,456	191.0	481,581	.....	.....	679,999	157,123	13s	'00	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,930,423	991,196	839,703	436,216	3,260,800	1,759,000	773,160	464,048	60.3	.....	.....	.....	1,327,839	477,791	—	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin.and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentucky.)	.....	.....	.....	—	100	....
Jun. 30, 1868	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,247	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin.and Laf.		.....	54,000	6	100	....
Dec. 31, 1867	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	807,083	116,158	700	967	362,950	560,000	1,958	.....	45.1	(Operated	by Cin., I. and D.)		189,522	25,690	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Gainsville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	81,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	.....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galvee.Kansas.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna....Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	—	.....	.....	.....	(Open. J	an.1,'68)	—	100	.....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,465,000	.....	8,739,800	7,990,285	.....	—	—	(Opene	d Jan. 1, 1	868, & oper	r. by L. C	& N.Co.	—	50	.....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,662	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	55
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	766,067	29,360	38,718	5,642	—	100	.....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1867	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	29,525	7,186	514,646	63.000	113,330	.....	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	53,309	7	100	.....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	.....
Oct. 31, 1867	28.3	3.0	24.6	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,956	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,065	29,979,623	.....	1,985,764	483,225	—	—	.....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	44½
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	—	9.0	.....	.....	.....	57,382	8 036	—	100	.....
Jun. 30, 1867	—	—	—	81.0	14	13	6	220	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	.....
Jun. 30, 1867	65.0	—	6.1	—	—	—	—	—	Louisville, Cincinnati and Lexington.Ky.	143,649	.....	258,784	593,781	48,638	833,000	18,106	96,470	94.0	284,321	.....	.....	510,319	153,217	—	100	.....
Jun. 30, 1867	186.0	149.0	38.3	....	66	45	23	718	Louisville and Frankfort.....Kentucky.	1,532,645	*	48,154	6,124	1,109,594	294,520	7,429	175,379	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	118,079	7	100	.....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469,757	3,939,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810,469	8	100	.....
Nov 30, 1867	12.4	—	2.4	—	2	3	1	26	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	.....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	.....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	.....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	268	—	100	.....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	.....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Reading	g.)	.....	.....	—	50	.....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	.....
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and Lawrence.N.Hamp. & M.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	.....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	80.267	1,950	—	100	.....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	.....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	.....	—	100	.....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis and Charles.Tenn., Miss. & Ala.	6,386,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,698	.....	.....	1,484,264	441,296	3	100	.....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,009	.....	.....	.....	.....	1.582,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	.....	—	100	.....
May 31, 1867	284.8	—	36.5	—	97	83	12	1,682	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	100	.....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Michigan Central.....Mich., Ind. & Ill.	14,930,814	*	508,203	578,526	8,070,666	7,268,989	234,437	443,450	329.3	1,902 098	67,924,766	91,950,418	4,325,490	1,488,714	10	100	121
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,625	110,163,611	4,747,219	1,710,007	—	100	86
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millstone and New Brunswick .N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	.....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	.....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	.....	.....	.....	5,683,608	2,017,923	—	100	75½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Reading	g.)	.....	.....	8	50	56
Aug. 31, 1867	236.0	—	....	—	36	19	9	213	*Minnesota Valley*.....Minnesota.	1,942,507	.....	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429.653	.....	.....	1,002,774	439,705	—	100	.....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	.....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	*Mobile and Girard*.....Alabama.	1.500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1866	472.0	14.5	....	—	86	30	*	652	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	12,837,411	*	.....	.....	2,693,300	7,230,685	.....	.....	486.5	1,239,906	.....	.....	2,449,286	1,058,8 8	—	100	.....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	.....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	.....	116.9	170,707	.....	.....	449.007	187.402	—	100	.....
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,360	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	.....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	.....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	.....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,528,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	.....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	92,000	406,087	1,157,736	3,464.050	317,626	169,529	98.0	239,947	879,802	2,987,871	283.454	81,345	—	100	.....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	478,635	194,176	10	100	.....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	.....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	.....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	.....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	.....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142.167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	.....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631.137	6,000.000	1,362,614	194.010	403,618	33.8	677.201	.....	.....	1,865,303	747,351	10	100	.....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	New London Northern...Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	.....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	.....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	297.7	296.0	462.6	—	289	296	90	5,530	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	80.2	137,698	2,990,132	.....	378.198	118,326	—	100	.....
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	New York Central .....New York.	36,594,405	*	8,640,209	888,921	28,537,000	12,089,820	638,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	129½
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	.....
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	New York and New Haven.N.Y. & Conn.	6,143.480	900,000	499,181	466,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	145½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,600,000	600,000	.....	.....	62.0	255,401	.....	.....	.....	486,140	111,835	2½	100	.....
Sept. 30, 1867	51.0	—	....	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Central	l.)	60,000	6	100	.....
Sept. 30, 1867	223.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	.....
May 31, 1867					25	20	—	204	North Carolina ¶.....North Carolina.	4,960,756	*	269,845	69,835	4,000,000	339,000	364,832	596,603	223.0	.....	.....	.....	581,559	72,426	—	100	.....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*	Ala.																						
Feb. 28, 1867	102.0	—	....	—	12	12	6	95	North-Eastern ¶	South Carolina.	2,145,131	*	—	51,078	1,063,950	846,000	556,348	—	102.0	(Leased to Selma and Meridian.)			317,775	55,907	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶	Missouri.																						
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania	Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	53	50	33
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern	Canada.									97.3				561 370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶	Md. and Penn.	9,067,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690 868	917,016	8	50	....
Mar. 31, 1867	69.0	13.0	....	—	24	15	8	492	Northern New Hampshire	New Hamp.	3,068,400	*	178,446	420,713	3,068,400	145,400	140,453	320,009	82.0	392,540			681 301	242,997	8	100	1174
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey	N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	....
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶	Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699	—	100	....
Sept. 30, 1867	118.4	4.0	18.0	—	26	14	8	480	Ogdensburg and Lake Champlain	N. Y.	4,954,779	1,070,154	—	—	3,077,000	1,182,000	—	—	122.4	521,932	5,009,432	26,654,145	908.645	86,515	—	100	68
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi	Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6-3	122,225	340.0	—	—	—	4,459,319	1,063,529	—	100	294
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River	Penn.	6,598,603	*	—	—	4,259,000	2,495,000	339,766	—	100.0	358,378	—	—	1,509,246	599,882	—	50	....
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	18	450	Old Colony and Newport	Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	974
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶	Va.	—	—	—	118,775	—	2,637,762	976,353	—	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—	—	—	—	—	Orange and Newark	New Jersey.	—	—	—	—	—	—	—	—	9.0	—	—	—	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	925,799	—	—	—	222,987	716,000	3.387	—	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse	New York.	1,160,940	139,834	—	112,320	482,400	573,500	4.875	—	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 28, 1867	283.0	—	....	—	47	41	24	670	*Pacific* ¶	Missouri.	11,481,794	2,049,674	6,611	—	3,609,115	9,200,000	1,556,493	—	309.0	1,199,660	—	—	2,675,875	719,230	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama	New Granada.	5,000,000	*	—	—	7,000,000	2,674,000	—	—	47.6	—	—	—	—	—	24	100	340
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	284,500	85,000	—	—	—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular	Mich. Ind. and Ill.	—	—	—	—	400,000	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania	Pennsylvania.	24,638,169	4,476,850	15,932,993	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	53
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,183,250	—	3,200,000	597,500	385,750	—	62.9	—	—	—	—	—	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*	Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	—	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased to Chic. R. I. and Pacific.)			—	125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville	Illinois.	1,100,000	—	—	—	550,000	550,000	—	—	71.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶	Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	—	92.3	—	—	—	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.		1,170,279	*	—	—	219,000	800,000	62,500	—	102.1	85,460	—	—	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶	Pennsylvania.	—	—	—	—	—	—	—	—	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	26½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown	Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,864	21,988,924	—	605,590	275,442	10	50	....
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading	Pennsylvania.	23,052,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	454
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,066,115	—	287,418	—	1,099,120	200,000	—	—	33.3	—	—	—	863,705	254,288	10	50	....
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore	Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	—	—	2,432,551	890,730	9	50	56
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati	Ohio	8,722,141	*	—	—	1,983,141	6,739,000	—	—	201.0	—	12,861,340	—	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶	Penn.	2,452,905	*	—	—	1,776,129	1,500,000	—	—	71.1	339,804	—	—	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,054	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	109
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville	Penn. & W. V.	2,500,000	*	—	—	1,000,000	1,500,000	—	—	—	(Leased to Pbg., Col. and Cincinnati)			—	—	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	—	—	—	—	—	—	—	—	23.0	—	—	—	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec	Maine.	3,000,000	*	—	—	—	—	—	—	109.0	307,443	6,630,284	—	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth	Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	—	—	529,325	250,825	6	100	102
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased to Concord.)			—	24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—	—	—	170,000	200,000	—	—	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	434,942	49,787	6,500	—	437,917	150,000	—	—	14.5	42,600	—	—	92,950	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	68	Providence and Worcester	R. I. & Mass.	1,461,948	340,308	19,183	—	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,692	*	—	—	2,530,700	1,524,800	—	—	82.3	—	—	—	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia	Pennsylvania.	1,808,413	206,483	71,477	25,144	505,798	1,000,000	603,719	—	48.0	158,533	—	—	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.0	—	31	53	17	542	Rensselaer and Saratoga	N. Y. & Vt.	4,000,000	*	—	—	2,500,000	1,500,000	—	—	174.9	547,225	16,223,332	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶	Virginia.	4,929,000	*	1,900,411	241,063	2,000,000	1,9 2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac	Va.	2,248,557	*	—	—	1,141,080	616,308	353,222	—	75.5	180,510	4,530,195	3,107,812	493,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶	Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	—	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	—	—	—	—	650,000	400,000	—	—	—	(Not operated since the war.)			—	—	—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.	—	—	—	—	—	—	—	—	12.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	142.0	50.0	—	—	37	27	13	467	Rome, Watertown and Ogdensburg	N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	—	353,643	221.0	—	—	—	1,215,471	449,003	10	100	....
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland	Vermont.	4,500,000	*	—	—	2,233,000	3,177,500	—	—	143.3	612,563	—	—	840,855	—	—	100	....
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*	Minn. & Wis.	—	*	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	269.0	(Leased June 1, '67. I. & St. L.)			2,250,142	526,785	—	100	....
Dec. 31, 1866	80.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	2,100,000	*	—	—	700,000	1,400,000	—	—	—	(Completed Jan. 1, 1868.)			—	—	—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa	Canada.	—	(Re-organized by 1st Mortgage bondholders.)							54.0	—	—	—	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	—	*St. Louis and Iron Mountain* ¶	Missouri.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	160.0	—	....	148.0	8	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	—	*	—	—	—	1,500,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	—	—	—	2,020,000	—	—	80.0	—	—	—	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	—	—	180,550	100,000	—	—	—	(Leased to West Jersey.)			—	16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542	—	6,679	243,305	226,900	487	—	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati	Ohio.	3,897,479	*	—	—	2,534,596	1,362,873	—	—	—	(Leased to Cin., Dayton and Eastern.)			125,000	—	—	50	....
Dec. 31, 1867	116.3	—	9.2	—	19	12	6	199	Sandusky, Mansfield and Newark	Ohio.	2,988,474	*	49,290	14,916	901 341	2,109,800	21,544	—	116.3	241,284	—	—	—	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna	Penn.	1,308,696	*	—	—	1,269,150	97,000	149,21-	—	54.0	143,124	—	—	—	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leased to Phila. and Reading.)			—	—	5	50	....
Feb. 28, 1867	90.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke	Va. & N. Carolina.	1,798,787	*	139,111	95,999	868 200	409,893	212,286	542,588	80.0	168,037	—	—	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,162,564	*	—	—	999,050	796,850	—	—	119.3	—	—	—	312,577	12,909	—	100	....
May 31, 1867	155.0	—	—	100.0	16	4	3	148	*Selma, Rome and Dalton*	Ala. & Georgia.	—	—	—	—	2,481,062	1,078,100	—	—	155.0	164 118	1,922,936	5,083,900	363,624	—	—	—	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,589,450	—	—	—	889,450	700,000	—	—	—	(Leased to Northern Central.)			—	—	6	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac	Wisconsin.	457,000	*	—	—	250,000	—	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,963	—	—	—	100,000	37,800	—	—	20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line	Connecticut.	691,200	*	—	—	636,200	55,000	—	—	50.0	165,280	—	—	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	—	2.9	—	—	—	—	*Sioux City and Pacific*	Iowa.	—	—	—	—	—	—	—	—	71.0	(Opened near close of 1867.)			—	—	—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000	—	—	—	230,000	500,000	—	—	—	(Leased to Portland and Kennebec.)			36,000	—	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—	—	—	438,300	—	—	—	—	(Leased to Central of New Jersey.)			—	—	6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	45	39	—	343	South Carolina ¶	South Carolina.	6,980,734	647,607	3,110,721	435,888	5,819,276	6,767 944	658,801	933,430	243.0	609,871	—	—	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore	Massachusetts.	462,057	39,436	—	—	1,159,685	150,000	20,147	100,585	11.5	52,300	2,200,600	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.)	New York.	1,300,000	*	—	—	450,000	750,000	—	—	34.0	—	—	—	—	—	—	100	....
Sept. 30, 1867	130.0	9.5	....	—	15	6	2	142	South Side (Petersburg & Lynchburg) ¶	Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,647	22,766	132.5	200,058	1,861,845	5,529,232	330 093	67,921	—	100	....
Dec. 31, 1867	315	—	....	43.0	3	2	1	75	Southern Minnesota	Minnesota	—	—	—	—	—	—	—	—	30.5	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that book, in "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0					*Southwest Pacific* †.....Missouri.									91.0			(6½ mos.)	1 8 9 0	6,751			
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,237	*	255,380	22,822	3,203,900	437,000	148,777	271,168	209.0				1,006 953	408,959	9	100	....
Dec. 31 1 67	68.0	—	—	—	2	4	2	27	Spartanburg and Union †..South Carolina.									68.0							100	....
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000				196 000	150 000										100	....
Sep. 3 1, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354.132	*	600,000		600 000	200 000	95,000		13.0	56,004	(Leased to Circ. Dayton and Eastern.) 2 6 6 176		268 894	112,915	10	100	....
Jun. 30, 1 67	160.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*			1,983,141	6,759,000			201.0		12,861 340		1,275,161	91.332		100	....
Nov. 30, 1 67	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700		448,700					(Leased to Housatonic.)				31,409	7	100	....
Nov. 30, 1867	13.2	—	....	—					Stony Brook.....Massachusetts.	267,383				267,300				13.2	Leased to Nashua & Lowell.			17,700	14 118	5	100	....
Dec. 31, 1 67	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.																100	....
Sept. 30, 1 67	1.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,789,623	20,419,002	539,285	246,694		100	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific †.....Tennessee.																50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	509	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0							100	....
Oct. 31, 1867	30.0	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180			576 400	250,000	35 000		30.6	124 206			1,075 514	431,188	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26 502	3,765,116	2 873 000	211 028	287.126	111.0	297.509	3,801,993		262.569	111.618	8	50	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20 999,000	*	1,604,010	151,172	6,700 000	15 494.000	68,670	491,513	522.0	1,259 485			574 463	187.005		100	....
Sept. 30, 1867	54.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,916,095	362,249			607.111	1 550,000	443,171		55.3	354,360	6 517,655	3,505,861	3,800 353	1.022.471	—	50	50½
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294 908				274,400					(Leased to Hudson River.)			509,582	188 393		100	....
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield †.....Massachusetts.	2,086,640									(Operated by Vt & Mass.,& T. & B.)				19,208	7	100	....
Sept. 30, 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238				30,000	310,000				(Owned by railroads centring in Troy.)			32,000			100	....
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000									(Leased to Pennsylvania.)							
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.																100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.						3,000,000										100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.						12,000,000										100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	15.000,000	*			5,000,000											100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	952,732	*			831 300								1,025 156			100	....
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	538.495	*			693 712				34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Nov 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Mastachusetts .Mass. & Vt.	2,500,000				2,500,000				12.0							100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1.159	Vermont Central.....Vermont.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120		(Leased to Vermont Central.)					8	100	103
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	8,402,055	*			5,000,000	5,500,000			77.3	199 26	3,837.794	3,281,428	46',424	62,595	1½	100	60
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	Vicksburg and Meridian .....Mississippi.	1,221 886	*			516.164	793,200			164.5	1,225,098	14 537,172	41,455,549	1,783,991	393,128		100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central † .....Virginia.	3,049,268	*	175,820	11,800	857 408	1 992.293	450,627	436,560	140.0		(Leased to Rutland.)					100	....
Sept. 30, 1867	204.0	9.5	....	—					Virginia and Tennessee † .....Virginia.	5,540,788	541,814	83,759	147,308	3 553.679	1 919 550	372,297	618,143	205 4	300,405	4.836,004	5,225,008	601 943	loss.		100	....
Dec. 31, 1 67	18.3	—	....	—					Warren.....New Jersey.	7,190.550	*		174,231	3 497,791	2,393 382			213.5	379,147	6,439,617	6,145,144	554.511	107.648		100	....
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	2,000,000	*	59,050		1,547 650	511,400			18.3				764 148	286,018		100	....
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & George.D. C. & Va.	172,577				98.650	85,000	600		10.3	(Operated by Erie.)			458,606	155.926	7	100	....
Dec. 31, 1867	23.0	—	....	—					Washington County.....Maryland.			(In hands of receiver.)						7.0				61 630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1 390,888	180,693	10 000		684 036	962 600	133,966		23 0	(Opened Nov. 20, 1867.)						100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western †.....Massachusetts.	12,602,361	*	5,230 945	.....	8,725,100	5,764 520	561,323	2,902,363	35.4	167 562			375 680	165.2 0		100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5 000,000	*	(Built by State.)			4 972,000			173.4	1,840,291	43,036,674	84,534,424	4,086 708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*			1,942,000				138.0	700,504			1,273.191	588,729		100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland †.....Maryland.						1 200 000			43.0				42.834	6.820		100	....
Dec. 31, 1867	81.0	—	3.5	189.5					Western North Carolina..North Carolina.						2 818.000			45.0				116,782	35 985		100	....
Dec. 31, 1867	63.7	—	....	—					Western Pennsylvania.....Pennsylvania.	2 876.329		49 650		822 450	1 283 600	630,919		84.5							100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6 065,874	897,468	182 404	66 412	2,707.693	3 155.400	1,334,883	4,182	181.0	580,588	Leased to Pennsylvania.) 4,917,350		775.075	128.659		100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420 000	97,357	804 150	1,018,000			37.5				278.639	119,287		100	....
Dec. 31, 1867	—	—	—	90.0					Whitehall and Plattsburg †...New York.			(Under construction.)													50	....
Mar. 31, 1868	20.8	—	....	—					White Mountains.....New Hampshire.	200,000				200 000											100	....
Aug. 31, 1867	1 4.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39 269	1,195 600	2 480 982	266 315	223 164	134.0	(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1 67	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207 862	1,147 018	1 550.240	732 268	860,882	171.0				224 357	27,441		100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	206	Wilmington and Weldon †...N. Carolina.	3,058.921	*	109,900	411,508	1,463 775	1,282,665	165,234		181.0				463.289	201.369		100	....
Nov. 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233.000				213,000								583,837	118,053		100	....
Dec. 31, 1867	38.0	—	....	—					Winchester and Alabama †...Tennessee.	950.000	*								(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—					Winchester and Potomac.....Virginia.	600.000	*				1,160 782			38.0							100	....
Nov. 30, 1867	45.7	—	10.1	—	11	19	5	246	Worcester and Nashua ...N. Hampshire.	1 352,587	169,613	126,626		1,522 500	203 333				(Leased to Balt. and Ohio.)				27,000		100	....
Dec. 31, 1867	13.0	—	....	—					Wrightsville, York and Gettysburg. Penn.	293,230				317,050	52,000	24,180		45.7	260,000	4 932,160	5 288,067	449,383	151,361	8	100	....
																			(Leased to North Central.)							
									CANALS, &c.																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,606	1 818 963	2,254,000			13.6				346,196	216,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506 309	*			8 229 594				184.5							25	....
Dec. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2.433.350				1,633,350	800 000									4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6 820.198	*	2,154 474	.....	10 000 000	531 000			(Leased to Lehigh Nav. Co.)						16	100	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4 381.251	*			2,521 300	(See Com. & Anb.R.R.)			108.0							100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1 364.985	*			64 000		1,300 988		65.5				871,672	543.157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	4 456,000	*	19,937,933	49,067	8.739 800	12.504 297	1,733 960	1,463 943	161.0				120,583	14,758		50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	3,362,221	*		68,683	2.200 000	1 049,260	120,555	61,091	108.0					247.603	8	50	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*			2,751,765				101 0				449 652	162.972		100	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10 553 333	2,180,711			4 797.185	7.775.720	489 316	136,275	178.0				262,654	46,450		50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619 461	*			2 002.746	2 611 310	159,506		109.2				1,099 013		6	50	....
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5 907,850				2 90 .850	3 000 000			45.0				155 872	42,170		50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850.000		117,000		1,100.000	750 000			87.6				75,279	loss.		50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*			800,000	600,000			123.0				211 829	61.218		50	....
																		64.0				132,037	33,921	4	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single t'k.	Length. In progress or projected.	Equipment. Cars. Horse.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,526	6.8	—	37
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,420	9.5	—	58½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,524	727,800	150,000	94	—	—	9.0	—	100
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,880	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,944	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,13[illegible]	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.03	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	182,198	736,709	129,655	10	—	66½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,987	—	—	60
3[illegible] Nov'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,918	14,775	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,212	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	4.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.1[illegible]	—	50	17	—	Salem and South Danvers	193,317	150,000	32,400	6,268	38,837	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75 000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Melrose.)	—	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	308,870	200,000	24,000	117,842	368,351	13 015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	57	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	624,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	19.76	—	—	—	37	Broadway (Brooklyn)	286,561	200,000	85,000	10,015	107,738	28,744	8	100	—
30 Sep.'67	16.1	—	—	103	—	Broadway & 7th Ave., N. Y.	608,318	2,100,000	1500000	—	687,433	253,214	3[illegible]	100	—
30 Sep.'67	17.0	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166. 59	99,850	80,000	85,172	27.253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,818	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,287	14,882	—	100	—
30 Sep.'67	.12	—	—	14	—	Brooklyn City & Rock. B'h	125,586	107,700	45,000	—	16,085	6,552	—	100	—
30 Sep.'67	24.0	—	—	57	22	Brooklyn Central & Jamaica	995,78[illegible]	488,100	448,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	4.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,883	24,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,000	17,656	4,756	8[illegible]	100	—
30 Sep.'67	24.00	—	—	121	14	Central P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16 285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	22[illegible]	—	100	—
30 Sep.'67	2[illegible].9	—	—	201	—	D. Dock, E. B'dw. & Battery	678.114	1,200,000	672,000	15,000	582,582	89,314	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	44	—	42d st. & Grand st. Ferry	1,041,204	748,000	260,000	—	340,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,193	6½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42 194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,300	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	8	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	63,603	4,5 8	—	100	—
30 Sep.'67	3 56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	261,500	191 500	18[illegible],000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	88	—	Ninth Avenue	468,295	797,300	107,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,080	80,0 0	40,000	1,247	66,870	3,845	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,161	133 400	100,000	13,000	43,259	1,50[illegible]	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,418,512	80,000	400,000	137,690	458,945	9,470	—	100	48½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,00[illegible]	186,000	—	563,166	73 564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	68,3[illegible]	67,750	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,039	25,000	25,000	—	13.075	5 04[illegible]	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondaga	31,000	3[illegible],000	—	—	6.59[illegible]	1,[illegible]9	[illegible]	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,483 404	1,170,000	1,280000	50 000	1,182[illegible]5	[illegible],222	12	100	—
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 2[illegible]	14,[illegible]46	2,540	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,17[illegible]	14,707	—	100	—
30 Sep.'67	4.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,584	17,395	2,26[illegible]	—	100	—
30 Sep.'67	15 52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	160	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,666	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144.008	57,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	36
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	20
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	114,204	15,978	12½	50	27
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,004	10	50	31½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,295	9 750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,042	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,715	880	40,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.68	—	277	45	2	Philadelphia City (C. & W.)	436.911	255,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	2[illegible]5,307	—	—	9 ,885	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,[illegible]55	110,040	35,600	24,916	138,501	22.495	10	50	—
31 Oct. '67	2.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,520	11½	50	—
31 Oct. '67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,792	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,483	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	437,936	389,007	114,200	68,088	409 156	105,448	18½	50	63½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,584	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	32,160	31½	50	76
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain	—	—	—	208,984	84,648	—	50	—
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	41½
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,068	50,692	10	50	66
31 Oct. '67	4.18	—	13	4	1	Wilkesbarre and Kingston	70,256	49,800	—	8,500	12,119	7,425	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,12[illegible]	8,565	1,3[illegible]	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239 059	21,056	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	5.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out. standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadw. y & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	98,000	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1 t Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg)					
1st M rtgage	66,300	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E. B'dw. & Battery:					
1st Mortgage	660,000	7	J. & J.	----	----
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	184,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortga e	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	----	----	----
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount:					
1st Mortgage	163,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	80,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [read]	50,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage ma antled	58,727	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex:					
1st Mortgage	38,000	--	----	----	----
Malden & Melrose bonds	46,971	--	----	----	----
Real Estate	6,000	--	----	----	----
Ninth Avenue:					
1st Mortgage	112,000	7	----	----	----
North Ph Ladelphia:					
1st Mortgage	100,000	7	----	1869	----
Orange and Newark:					
1st Mortgage Broad street	60,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	----
Quincy.					
Plain bonds	58,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	----
Second and Third Street:					
1st M rtgage	100,000	7	J. & J.	1868	90
2d Mortgage	414,200	7	J. & J.	1869	107
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	490,000	--	----	----	----
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	
Utica and Waterville:					
1st Mortgage	100,000	7	----	----	----
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1871	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Dividends Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	—	----
Atlantic & St. Lawrence (guaranti'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	—	—	----
Berkshire (guarantied)	600,000	7	7	----
Boston Concord & Montreal (pref.)	1,340,100	6	3	70½
Buffalo N Y & Erie, (guarantied)	875,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	3½
Chemung (guarantied)	350,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	70
Chicago & Alton (preferred)	2,426,400	7	7	138½
Chicago & Northwestern (pref.)	14,789,125	7	7	82½
Cocheco (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers. (pref.)	1, 73,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	74
Emira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & William port (pr ferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	69
Hannibal & St. Joseph (preferred)	5,253,356	7	—	83
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,140,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Meriet a & Cincinnati (1st pref.)	6,5-6,136	7	3	29
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,900	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,201,296	8	8	106½
" " " (2d pref.)	841,400	7	7	99½
Milwaukee & St. Paul (preferred)	3,0 0,900	7	—	83½
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	124
Niagara Br. & Canandaigua (guar.)	1,000,00	6	6	----
Paterson & Hudson (guarantied)	630,00	—	8	----
Paterson & Ramapo (guarantied)	248,000	—	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	—	6	----
Philadelphia & Reading (pref.)	1,551,400	7	7	----
Philadelphia & Trenton (guar.)	1,000,000	—	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	600,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo Wabash & Western (pref.)	1,000, 0	7	7	73½
Toledo Peoria & Warsaw (1st pref.)	1,561,818	7	—	----
" " " (2d pref.)	908 400	7	—	----
Troy & Greenbush (guarantied)	274,400	6	6	45½
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,40 ,3 0	7	7	----
White Mountains (guaratied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount out-standing.	Interest. Payable	Principal payable.	Market Price.
Chesapeake & Delaware:				
1st Mortgage	$2,657,343	6 J. & J.	1886	92
Chesapeake & Ohio:				
Maryland Loan, dollar	2,000,000	6 Qrtrly.	1870	----
" sterling	4,376,000	5 "	1890	----
Preferred bonds	1,700,000	6 ———	18..	30
Delaware Division:				
1st Mortgage	800,000	6 J. & J.	1878	82
Delaware & Hudson:				
Mortgage	641,000	6 M. & S.	1870	110
Delaware & Raritan:				
See Camden & Amb RR.	———	———	———	———
Erie and Penn.:				
Bonds	673,799	7 J. & J.	1866	----
Interest Certificates	161,980	6 "	1868	----
Lehigh Navigation				
1st Mortgage	414,158	6 Qrtrly.	1870	----
Six per cent. Loan	5,484,351	6 "	1884	83½
Monongahela Navigation				
1st Mortgage	125,000	6 J. & J.	1863	...
2d Mortgage	57,000	6 " "	1865	----
Morris:				
1st Mortgage	435,500	6 A. & O.	1876	97
2d Mortgage	316,750	6 ———	———	83
Boat Loan	267,010	6 ———	———	80
North Branch:				
1st Mortgage	590,000	6 M. & N.	1876	65
Schuylkill Navigation:				
1st Mortgage	1,764,550	6 M. & S.	1872	83½
2d Mortgage	3,950,670	6 J. & J.	1882	70½
Improvement	1,601,670	3 M. & N.	1876	50
Susquehanna & Tide Water:				
Maryland Sterling loan	816,000	5 J. & J.	1865	----
Mid'ling loan converted	200,576	5 " "	1865	----
Mortgage bonds	938,000	6 " "	1878	59
Preferred Interest Cfds.	227,560	6 " "	1878	----
Union. (Pa.)				
1st Mortgage	3,000,000	6 M. & N.	1885	12
West Branch & Susqu'a:				
1st Mortgage, s'k'g fund	460,000	3 J. & J.	1878	60
Wyoming Valley.				
[illegible]	600,000	6 J. & J.	1832	73

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	38½
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	50
Delaware and Hudson	100	10,000,000	10	128
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	———	———	———	———
Lehigh Navigation	50	6,968,146	10	21
Monongahela Navigation	50	726,800	3	----
Morris. (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	70½
North Branch	100	———	—	----
Sault Ste Marie	100	———	—	----
Schuylkill Navigation (consolid.)	50	1,998,207	—	11
" " (preferred)	50	2,888,988	—	21½
Susquehanna and Tide Water	50	2,048,280	—	15
Union	———	———	—	¼
Union (preferred)	50	2,787,000	—	1
West Branch and Susquehanna	100	1,100,000	6	80
Wyoming Valley	50	750,000	16	85

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Hand, Hoop and Scroll 1¼ to 1¾ cents per lb.; Pig $9 per ton; Polished Sheet, 3 cents per lb

Pig, Scotch, No. 1	per ton.	43 — @ 45 —
Pig, American, No. 1		40 — @ 42 —
Pig, American, No. 2		38 — @ 38 —
Bar, Refined, English and American		81 — @ 87 50
Bar, Swedes, assorted sizes	(gold)	87 50 @ 90 —

—Store Prices.—

Bar, Swedes, ordinary sizes		— — @155 —
Bar, English and American, Refined		— — @100 —
Bar, English and American, Common		— — @ 90 —
Scroll		— — @175 —
Ovals and Half-round		125 — @155 —
Band		135 — @ — —
Horse Shoe		130 — @ — —
Rods, ⅜ @ 3-16 inch		105 — @165 —
Hoop		125 — @190 —
Nail Rod	per lb.	— 9½@ — 10½
Sheet Russia, Med No's		13½@ — 14
Sheet, Single, D. and T. Common		— 5 @ — 7
Plate, English	(gold) per ton.	51 50 @ 52 —
Rails American (at works)		79 — @ 80 —

STEEL. Duty: Bars and Ingots, valued at 7 cents per lb. or under 2½ cents; over 7 cents and not above 11 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices)

English Cast (2d and 1st q'ty.)	per lb.	1 — @ — 23
English Spring (2d and 1st q'ty.)		10 @ — 13½
English Blister (2d and 1st q'ty.)		11½@ — 20
English Machinery		13 @ — 16
English German. (2d and 1st q'ty.)		14 @ — 16
American Blister, "Black Diamond"		10½@ — 16
American, Cast, Tool, do.		19 @ — —
American, Spring do.		10 @ — 13
American Machinery, do.		— @ — 13
American German do.		10 @ — 13

COPPER.—Duty Pig Bar and Ingot 2¢; old, Copper, 2 cents per lb; Manufactured 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 2 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — 42
Sheathing, &c. Old		— 18 @ — 20
Sheathing Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		23½@ — 24½

LEAD.—Duty Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 35 @ 6 40
German Refined	(gold)	6 35 @ 6 50
English	(gold)	6 35 @ 6 87½
Bar	(net)	10 — @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block 15 per cent. ad val; Plate and Sheets and Terne Plates 25 per cent. ad val.

Banca	(gold) per lb.	— 26½@ — —
Straits	(gold)	— 23½@ — 24
English	(gold)	— 23½@ — 24

	—Gold.—	—Currency.—
Plates, I.C. Charcoal, p. box.	8 37½@ 8 50	12 50 @ 12 75
Plates, I.C. Coke	6 87½@ 7 62½	10 25 @ 11 50
Plates, Coke Terne	— — @ 6 25	9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12½	11 50 @ 12 25

PETROLEUM—Duty: Crude 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gal.	— 15½@ — 17½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 23
Refined, free, S. W.		— — @ — —
Refined, in bond, prime L. S. to W (110 @ 115 test)		— — @ — 23
Refined, in bond, Standard White		— 33 @ — 34½
Refined, in bond, prime White		— 33 @ — —
Naptha, Refined, (60 @ 63 gravity)		— 17 @ — 34
Residuum	per bbl.	— — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.

	Th'd.	F'd	Sat'd.	M'd	10	Tu'd	11	W'd	12
Atlantic M. S. S. Co.	----		----		----		----		----
Boston, Hartford & Erie	19½		----		----		21½		22½
California 7s	----		----		133		----		----
Canton Co.	48		----		----		----		----
Central of N. Jersey	121		122		120½		120½		120½
Chicago & Alton	----		----		136½		----		138
" " pref.	----		----		----		----		----
" " 1 M.	----		----		----		----		----
" " S. F.	----		----		----		----		----
" " Inc. b'ds	----		----		----		----		----
Chicago, Burl. & Q.	170		----		----		----		----
" " 8 p.c.	----		----		----		----		----
Chi. & Gt. Eastern 1st m.	79		----		----		----		----
Chic. & Northwest'n.	82½		82		----		82½		83½
" " pref.	82½		----		81½		81½		82½
" " 1st M.	----		92½		----		92½		91½
" " 2d M.	----		----		----		----		----
" " S. F.	----		----		----		----		----
" " Consol.	92½		----		92		----		----
Chicago & Rock Isl.	112		111½		111½		111½		112½
" 1st M '70	----		----		----		----		----
Chi., R. I. & Pa. 7s 1896	94½		----		95		95		95
C., C., C. and I. d.	86½		86½		----		85½		85
Clev. and Pittsburg	89		88½		88½		88		87½
" " 2 M.	----		----		----		----		----
" " 3 M.	92		----		----		92		----
" " 4 M.	77		----		77		77		----
" " con.	----		----		----		----		----
Clev and Toledo	101		102		----		101½		101½
" " S. F. 7 p.c.	----		----		----		----		----
Clev., Painesv. & Ash.	99½		100		99½		99½		----
Cumberland Coal pref.	----		----		30		----		----
Del. & Hudson Canal	128½		129		128½		129		128½
Del., Lack. & West.	118		118		----		118		118
" 1M. 8 p.c. '71-5	----		----		----		----		----
" 2M. 8 p.c. '81	----		----		----		----		----
Erie	60½		58½		58½		58½		58½
" pref.	----		72½		69		69		----
" 1 M. 7 p.c. '67	----		----		104		----		----
" 2 M. 7 p.c. '79	----		----		----		----		----
" 3 M. 7 p.c. '83	----		----		98½		----		98½
" 4 M. 7 p.c. '80	----		----		----		----		----
" 5 M. 7 p.c. '85	----		----		----		----		----
Great Western 2d mort.	77		----		----		----		----
Hudson River	138		----		----		----		138
" 1M. 7 p.c. '69	----		----		100½		----		----
" 2M. S. F.	----		----		----		----		----
" 8M. 7 p.c. '75	----		----		----		----		----
Illinois Central	148½		149		----		150		----
" bonds	----		----		----		----		----
Marietta & Cin 1st pref.	----		----		----		----		----
" " 2d	----		----		----		----		----
Mariposa Mining Co.	----		----		----		----		----
" " pref.	----		----		----		----		----
Michigan Central	120½		121		----		120		----
" S. F. 8 p.c. '82	----		----		----		----		----
" conv. 8 p.c. '61	----		----		----		----		----
Mich. S. and N. I.	86½		86½		86½		85½		85½
" " 1M. S. F.	101½		----		----		----		----
" " 2 M.	----		95½		----		95½		----
Mil. and P. du Chien	----		----		----		----		----
" " 1st pref.	107		----		----		106½		----
" " 2d pref	----		----		----		----		----
" " 1st M.	----		----		----		----		----
Milw. and St. Paul	76½		75		75		----		75½
" " pref.	83½		82½		82½		----		83½
" " 1st mort.	93		93		93½		----		93
" " 2d mort.	----		----		----		----		----
Missouri 6s	93½		93		93½		93		93
" 1ss, to H. & St. J. R.	92½		----		----		----		92½
" " Pacific	----		----		----		----		----
Morris and Essex	----		----		----		----		----
" 1st mort.	101½		----		101½		101½		----
" " 2d mort	----		----		89½		----		----
N. Jersey R.R & T. Co.	----		----		----		----		----
New York Central	131½		130½		----		128½		127½
" " 7s. S. F. '76	----		----		----		----		----
" " 7s. conv. '76	----		----		----		----		----
" " 6s. S. F. '83	96½		----		----		----		----
" " 6s. S. F. '87	96		----		----		----		----
N. York & Harlem	----		----		----		----		----
" "pref."	----		----		----		----		----
" " 1M. 7 p.c. '72	----		----		----		----		----
N. Y. and N. Haven	145½		----		145		----		145½
N. Carolina 6s ex-coup.	72½		72		72		73½		74½
" new	7		71		71		72		72
Ohio & Miss.	30½		29½		29½		29½		29½
" " pref.	----		9		----		77½		----
" " 1st m.	----		----		----		----		----
Pacific Mail S. S. Co.	101		102½		100½		104½		103½
Panama	----		----		340		----		340
Phila. and Reading	92½		92½		----		91½		91
Pitts. Ft. W. & Chicago	110½		109½		109½		108½		108½
" " 1M.	----		----		----		104		----
" " 2M.	----		----		----		----		----
" " 3M.	----		----		93		----		----
Quicksilver Mining Co.	22½		22		----		----		----
St. L., Alton & T. H.	----		----		----		----		----
" " pref	----		----		----		----		----
" " 1M.	----		----		----		----		----
" " 2M. pref.	----		----		----		----		----
" " Inc. b'ds	----		83		83		----		----
Tennessee 6s, ex-coup.	65½		64		63½		64		64
" new	63½		62½		62½		63½		63½
Tol. Wab. & Western.	51½		51		----		50½		----
" " Pref.	----		----		----		----		----
" " 1M. ex.	----		----		90½		----		----
" " 2M.	----		----		83½		83½		83
" " Int. b'ds	----		----		----		----		----
Virginia 6s, ex-coupon.	54½		----		----		53		54½
" new	53½		53½		----		----		54

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.

	Th 6.	F.7	Sat 8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	126	----	----	—
U. S. 6s, 1871, coup.	----	----	----	----	----	----
U. S. 6s, 1874, reg.	----	----	----	----	----	----
U. S. 6s 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	109¼	109¼	109¼	109¼	109¼	109¼
U. S 5s, 10-40s, reg.	----	----	----	10 ⅜	----	105¼
U. S. 6s 1881, reg.	----	----	----	115¾	115¾	----
U. S. 6s, 1881, coup.	116¼	115¾	115¾	115¾	115¾	115¾
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ly.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	109¾	----	109¾	----	----	----
U. S. 6s, 5-20s, c. '62	114¾	114¾	114¾	114¾	114¾	114¾
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	109¾
U. S. 6s, 5-20s, c. '64	111	----	110¾	111	111	111
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	112¾	112¾	112¾	112¾	112¾	11 ⅛
U. S. 6s, 5-20s, r. n. '65	----	108¾	----	108¾	108¾	109
U. S. 6s, 5-20s, c. n. '65	108¾	108¾	108¾	109	109	109¼
U. S. 6s, 5-20s, reg. '67	----	108¾	----	108¾	----	----
U. S. 6s, 5-20s, c. '67	109	108¾	108¾	109¼	109¼	109¼
U. S. 6s, 5-20s, reg. '68	109¾	----	----	----	----	----
U. S. 6s, 5-20s c. '68	109	109	108¾	----	109¼	109¼
7.30 Notes, 2d series	----	----	----	----	----	----
" " 3d series	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 11.

	W 5	Th 6	F.7.	Sat.8.	M.10.	Tu.11
Catawissa	----	----	----	----	----	----
" preferred	32¼	33¼	33¼	33¼	33¼	33¼
Camden & Amboy	----	126¾	126¾	126¾	----	127¼
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	88⅛	----	----
" " 6s, '89	88¼	----	----	----	----	----
" mort. 6s, '89	97	----	97	----	----	----
Elmira & W'msport	----	45	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	93	----	----	----	----	94
Lehigh Navigation	21¼	21¼	21¼	21¼	----	21¼
" " 6s, '84	----	----	----	----	----	----
" " Gold L.	88¼	88¼	88¼	88¼	----	88¼
Lehigh Valley R. R.	55¼	55¼	55¼	55	55¼	55
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	44¼	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	56	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	70	----	71¼	----	71¼	71
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	33
" " 6s.	90	----	----	----	----	----
" " 10s.	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	52¼	52¼	52¼	52¼	53	52¼
" 1st m.	----	----	10⅛	----	----	----
" 2d m.	----	----	----	----	99¼	----
Penn. State 6s 1st s ries	104	104	----	----	----	104
" " 6s, 2d series	107	----	----	----	107	10.¼
" " 6s, 3d series	108¼	108¼	----	108¼	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	----	----	100	100	100	100
" " new	103¼	103¼	103¼	103¼	103¼	103¼
Philad. Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	45¼	45¼	45¼	45¼	45¼	45¼
" " 6s, '70	----	105	----	----	----	----
Philadelphia & Erie	26¼	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	20	20	----	----	21¼	----
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	59	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10¾	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	52	----	----	----	53¼
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 11.

	W.5.	Th 6.	F.7.	Sat.8.	M 10.	Tu.11
Baltimore City 6s, 1875	----	----	----	----	----	----
" " 1885	----	----	----	----	97	----
" " 1890	97¾	97¾	----	97¾	----	97¼
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	124	----	----	----	----
" " b'ds '75	----	----	----	----	----	----
" " " '80	----	97	----	----	----	----
" " " '85	98	----	----	----	----	----
Marietta & Cin. 1st m.	92	----	----	----	92¼	----
" " 2d m.	78¼	----	----	----	----	78
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	----	----	----	----	----	84½
" " 1900	----	----	----	----	83¾	----
N. W. Va. 1st mort	----	----	----	----	----	----
" " 2d mort	----	----	----	----	----	----
" " 3d mort	----	----	----	----	----	----
City Passenger R. R.	18	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.

	Th 6.	F 7.	Sat 8.	M 10	Tu.11.	W 12
Boston and Albany	147¼	148	----	148	148¼	150
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	138	----	----	----
Boston and Providence	136	136¼	----	----	----	138¼
Boston Hartford & Erie	20¼	21	20¾	21¾	23¼	23¾
Cheshire, pref.	----	----	----	70	----	70¼
Concord	----	----	78	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	----	122	----	----	----	122
Fitchburg	----	----	----	132	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	119¼	120¼	----	----	----	121
Northern, N. H.	----	----	----	----	----	117¼
Ogdens. & Lake Champ	68¼	----	68¼	68¼	68¼	68
Old Colony & Newport	99¼	99	----	----	98¼	97¼
Ph., Wil. & Baltimore	56¼	----	56¼	----	56¼	56
Portl'd, Saco & Ports.	102	----	----	----	----	----
Vermont & Canada	101¼	----	----	----	----	103
Vermont & Mass.	----	----	----	----	----	60
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	100	----	----	----	----	----
Metropolitan "	----	66¾	----	----	----	66¾
Middlesex "	----	58	----	----	60	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	19¼	----	----	20¼	20¼
Franklin "	----	----	----	----	18¼	14
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	6	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	20	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities July 24th, and 31st:

	Closing Prices July 31.	Closing Prices June 24.
United States, 5-20s, 6 per cent 1882	72 @ 72¼	72¼@ 73¼
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	71 @ 71¼	71¼@ 71¾
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 6 per cent	52 @ 56	52 @ 56
D . 6 per cent	34 @ 36	34 @ 36
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880. 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort, 1877	65 @ 70	65 @ 70
Do. do , 2d mort., 1882	60 @ 65	60 @ 65
Do., consolid. n ort bonds, 1890	42 @ 43	40 @ 41
Detroit and Mil. 1st mort. 7 p. c. 1864	60 @ 62	60 @ 62
Erie shares, $100 (all paid)	43½@ 44¼	43 @ 44
Do., sterlg. 6 p. c. conv. bonds	74 @ 76	74 @ 76
Illinois Central, 6 . c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	94¼@ 96¼	95 @ 96
D . , 7 p. c., 1875	78 @ 80	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	71 @ 73
Panama R. R. 2d mort., 1882, 7 p. c.	105 @107	105 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	95 @ 97	94 @ 96

American Railroad Journal.

Saturday, August 15, 1868.

Stock Exchange and Money Market.

There has been rather more animation in the Money Market since our last. The Stock and Gold operators have been more urgent in their applications for aid. Their wants have been readily supplied, however, within a range of from 3 to 5 per ct., generally at 4 per cent. on call. The large dealers in the public funds have had more money placed under their control at 3 per cent., than they have been enabled to employ profitably. The demand from produce and merchandise houses has been on the increase, likewise; but the offerings of strictly prime to good business paper yet continue on a very moderate scale, and they find a prompt market at from 5@7, mostly 6@7 per cent. per annum. The city banks, in their last weekly return, exhibited a general increase in all the leading items, including $4,281,690 in the specie reserve, $3,611,625 in the deposits, $413,487 in the legal tender hoard, $444,129 in the loan averages, and $118,769 in circulation. The city bank clearances, last week, reached $587,004,381, against $449,184,198 the preceding week. Showing an increase of $137,870,183 in a week. The business of the U. S. Sub Treasury, last week, was quite heavy again, in both forms of receipts and disbursements. Included in its disbursements was the Alaska purchase money, two millions of which (in American gold coin, and gold-bars) were shipped to Europe, during the week. The mercantile exports of specie were light, having been less than $900,000. As compared with the cash reserve of the 4th inst., the Government office closes on a balance of coin and currency, about a million larger than was then reported. According to the public debt statement of August 1, the U. S. Treasury held a reserve of $83,409,915 in coin last Saturday week against $90,228,559 on June 1, 1868. Its currency reserve was $26,644,358 on the 1st inst., against $48,279,120 on the 1st of June, 1868. There were $356,021,078 of U. S. legal tender notes in circulation on the 1st inst., against $356,144,212 on the 1st inst of June 1868.

The specie reserve of the city banks is now $24,784,427, against $5,311,997 same time last year. The city bank deposits are now $231,716,492, against $198,408,705 week ending Aug. 10, 1867. The legal tender reserve amounts to $74,051,548, against $76,047,421 same time last year. The circulation now stands at $34,074,374, against $23,565,278 same time last year. The loans are now $279,755,786, against $253,427,240 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $97,834,064 a day, against a daily average of $74,855,699 the preceding week, and $81,195,000 the week ending with July 25, 1868. The current week's exchanges average about $84,350,000 a day. The city banks, last week, gained $4,281,690 of specie, $413,487 of legal tender, and $3,611,625 of deposits. They increased their loans, $444,129; and their circulation, $117,069.

The New York Gold Exchange Bank reports for the week ending Saturday, the 8th day of Aug., 1868. the average amount of loans and discounts as $1,057,751; average amount of specie, $911,701; average amount of deposits, $1,510,957.

The Philadelphia Bank movement the past week shows an increase in loans of $250,852; a decrease of $3,274 in specie; an increase in legal tenders of $390,331; a decrease of $84,380 in deposits; and a decrease of $895 in circulation. The Bank Clearings show an increase of $2,178,131, and the balances, an increase of $804,741.

The outstanding amount of coin certificates on the 1st of Aug., was $22,414,000, against $20,298,180 on the 1st of June, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $7,218,000, and retired $2,385,378 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during July, reached $8,939,060.

The U. S. Sub-Treasury receipts, week ending with Aug. 10, were $32,072,836, including $2,493,373 from customs duties; payments, $35,125,667, including $414,000 of coin interest; balance at the close of the week, $78,988,272, against $82,041,604, at the close of the preceding week, showing a decrease of $3,053,331. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $6,713,874 including $336,266 from customs; and payments, $6,676,263; on Tuesday, receipts, $1,580,823 including $561,000 from customs, and

payments, $1,137,821. The balance at the close of business on Tuesday stood at $79,418,886, against $78,421,279, a week previous; and $82,-904,000, on July 29, 1868. The aggregate receipts of the office from all sources in July, were $94,-561,982; aggregate payments, $103,554,458. The balance on the 1st inst., was about nine millions below that on the 1st ult., which amounted to $89,125,661.

National Bank notes to the amount of $75,210 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,181,826, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,248,548, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,982,778. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,623,-300; and for the public deposits, $38,037,950—making a total of $379,661,250. The Treasury Department last week redeemed and destroyed $441,100 of worn and mutilated fractional currency, and issued $634,186 of new. The outstanding amount of fractional currency on the 1st of August was $31,867,818, against $32,581,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Moderate receipts from excises and customs have been reported by the Government offices since our last. The customs are yielding more liberally, as the preparations for the fall trade progress. The excises, last week, yielded some 2½ millions; customs at the port of New York, $2,493,373, and at the outports about $820,000 (in coin) more, making the grand total income for the week equal to about $7,329,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $16,000,000.

Gold has been quite variable all through the week, on an excited market. The opening dealings were of the most confident nature, carrying the price up to 150⅛@150¼ as against 148¼ as the highest figures of the preceding week. Subsequently, the speculative element found the offering for gold for immediate delivery, chiefly from private sources, more liberal than they had calculated on, stimulated, in part, by the rapid rise in the premium, and the disposition to purchase experienced a decided check. The abundance of sterling exchange at reduced rates, and the consequent activity in it, together with the unexpectedly favorable exhibit of the public indebtedness, especially as regards the specie reserve of the Treasury Department, combined to depress the Gold movement, and the later transactions were at a notable decline, running at one time on Tuesday, as low as 145½@145⅝. The closing quotations on Wednesday were 146¾@146⅞, the range of that day having been from 146⅛@146⅞. According to the last national statement, for Aug. 1, it appears that on Saturday week the Treasury held about $83,500,000 in gold of which $61,000,000 was the ownership, and that after allowing for the Alaska debt, the latter sum would only be reduced to $54,000,000, without counting the customs thus far in August, which at all the ports, up to Saturday last, amounted to about $4,000,000. Allowing for further small Gold payments upon the overdue Principal and for July Coupons presented in August, the Government is to-day in the ownership of $56,000,000, and holds altogether over 80 millions in gold. The city banks, last week, added over 4¼ millions to their reserve of specie. The mercantile exports of specie, last week, were considerably under a million; thus far, this week, they have been only $359,000 all on Tuesday.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $4,413,262, against $1,289,396 same time last year. The customs demand for Gold last week, averaged $415,563 a day; thus far, this week, it has been equal to $448,-650 a day, or equal to a weekly aggregate of $2,691,900. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $199,006 and from California, $806,351. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $69,019,966, against $73,965,915 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $26,363,-828, against $17,823,182, in 1867, showing an increase thus far in 1868, of $8,540,646. The exports of specie, from this port, last week, were $2,896,-532, against $413,382 same week last year; total, since Jan. 1, 1868, $62,584,689, against $38,-674,712 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $414,000; since Jan. 1, 1868, $59,479,580, against $39,331,199 The specie exports from San Francisco, from Jan. 1, to July 23, 1868, were $22,-384,285, against $24,994,670 same time last year.

Government received $4,854,786 from customs at the port of San Francisco, from Jan. 1, to July 28, against $4,184,000 same time in the preceding year.

An unusually liberal supply of bills of exchange has been available, since our last, particularly in the form of drafts against exports of U.S. Securities, and under the pressure of these bills on the market, rates have declined sharply, leading to a more active business. Bankers' prime sixty day bills on London closed on Wednesday at 109@109½, and on Paris to 5.21¼c.@5.16¼; sight bills on London to 109⅜@109⅞, and on Paris to 5.15c.@5.13¾. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,209,312, against $3,928,544 same week last year; total, since Jan., 1, 1868, $102,288,892 against $116,463,388 in 1867; and grand total, during the fiscal year ending July 1, 1868, $179,-784,280, against $195,544,905 in 1866–'67.

Government securities have been in fair though not active demand, all through the week. Prices have been generally well maintained, and toward the close, the market exhibited rather more buoyancy, on quite moderate offerings of interest bearing obligations. According to the last debt statement, August 1st, the coin bearing debt has been increased some 67⅛ millions, since June 1, whilst the currency interest portion of the debt has been reduced nearly 86½ millions. During the past two months a trifle over 105½ millions of Seven-thirties were retired, either by conversion or direct purchase, leaving outstanding on the 1st inst., only about 8½ millions out of the grand aggregate of 830 millions of these notes originally issued, mainly through the Loan Agency of Mr. Jay Cooke. Thus was nearly all of this gigantic popular loan provided for, almost all before its full maturity, without a perceptible disturbance of the money markets of the country. All this work was accomplished under Secretary McCulloch's administration of the National finances. To the outstanding volume of 5-20 bonds, $88,350,500 were added in June and July, leaving the aggregate on Aug. 1, $1,583,106,100, against $1,494,755,600 on June 1, 1868. The outstanding Five per cents were increased about ¾ths of a million. The total of the coin bearing debt on the 1st inst., was $2,088,871,800, against $2,007,827,842 on the 1st of June. Some 6½ millions of 6 per cent. currency bonds were issued during June and July, in aid of the several Pacific Railroad enterprises, chiefly to the Union, and the Central Pacific Railroads. About 6½ millions of matured 1867 and 1868 bonds were redeemed in the same period. The total of the currency bearing portion of the debt on the 1st inst., was $84,-604,890, against $216,117,540 on the 1st of June. The Navy Pension fund, heretofore classed as coin bearing, has been transferred to the currency bearing table.

U. S. sixes of 1881 closed here on Wednesday at 115¾@116; U. S. Five-twenties of 1862, 114¾@114⅞; U.S. Five twenties of 1864 at 110⅞@111⅛; U. S. Five-twenties of 1865 at 112⅜@112⅝; U. S. Five-twenties of 1865, consolidated, 109¼@109⅜; U. S. Five-twenties of 1867, 109¼@109⅜; U. S. Five-twenties of 1868, 109⅜@109½; U.S. Ten-forties at 109⅜@109⅝. U.S. Six per cent. currency bonds, 102⅝@102⅞. The brokers are buying the outstanding compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

September, 1865..118½ | October, 1865....118

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 29.	Aug. 5.	Aug. 12.
Consols	94½	94⅜	93⅞
U.S. 5-20's of 1862	72⅛	71½	72
Erie	43¾	37¼	36¾
Ill. Central	94⅝	92⅝	92½

The railway and miscellaneous share speculation has been much less spirited, on either *bull* or *bear* side, since our last, and the market has been devoid of firmness or buoyancy. Tuesday's dealings indicated much hesitancy and depression, Wednesday's operations were on a more confident basis, the market closing buoyantly.

A less active produce trade has been reported, since our last, though prices of breadstuffs, provisions, petroleum, and cotton have generally favored buyers. Middling upland cotton closed tamely on Wednesday at 29@29½ cents per lb. The stock of cotton now here is estimated at about 42,500 bales. The receipts at the port this week, have averaged only about 150 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,189,500 bales, against 1,871,000 bales same time last year; exports, same time 1,876,000

bales, against 1,555,000 bales same time last year; stock on hand at latest dates, 60,000 bales, against 115,000 bales same date last year. At the Live Stock market, this week, Beeves have been in good supply and limited demand at from 10@16¾c. per lb.; week's receipts, 6,654. Veal calves continue in fair request, but quoted heavy at from 7@11½c. per lb.; receipts, 1,628. Sheep and lambs have been in less demand ranging from 4@7c., and 7½@8½, respectively, per lb.; receipts, 30,440. Swine have been more sought after and firmer, at from 10½@11¼c. per lb., all live weight; receipts, 11,851. The merchandise markets have been comparatively tame and devoid of buoyancy. There has been only a restricted movement in dry goods, yet holders of desirable fabrics have been firm in their views. The total imports of foreign dry goods, last week, were $2,534,163, and the total amount marketed $2,227 084. The value of foreign merchandise imported last week, was $3,511,930—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $6,046,093, against $5,977,654 same week last year; from Jan. 1, 1868, $151,219,627, against $155,865,760 same time in 1867; and year ending July 1, 1868, $288,283,518, against $269 881,007 in 1866-'67. The freight market has been less active, closing heavily. For Liverpool we quote flour at 1s. 4½d. @1s. 6d. by sail, and 1s. 7½d.@1s. 9d. by steamer, per bbl.; grain at 4@4½d. by sail, and 5@5½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and $\frac{3}{16}$d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 464.

The New York exports, exclusive of specie, for the week ending Aug. 11, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,928,544	$3,209.312
Prev. reported.....	112,534,844	99,079,580
Since January 1.....	$116.463,388	$102 288,892

The imports for the week ending August 8, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$2.933,148	$2,534,163
Gen. merchandise.....	3,044,506	3,511,930
Total for the week.....	$5,977,654	$6,046,093
Previously reported....	149,888 106	155,173,534
Since January 1.....	$155,865,760	$151,219,627

The balance in the Sub-Treasury on Wednesday was $80,716,242 07.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns —

New York.—Pacific R. R. 7s, guar. by Mo., 94⅛; Milwaukee and St. Paul 8s, 1st mort., 103; Albany and Susquehanna 2d mort. 7s, 86; U. S. 6s, Pacific R.R. issue, 102½; Toledo and Wabash Equipment bonds, 72¾; Chicago and Milwaukee 1st mort., 91; Hartford and New Haven R. R., 213; Hannibal and St. Joseph R. R., 84; do., pref., 86; Indiana 5s, 94; Georgia 7s, 91⅝; Brooklyn 6s, W. L., 96; Jersey City W. L., 93½; Adams' Express Co., 52; Wells Fargo Exp., 27; U. S. Exp., 45⅛; Merchants' Union Exp., 24¼; American Exp., 44; Boston Water Power Co., 15⅛; Union Navigation, 27⅛; Brunswick City Land, 8½; Cary Imp. Co., 10⅝; Western Union Telegraph Co., 34; do., 7s, 90; Bank of Commerce, 121; Central National Bank, 108; Am. Ex. Bank, 121; Seventh Ward Bank, 112; Park Bank, 152; Fourth National Bank, 104½; Ocean Bank, 109; Shoe and Leather Bank, 121; Continental Bank, 102; Bankers' and Brokers' Ass., 99; Ninth National Bank, 109½; Bank of Republic, 120; Benton Gold, 0.25; Buchanan Farm petroleum, 0.55; Brevoort, 0.80; Corydon, 0.25; Consol. Gregory, Gold, 4.35; La Crosse Gold, 0.32; Montana Gold, 0.55; New York Gold, 1.50; Owyhee Mining, 15.00; Pit Hole Creek petroleum, 0.85; Quartz Hill Gold, 1.05; Smith and Parmalee, Gold, 5.00.

Philadelphia.—North Pennsylvania 7s, 90; West Jersey R. R. 6s, 92¼; Phila. and Erie 7s, 80; West Penna. R. R. 6s, 82; Lehigh Nav. 6s, R.R., loan, 85; Camden and Atlantic pref., 21; Thirteenth and Fifteenth streets R. R., 15; New Jersey State 6s, 103¼; Pennsylvania State coupon 5s, 97½; do., 5s, 1870, 100½; Morris Canal Boat Loan, 80; Ocean Oil, 1⅛; Feeder Dam, ⅜; Commonwealth Bank, 62; Union Bank, 61; Farmers' and Mechanics' Bank, 128½; Philadelphia Bank, 162. The latest quotations are: City 6s, 100@100; do., free of tax, 103½@103⅝; State 5s, reg., 100@100; do., coupon, 97@98; do., 6s, W. L., 102½@103; Reading, 45½@46; do., 6s, 1870, 104½@105½; do., bonds, 93@—; Camden and Amboy, 127¼@127½; do., mort, 6s, 1889, 96¾@97; do., 1883, 88@88½; Penn. R. R., 53@53¼; do., 1st mort., 100@100½; do., 2d mort., 99¼@99¾; Little Schuylkill R.R., 44@45; Morris Canal, 33@50; do., pref., 70½@72; do., bonds, 86@90; Wyoming Valley Canal, 34@35; do., 6s, 80@81; Susquehanna Canal, 14½@16; do., 6s, 59@60; Sch. Nav., 11@12; do., pref., 19@20; do., 6s, 1882, 70@70¼; Union Canal bonds, 12@13; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 31@32; do., pref., 42@44½; do., 7s, 1873, 93½@94½; do., 5s, 61@62; Lehigh Coal and Navigation, 21¼@21½; do., bonds, 1884, 82@82½; do., Gold Loan, 88@88¼; North Pennsylvania, 33@34; do., 6s, 90@91; Philadelphia and Erie, 26@26⅜; do., 6s, 91¼@91¾; Minehill, 55⅞@56; Catawissa, 9@10; do., pref., 33@33; Lehigh Valley, 54⅜@54½; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 53@—; West Philadelphia, 62@67; Spruce and Pine, 23@24; Green and Coates, 30½@—; Chestnut and Walnut, 44@50; Thirteenth and Fifteenth, 15@15¼; Girard College, 25@27; Tenth and Eleventh, 68@75; Union, 45@—; Destonville, 10@10½.

Boston.—Boston, Hartford and Erie 7s, 80¼; do., new, 62½; Vermont Central 1st mort. 7s, consolidated, 81; Stanstead, Shefford and Chambly 7s 79; Burlington and Missouri River 7s, 1893, 93¾; do., 7s, 1875, convertible, 96⅝; do., 8s, 1878, convertible, 104; Central Pacific R. R. 6s, gold, 100⅝; do., 7s, 1888, 110⅝; Union Pacific R. R. 6s, 100¾; Old Colony and Newport 6s, 97; Western R. R. 6s, 1875, 100; Cincinnati and Indiana, 6s, 1882, guar., 85⅛; North Missouri 7s, 83¼; Boston and Lowell 6s, 1879, 99; Salem and Lowell 6s, 1878, 90½; Rutland and Burlington 1st mort., 152; Eastern R. R. 6s, 1885, 97¾; Summit Branch R. R., 17½; Ophir (N. S.) gold, 1.10; Boston Water Power Co., 16; Cary Imp., Co., 10⅛; Waverly Land Co., 1⅛; New Hampshire 6s, 1873, 100¼; Connecticut 6s, 1883, 100½; Massachusetts 5s, 1894, gold, 115½; do., 5s, 1888, go d, 113½; Cook Co., Ills. 7s, 99¾; Bath 6s, 1891, 93; do., 1870, 97; Calais, Me., 6s, 1876, 94⅛; Portland 6s, 1876, 98; Hallowell, Me., 6s, 1870, 97¾; St. Louis County 6s, 1877, 96⅛ Chicago 7s, 1892, municipal, 99⅜; do., sewerage, 100; St. Louis City 6s 1887, municipal, 86½; Boston 6s, 1875, currency, 102½; Roxbury 6s, 1878, 93¼; Salem 6s, 1883, W. L., 100; Newburyport 5s, 1883, 85; Portland 6s, 1886, 97½; Cambridge Gas, 126½; Atlas National Bank, 119; Boston National Bank, 125¼; Eagle National Bank 119; Hide and Leather National Bank, 100; Merchants' National Bank, 125; State National Bank, 107¾; Suffolk National Bank, 120¾; Webster National Bank, 115⅜; Allouez Mining Co., 8⅛; Concord, 2; Hancock, 4¾; Hecla, 60; Humboldt, 50c.

Baltimore.—Wilmington and Weldon 7s, gold, 91⅞; Richmond and Danville bonds, 78½; Western Maryland 2d mort., 82; do., guar., by Washington Co., 86; Central Ohio 1st mort., 88; Virginia 6s, old, 46½; Atlantic Coal, 1.50; Mechanics Bank 103¾; National Exchange Bank, 100½. The latest quotations are: Balt. and Ohio, 124@125; do., 6s, 1875, 96@96; do., 1880, 96@96; do., 1885, 98@—; Northern Central, 49@49; do., bonds, 1885, 84¼@84⅞; do., 1900, 83½@85; Parkersburg Branch, 25@27; N.W. Va., 1st mort., 95@—; do., 2d mort., 90@94; do., 3d mort., 1873, 90½@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 92½@93½; do., 2d mort., 77⅝@77⅞; Central Ohio, 84¾@85¾; do., 1st mort., 87½@88; Western Md. 6s, 1890, 81@82; do., guar., 85@—; Richmond and Danville bonds, 78@78½; Baltimore 6s, 1875, 97¾@98; do., 1886, 97@97; do., 1890, 97@97¼; do., 1893, 96@97; do., 5s, 1838-'70, 80@—; City Passenger R. R., 18@19; George's Creek, 52@57; Santa Clara, 1.50@3.00; Atlantic Coal, 1.50@1.60.

Rockford, Rock Island and St. Louis R. R.

First mortgage, 50 years, 7 per cent. Convertible Sinking Fund, Bonds of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in Gold, free of Government tax.

For sale at 95 and accrued interest in currency, at the office of the Company, 12 Wall st.

Governments and other securities received in exchange.

H. H. BOODY,
Treasurer.

Novelty Iron Works.

These works are situated at the foot of 12th street, East River, N. Y. It will be seen by reference to their advertisements in another column, that they manufacture Iron Piers and Bridges, and all kinds of Architectural Iron Work. Also, Steam Engines, Machinery, Iron Steamers and Vessels, Turbine Water Wheels, Crane Engines, Moveable Cranes, Cocks, Valves, Whistles, Gauges, Saw Mills, Sugar Mills, Leather Belting, etc., etc., etc. Gear and Wheel Book furnished on application.

☞ It is said the "jar" caused by the frequent passage to and fro of the heavy engines and trains on the underground railroads in London is gradually but surely loosening and making unsound the foundations of the superstructures in the vicinity.

Railroad Earnings.—Weekly.

The earnings of the Michigan Central Railroad for the 1st week in Aug., 1868, were..$75,025 09
Corresponding week of previous year.. 68,342 65

Decrease $6,682 44

The earnings of the Chicago and Northwestern Railroad for the 1st week in Aug.,1868.$240,574 27
Corresponding week previous year .. 190,170 56

Increase $50,403 71

The earnings of the Western Union Railroad for the 1st week in Aug., 1868.....$11,192 79
Corresponding week previous year.... 11,671 92

Decrease $479 13

The earnings of the Chicago and Alton Railroad for the 1st week in Aug., 1868..$108,000 00
Corresponding period previous year . 84,726 00

Increase $23,275 00

The earnings of the Chicago and Rock Island Railroad for the first week in Aug., 1868, were.....$95,500 00
Corresponding week of previous year.. 70,197 00

Increase $25,303 00

The earnings of the Detroit and Milwaukee Railroad for the first week in Aug., 1868, were $32,788 00
Corresponding week of 1867..... 82,400 00

Increase..... $388 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week in Aug., 1868, were..... $82,431 00
Corresponding week of 1867..... 82,810 00

Decrease $379 00

The Red River Route.

Report on the Line of Route between Lake Superior and the Red River settlement.—By S. J. Dawson, Esq., Civil Engineer.

RAILROADS.

It has been urged that a railroad from Lake Superior to Red River would afford the best and easiest means of communication, and that it would form a link in the great railway system which it is believed will, at no distant day, span the continent from the Atlantic to the Pacific within British territory.

Now, while admitting the great advantages which would result from a work of this kind, it must be borne in mind that the means for its construction cannot at present be obtained. There is no amount of argument as to prospective advantages which could procure the investment of twenty millions of dollars, which would be about its cost in an undeveloped region, such as that through which it would pass. Theoretically, the idea may be a good one, but practically it is at least premature.

Moreover, a railroad between the points indicated would be isolated as regards other railways, and being available only during the season of navigation would be without one of the chief advantages of a railroad, which is that it can be kept in operation independently of the navigation.

It has been suggested that whatever objections might attach to the project of a railway all the way to Red River, a comparatively short line would best overcome the rough and difficult section intervening between Lake Superior and Rainy Lake. But the same objections which present themselves in regard to the former apply to the latter.

Its length, that is of a line from Lake Superior to Rainy Lake, allowing for deviations, would not be greatly less than two hundred miles, and its cost would far exceed any means which there is a probability of obtaining.

It would absorb an amount of capital more than sufficient to provide for the lockage required to connect the navigable reaches between Dog Lake and Lake Winnipeg, and form a canal, which, in the present state of the country, or any state of development to which it can attain for a considerable period would be of greater utility than a railroad.

Finally, before such a work was undertaken the country would have to be rendered accessible, as I have already said, by some such means of communication as I have suggested.

It will not be understood, however, from what I have said that a railway is impracticable. In fact, with the exception of the section between Lake Superior and Rainy Lake, which is rough and broken and has never yet been explored with a view to a work of the kind, the ground is not unfavorable, but, as I have said, the idea of such a work is premature.

CANALS.

On reference to what I have already stated, it will be seen that from Dog Lake north-westward to the Lake of the Woods long, navigable reaches occur in continuous succession, separated by short intervals of rapid water or other impediments. From the Height of Land Portage, where it strikes the Savane River, to the north-west angle of the Lake of the Woods, the distance is 304 miles, and the total amount of lockage that would be required 425 feet, being somewhat less than that of the Rideau Canal. By means of lock and dam, the whole of this distance might be rendered navigable without a break, at comparatively small cost, if wooden locks were adopted. The river channels between the navigable sections are everywhere of rock and generally favorable for the construction of such works as would be required.

With this extent of navigation might be connected the navigable water east of the Height of Land, having a length in Dog Lake and River of 35 miles.

When the dam now in progress at Dog Lake is completed, the difference in level between the waters of Dog River and the Savane will be about a hundred feet, and a canal with locks, by way of Muskaig Lake, might be constructed to connect the two. Lac des Mille Lacs would be the summit level, and it has sufficient water for a canal both ways,

This would give three hundred and fifty miles of unbroken navigation, approaching at its eastern extremity to within twenty-five miles of Lake Superior, and at its western to within ninety miles of Fort Garry.

All the lockage required would cost less than would a railroad of two hundred miles to Rainy Lake, and it would be of vastly greater utility.

A short railway of twenty-five miles, from Dog Lake to Thunder Bay, would connect the navigation with Lake Superior; while a similar work of ninety miles, from Fort Garry to the North-West angle of the Lake of the Woods, would join it to the Red River settlement. The latter railway would be over very even ground.

I have offered these suggestions, not with a view of conveying the impression that they should be immediately acted upon, but to show what is practicable and what would be the true way of opening a line adapted for heavy traffic when the country has attained a stage of development to warrant the expenditure which it would involve.

THE INDIAN ELEMENT.

In opening the communication to Red River, the country will be brought to some extent into contact with the Indians, who have their hunting grounds on the line of route.

Hitherto Canada has been fortunate in dealing with the Indian element; and, in the present case, I see no reason for anticipating greater difficulty than has arisen in the past.

The only localties where the Indians are at all numerous are at the Lake of the Woods and Rainy River, but the entire population does not greatly exceed three thousand. They can, however, collect in summer in larger numbers than Indians usually do from the fact that they have abundance of food. This is afforded by the wild rice of the country, which they collect, and by the fish which literally swarm in the lakes and rivers; some industry practised on their own part, too, in raising Indian corn serves to supply them to a small extent. I have seen as many as five or six hundred of them collected at one time at the rapids on Rainy River, engaged in catching sturgeon, the flesh of which they preserve by drying it like pemican and then pounding it up and putting it, with a due mixture of oil, into bags made of sturgeon's skin.

They have a rude sort of government, and the regulations made by their chiefs are observed, it is said, better than laws usually are where there are no great means of enforcing them.

They are very intelligent and are extremely jealous as to their right of soil and authority over the country which they occupy.

When the Red River expedition first came in contact with them they manifested some displeasure, and were not slow to express it, at parties being sent through their country to explore and examine it without their consent being asked and obtained. On becoming better acquainted with them, we found it to our advantage to keep up a little friendly intercourse with the chiefs, calling upon them as we passed and interchanging a few presents of no great value. When we had adopted this course all difficulties vanished and, ere the explorations were brought to a close, they manifested and expressed an earnest wish to see the communication opened.

The chief danger which could arise of coming into unfriendly relations with the Indians would be from having parties of workmen in the vicinity of their encampments. Now this is a contingency not likely to arise from the fact that where the Indians are numerous the navigation is unimpeded and but little work required; but, as a rule, extreme prudence will always have to be observed by the officers in charge of men to keep them from coming in contact with the Indians.

These Indians are all heathens, and never seem to have been in the slightest degree impressed by the missionaries who have attempted their conversion. They are, however, very pious in their own way, and much of their time seems to be occupied in religious observances, which have their manifestation in long fasts and nights of watching, when they pretend to hold familiar intercourse with spirits, whose presence in the secret recesses of their lodges is indicated by drum beating, chanting, incantations, and many unearthly noises besides. At stated intervals, the greatest and most solemn ceremony of the tribe, the mystical feast of the white dog, is held at Fort Frances, and at such times, the gravity and terrible earnestness of their demeanor would do no discredit to more civilised congregations.

In appearance these Indians are tall and well formed, and in bearing independent and sometimes even a little saucy, but in their intercourse with strangers they are hospitable and kind. Their morality is said to be of a high order as compared to that of the Indians of the Plains.

They are, in general, keen traders, and seem to know the value of what they get and give as well as any people in the world. Some of those who assemble at Rainy River for the sturgeon fishing in summer come from Red Lake, in the neighboring state of Minnesota, where they possess hunting grounds; and among these latter are some who have been parties to treaties with the United States for relinquishing certain tracts for settlement, for which they are now in receipt of annual payments. The experience they have thus gained has rendered them expert diplomatists as compared to Indians who have never had such advantages, and they have not failed to impress on

their kindred and tribe on Rainy River the value of the lands which they hold on the line of route to Red River.

Any one who, in negotiating with these Indians, should suppose he had mere children to deal with, would find himself mistaken. In their manner of expressing themselves, indeed, they make a great deal of allegory, and their illustrations may at times appear childish enough, but in their actual dealings they are shrewd and sufficiently awake to their own interests, and, if the matter should be one of importance, affecting the general interests of the tribe, they neither reply to a proposition nor make one themselves until it is fully discussed and deliberated upon in council of all the chiefs.

THE TREATY.

From what I have said, I trust that it will be seen that some sort of a treaty should be arrived at with the Indians. They are, as I have stated, desirous of seeing the communication opened, believing that it will conduce to their advantage, and I think a treaty with them should, in the first instance be confined to this one point, namely, right of way. This they expressed their willingness to accord many years ago, but the question of relinquishing land for settlement was always taken by them *en delibre*. In this latter respect, what they are afraid of is that settlers would interfere with the fisheries, from which they derive their chief means of subsistence, and I think it would in the first instance, be imprudent to introduce settlement into the particular settlement which they occupy. The first great point is to get the communication opened, and the first treaty should be confined, as I have said, simply to right of way. By combining it with the land question, surveys of townships for settlement, reserves for the Indians, and so forth, complications might arise which would prove embarrassing.

AGRICULTURAL RESOURCES.—LAKE SUPERIOR SECTION.

In this section the cultivable areas are of limited extent and confined chiefly to the valleys of the streams. There are, however, occasional plateaux at a considerable elevation, showing a moderate depth of loam. In the vicinity of the line of route the best locations will be found in the valley of the Kaministiquia and on the shores of Thunder Bay. The climate of the country bordering on the lake shore is favorable to the growth of cereals and all kinds of vegetables which are usually raised in other parts of Canada. When the mines at Thunder Bay, and on the north shore of Lake Superior generally, become developed they will create a market for all kinds of agricultural produce, and this must render of great value such lands as are susceptible of cultivation.

Around the shores of Dog Lake there are occasional patches of fair land, but the elevation of the country is such as to render the climate rather cold. On Dog River and at the plateaux at the Height of Land there is any amount of pasturage, and oats, potatoes, &c., might easily be raised.

THE LAKE REGION.

The eastern section of this region is cold, on account of its great elevation, but on descending to the westward the climate rapidly improves and, by the time Sturgeon Lake is reached, the summers are as long as at Lake Superior and I think somewhat warmer.

Eastward of Sturgeon Lake the rock formation is Laurentian and, as usual in regions occupied by that series, the cultivable areas are limited in extent, although where they do occur the soil is often very rich. It is such a country as that now being settled on the Gatineau or Upper Ottawa, with this difference, that whereas on the Gatineau and Ottawa the valleys present rivers bordered with alluvial soil, the valleys in this region are occupied by lakes. There are, nevertheless, occasional spots occurring at intervals throughout the whole region where the soil is good and of sufficient extent for farms, but, as a rule, speaking generally, the country never can become an agricultural district.

There are those, however, who would prefer a mountainous and diversified region of this kind to the level areas which are spread out like oceans a little further to the west. Among the Laurentian hills and on the borders of lakes studded with wooded islands there are situations of surpassing beauty and magnificence. The forests abound in game and the rivers and lakes are teeming with fish, water power is unlimited, and timber, which will yet find a market in the prairies of the west, is abundant.

A farmer who should establish himself on any of the carrying places with horses and wagons would soon realise an independence, as many have done in similar situations on the Ottawa. The first to locate themselves would have the advantage, and might hope soon to see villages growing up around them. No more advantageous situations could be desired than Jourdan's Rapids, the Prairie Portage, where there is an abundance of grass, or the French or Deux Rivieres Portages, all of which, until a canal is made, must be places of land carriage and transhipment. Here, then, in the event of the communication being opened, would be a field for enterprise to steady and industrious farmers, who could combine the cultivation of the land with the profitable employment of carrying freight over the portages.

In such situations, too, the growing wants of a new settlement would soon create a demand for various branches of industry. Boat builders, blacksmiths, and carpenters would find ready employment where small crafts had to be provided for such a length of inland navigation, and saw mills would be required to supply them with material.

But to proceed, in regard to the capacity of the country for agriculture, on getting to Sturgeon Lake the climate is improved, but the ground is still rough and broken, as it is also at Nequaquon and Nameukan Lakes. Rainy Lake is so much indented with bays that in passing through it, only headlands and islands can be seen, and these are often rocky, but I have heard it reported by the Indians that there are areas of very fine land about Rainy Lake.

LAKE OF THE WOODS AND FORT GARRY SECTION.

Arrived at Fort Frances, 190 miles in an air line from Thunder Bay, the mountainous region is passed and, commencing here, a beautiful tract of land extends along the bank of Rainy River to the Lake of the Woods. This tract is of the very richest alluvial soil, and in the whole distance there is not apparently an acre unsusceptible of cultivation. Old Indian gardens, growing vetches, and wild grass are met with at intervals on the banks, and the forests present basswood, oak, and elm, with occasional white pines of gigantic proportions.

To this succeeds the Lake of the Woods, with fifty miles of navigation among islands varying in character, some fertile and others barren, but on some of which the Indians have grown maize from time immemorial. The section which comes next, that between the north west angle and the prairie, as already described, is swampy. There are, nevertheless, occasional portions of it well adapted for settlement.

The wooded region ends with the section just referred to, and from this point westward to the Rocky Mountains and north-westward to Peace River the prevailing characteristic is prairie. These prairies are for the most part of rich alluvial loam, but they are in some places sandy, as on the upper portion of the south branch of the Saskatchewan. So vast is the region, and the soil throughout the greater part of its extent so good, that it is no exaggeration to say the cultivable areas may be reckoned by hundreds of millions of acres.

The country is intersected by rivers, one of which, the Saskatchewan, drains an area greater than does the St. Lawrence and is navigable for 700 miles of its course. From the south branch of this great river, north-west to Peace River, the climate is adapted to the growth of wheat. Coal, salt, iron, gold, and bitumen are among the minerals to be found. Over the untilled fields which nature has spread out, the wild cattle of the plains roam in countless herds, and for hundreds of miles together may be seen grazing like domestic cattle in a field of pasture. A region which thus in a state of nature supports animal life in profusion must be naturally rich as regards its soil and climate. It is, in fact, fitted to sustain as dense an agricultural population as any area of equal extent on the face of the globe.

Such, in a brief view, is the country with which it is proposed to open communication, but to describe it further would be beyond the scope of this report.

Journal of Railroad Law.

WHEN COUPONS OF RAILROAD BONDS DRAW INTEREST.

The facts in the late case of the North Pennsylvania Railroad Company *vs.* Adams (54 Penn. St. R. 94,) were as follows: In 1866, Adams brought an action against the North Penn. R. R. Co. to recover the amount of 11 coupons of $30 each payable respectively Jan. 1st and July 1, 1861, and Jan. 1, 1862. The coupons read in the usual way. Copies were filed with the affidavit of Adams, that at the time the coupons fell due the company was unable to pay them; that he believed they were presented to the company's office for payment, but if not, it was because they had refused to pay other coupons of the same date, that the company paid one-sixth of the face of the coupons due Jan. 1st, but no more. The company also, by an affidavit by their president, denied any knowledge of the presentation of the coupons for payment, except those on which a payment of one-sixth had been made; that after this payment the coupons sued on were presented and the amount due on their face was offered to Adams, who refused to accept it, unless interest from the maturity of the coupons was also paid. Judgment was rendered in favor of Adams in the court below, and the company took a writ of error.

The opinion of the court was delivered by Agnew, J.—The affidavit of defence in this case avers no possession of funds, and readiness to pay the coupons at the time and place they were payable. The objection to the payment of interest is rested solely on the ground of non-presentation when due at the place appointed. But payment tender, and readiness to pay are all affirmative pleas, casting the burden of proof upon the defendant. It has been decided, therefore in this State and elsewhere, that presentation and demand at the place of payment are unnecessary to entitle the plaintiff to recover, where the defendant has shown no readiness on his part to pay at the place.

That coupons bear interest is decided in the County of Beaver *vs.* Armstrong, 8 Wright, 63. In the opinion of Justice Read the language used is, after demand and refusal, indicating the time of the running of interest to be from presentation. But the fact in that case was that interest was recovered from the time the coupons fell due. The 4th assignment in error shows this. The coupons never were presented in New York for payment, the company having provided no funds to meet the interest on their bonds. There being no readiness to pay averred in this case, the court below was right in allowing interest from the time

the coupons fell due. The case of Emlen *vs.* Lehigh Coal and Nav. Co., 11 Wright 76, was decided on the ground that the company had in bank, as found by the special verdict, cash to their credit sufficient to pay the loan to plaintiff, principal and interest and all other debts of the company. There was no question as to the readiness or ability of the company to pay.

Illinois Central Railroad.

The statement of this Company for the month ending July 31, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	10,607.90 for	$104,751 98
Acres Int. Fund Lands sold	40.00 for	585 20
Acres Free Lands sold	2,259.29 for	30,987 83
Total sales during month of July, 1868	12,907.19 for	$136,325 01
To which add Town Lot Sales		968 00
Total of all	12,907.19 for	$137,293 01
Cash collected in July		$169,120 90

TRAFFIC DEPARTMENT.

Receipts from Freight		$306,045 00
do. Passengers		122,752 79
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		70,000 00
Total Receipts in July, 1868		$509,156 12
Total Receipts in July, 1867		$497,520 81
Estimated earnings in the month of July, on the D. & S. C. R. R., not included above		$67,301 58

Union Pacific Railroad.

The Commissioners of the Union Pacific Railroad have examined the twenty-fourth section of twenty miles of that road, commencing at the six hundred and eightieth and terminating at the seven hundredth mile post west from the initial point on the Missouri River, near Omaha Nebraska, and have forwarded their report to the Interior Department. The President of the United States has approved the report and directed the issue to the company of the bonds, and patents for the land due on the completion of said section.

☞ The directors of the Worcester and Somerset Railroad Company will receive proposals up to the first day of September, for the construction of this road from King's Creek, on the line of the Eastern Shore Railroad, distance 8½ miles from Newtown. The sum of $5 500 per mile to be paid in cash, the balance to be secured by the bonds of the company, bearing interest at six per cent.

☞ General Burnside, Colonel Davidson and Mr. Matthews, the Board of Engineers appointed by the Superior Court to locate the Shore Line Railway Bridge at Saybrook, Ct., and prepare plans for its construction, have designated the place for the bridge and located the abutments and centre piers. The central piers are located so as to provide for a draw 120 feet wide, and the distance between the other piers is to be 200 feet.

☞ The Manassas Gap Railroad is nearly completed to Mount Jackson, and trains will commence running to that point on the 15th. The distance between Woodstock, the present terminus of the road, and Mount Jackson is eleven miles.

7-30 Notes.

It appears from the books of the Treasury Department that there are outstanding of the various issue of 7 30 notes the following amounts. The time for their conversion into 5 20s having expired they are therefore payable in currency: First issue, August 1864, $614,200. The time for conversion of this issue expired one year ago. Second issue, of June 1865, $2,327,850. The time for conversion of this issue expired July 1. Third issue, of July 1865, $4,863,800. The time for the conversion of which expired August 1. The total amount outstanding is $7,805,950.

Interest on Registered Bonds.

The Secretary of the Treasury has issued instructions concerning the payment of the interest on registered bonds. All parties entitled to receive interest on such bonds must, within ninety days from the date when such interest is due, collect it of the assistant treasurer or depositary whose duty it is to pay the same. After ninety days their claims will be referred to the treasury for settlement.

☞ The Deed of Trust of the Connellsville Railroad Company, for $4,000,000, in accordance with the ordinance of waiver of priority by the City of Baltimore, has been executed by the Trustees, Messrs. B. F. Newcomer, John W. Garrett, and Wm. T. Walters, and the mortgage bonds issued thereunder will be ready for delivery by the President of the company, Wm. O. Hughart, Esq., during the coming week.

☞ The work of grading for the extension of the South Side (L. I.) Railroad between Sayvill and Patchogue has been commenced, and it is thought that the road will be completed to the latter point before winter sets in.

☞ The surveys for the extension of the New Bedford and Taunton Railroad from the latter place to Hebronville, will soon commence. The road will shorten the distance from Boston to Providence ten miles.

☞ The rails on the Troy and Greenfield Railroad are laid to the Tunnel station, within half or three-quarters of a mile of the tunnel.

☞ The railroad from St. Joseph to Council Bluff was completed, and the trains commenced running on the 11th inst.

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SPECIFICATIONS
FOR
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OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgon for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

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JOSEPH C. BUTLER,
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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

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PATENTED SEPT. 18th, 1866.

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I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN*, and it is impossible for any accident to occur from the misplacement of switches.

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AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

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A descriptive manual of Mathematical Instruments (a pamphlet of 32 pages) sent free on application.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York, Saturday, August 22, 1868.

Railroads in Peru.

A letter to the *N. Y. Times*, dated Lima, Peru, S. A., July 22, 1868, says: The new railroad under contract with Mr. Meiggs, is being pushed forward rapidly. Fourteen miles are already graded and awaiting the sleepers and rails. A very formidable piece of work has been encountered, which is the opening of a tunnel to be cut through a solid granite rock of two thousand feet, the tunnel leading to a precipice seven hundred feet high. Here an immense chasm is encountered, over which a bridge must be constructed of trestle work, the bridge to be sixteen hundred feet long. This will be done and the road finished within the given time.

The Peruvian Government has also opened proposals for the construction of three other new and important railroads. These proposals will be open until Aug. 5, when the satisfactory one being accepted, the work will be rapidly pushed forward. The most important of these three new railroads is the one intending to start from the port of Iquique to run direct to the saltpetre mines of La Noria. Another one is intended to lead from Pisco into the sugar estates of the interior as far as Ica, and the last one will lead from Lima to Chancay. The line of telegraph in Peru is also to be extended some six hundred miles and a submarine cable is to be laid connecting the Chincha Islands with Pisco.

☞ TO INVESTORS.

SEVEN PER CENT. INTEREST IN GOLD.

PRINCIPAL ALSO PAYABLE IN GOLD.

The First Mortgage Bonds of the Rockford, Rock Island and St. Louis Railroad Company, as an INVESTMENT SECURITY, combining perfect safety, cheapness and profit, are unequaled by anything offered in the market.

They pay seven per cent. interest—Feb. 1, and Aug. 1—in gold coin, *free of Government tax*. The principal also is payable in gold.

The bonds have fifty years to run, and are convertible into stock at the option of the holder. A sinking fund is provided sufficient to pay off the whole mortgage at maturity.

Each bond is for $1,000, or £200 sterling. Interest is payable in New York or London, at the option of the holder.

These bonds are fully secured, being a first lien of $5,000,000 upon 200 miles of railway, costing $10,000,000, and traveling the finest district of Illinois; also upon 20,000 ACRES OF LAND, estimated to contain 100,000,000 tons of coal. These lands, on the completion of the railroad through them, will be worth more than the whole amount of the mortgage.

For all the coal this Company can produce there is a ready market; 1,000 miles of railway and the population of 30,000 square miles of territory can be supplied with fuel from its mines, more readily and cheaply than from any other quarter.

One-half the means required for the construction and equipment of the railroad, and for the purchase of coal lands, is derived from the sale of capital stock, to which large subscriptions are made along the line of road and elsewhere.

The work of construction is proceeding with great rapidity, and the first division of fifty miles, giving an outlet to the coal, will be in full operation by 1st January next.

The estimated earnings of this line of railway, with its coal business, are threefold what will be required to pay interest on its bonds.

The trustee for the bondholders is the UNION TRUST COMPANY of New York.

At 95, the present price, and with gold at 40 premium, the bonds pay an income of over 10 per cent. per annum.

For sale at the office of the Company, No. 12 Wall street.

Governments and other securities received in exchange. H. H. BOODY, Treasurer.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of July, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$347,622 54	$322,253 92
" passengers	189,851 60	186,827 09
" express matter	18,451 50	8,669 99
" mail	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,000 00	4,721 94
Total	$571,833 97	$537,381 27
Expenses	364,877 32	367,842 17
Net earnings	$206,956 65	$169,539 10

This shows an increase in earnings of $34,452 70; with a decrease in expenses of $2,964 85—making the increase in net earnings, $37,417 55.

The earnings and expenses, from January 1 to July 31, compare as follows:

	1868.	1867.
Earnings	$4,354,086 12	$3,917,746 01
Expenses	2,790,159 71	2,824,827 64
Net earnings	$1,563,926 41	$1,092,918 37

This shows an increase in earnings of $436,340 11; with a decrease in expenses of $34,667 93—making the increase in net earnings, $471,008 04.

Canadian Railways.

The Great Western Railway shows a falling off of twenty-five thousand dollars; the Grand Trunk an increase of thirty thousand dollars; the Welland an increase of $2,000; and the Northern R. R. nearly $2,000 in July this year as compared with the same month last year. The Brockville and Ottawa, and New Brunswick and Canada Railways, also show an increase of five thousand dollars for the same period. Slight advances on all other roads, except the London and Port Stanley.

☞ The next Legislature of Vermont will be petitioned for a railroad from some point on the line of the Rutland and Washington Railroad in Poultney, through the towns of Fairhaven, Westhaven, Benson and Orwell, to some point in Orwell or Shoreham.

Connecticut and Passumpsic Rivers R. R.

The receipts from operation of this road for the fiscal years ending May 31, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers	$175,952 27	$170,172 10
" freights	301,533 76	302,418 55
" mails	10,600 00	11,160 09
" express	4,200 00	4,950 00
" rents	1,419 83	3,107 96
	$493,705 86	$481,808 70
Expenses, viz:		
Maintenance of road	$88,724 48	$94,332 77
Motive power	79,791 52	88,389 31
Fuel	38,498 01	37,466 38
Oil and waste	8,497 68	4,521 74
Passenger department	14,823 43	18,315 88
Freight "	24,737 02	27,141 25
Loss and damage	2,974 11	4,053 27
Repairs of buildings	5,622 98	3,208 65
Insurance	1,605 17	2,654 61
Tools and machinery	27,395 38	7,910 24
Miscellaneous expenses	18,383 52	31,900 36
	$309,053 30	$319,894 46
Net earnings	$184,652 56	$171,914 24

A comparison of the earnings of the past with those of the preceding year, show a decrease of $11,897 16, with an increase in expenses of $10,841 16.

The company have 12 locomotives, 11 passenger, 6 baggage and mail, 126 box, 68 rack, 12 coal, 81 platform, 10 ore, 2 derrick, 10 gravel, 28 hand, 12 wood, and 1 drovers' cars, valued at $288,125. Value of materials on hand, $151,118 20.

There have been added to the equipment during the year, 1 freight locomotive, 1 smoking and post office car, 10 ore, and 2 derrick cars. Four locomotives, 1 baggage, 10 platform, 29 box, 2 rack and 7 hand cars have been thoroughly repaired; and 1 passenger, 11 box and 4 platform cars rebuilt. A car house, office, and other new buildings have been constructed at Lyndonville. In repairs of track, 130 tons of new and re-rolled iron, 5,226 repaired rails, and 36,848 sleepers have been used.

The track and road bed are in a good condition. The rolling stock has improved $6,950, as per appraisal. $24,050 has been expended the past year in new equipment.

The amount expended at Lyndon to May 31, 1868, exclusive of real estate, is $194,905 73, and comprises round house, machine shops and buildings connected, four double houses, six cottage houses, aqueduct with iron pipes and reservoir, holding over 70,000 gallons, on an elevation of one hundred and fifty feet above the shops.

The original purchase of 334½ acres of land at Lyndon, at a cost of $16,000 has furnished the corporation with all the accommodations anticipated. Of the foregoing expenditure $10,000 has been realized from the sale of real estate, leaving about 300 acres for our own use and for sale. In addition to above, the corporation have 2,000 acres of wood and timbered land lying near their track, from which lumber, wood and sleepers can be obtained advantageously.

Two dividends of three per cent. have been declared during the year amounting to $115,080, including Government tax ($5,574.)

The bonded debt of the company has been reduced $20,000, leaving outstanding, $553,800, of which $10,700 are in hands of trustees of sinking fund.

The charges for "additional equipment" and "new shop," as per last report, and the expenditures for same accounts the past year, together with the credit to "extension," have all been transferred to "construction."

The new shops at Lyndon will enable the company to make their repairs economically and manufacture their engines and cars as low as can be done by any corporation, and of a quality superior, in point of durability, to any that can be purchased for the same amount of money.

The Directors of the Massawippi Railroad give us the strongest assurance that they shall soon commence the construction of their road, which, when completed, will give us a good connection with Quebec and Montreal *via* the Grand Trunk Railway.

The number of miles run by passenger trains during the year has been 85,696; by freight trains, 73,017; by other trains, 26,679—total, 185,392. Number of passengers carried, 112,817; do., carried one mile, 3,518,057. Tons of freight carried, 74,757; do., carried one mile, 3,712,070.

TRIAL BALANCE, JULY 14, 1868.

Construction	$2,955,411 49
Wood lots	6,378 14
Superintendent, including stock and materials on hand, also sundry accounts unsettled	130,632 33
Excise tax	106 35
Notes receivable	2,188 00
Finance committee	368 82
Agent for collections	544 89
Cash	13,876 56
	$3,109,506 07
Dividends uncalled for	$2,469 34
Coupons uncalled for, (1,817,)	1,817 00
Lyndon lands	10,920 07
Preferred stock	1,822,100 00
Old stock	138,900 00
Special stock	700 00
Agent for construction	248 02
Rent account	1,684 65
Trustees of sinking fund	70,200 00
Reserve	24,000 00
Contingent	24,852 56
Bonded debt	553,800 00
Notes payable	394,000 00
Partial payments account subscription	4,998 23
Earnings	55,939 20
U. S. Government	2,877 00
	$3,109,506 07

President.—HENRY KEYES.
Superintendent.—A. H. PERRY.
Treasurer.—N. P. LOVERING.
Secretary.—ELIJAH CLEVELAND.

Russian Railways.

The receipts of the Great Russian Railway show a sensible progress this year. Up to the close of May, 1868, the Warsaw line, with its Prussian branches had acquired the sum of 5,131,863 roubles, against 4,158,096 roubles in the corresponding period of 1867—the advance for the first five months of this year being 978,767 roubles.

The works on the line from Catherinburg to Tumen (Siberia) have been commenced.

A direct service now exists between France and Russia. To attain this object it was necessary to discuss arrangements between no less than ten different administrations—viz., the Great Russian, the East Prussian, the Berlin, Potsdam and Magdeburg, the Magdeburg and Halberstadt, the Duchy of Brunswick, the Hanover, the Cologne and Minden, the Rhenish, the Belgian State lines, and the Northern of France. The distance between Paris and St. Petersburg is 1,759⅜ miles, of which 150⅝ miles are in France, 105⅝ miles in Belgium, 944⅜ miles in Germany, and 558¾ miles in Russia. The service is stated to be well conducted, and it is expected to result in the development of a large business.

Ogdensburg and Lake Champlain R. R.

The earnings of this road for the years ending March 31, 1867 and 1868, were as follows:

	1867.	1868.
From freight	$680,075 48	$701,462 28
" passengers	168,040 31	173,227 99
" U. S. mail	10,710 00	10,710 00
" express	4,916 67	4,999 91
" rents	7,139 84	7,995 52
" use of engines	1,102 40	585 00
	$871,984 70	$898,980 70
Expenses, viz:		
Repairs of road	$103,379 65	$98,689 40
Renewal of iron rails	47,660 09	71,364 23
Repairs of bridges, buildings, docks and fences	33,833 34	32,956 21
Taxes, including internal revenue	44,406 37	37,152 33
Insurance	2,555 74	6,420 92
Repairs of engines, cars and machinery	72,408 15	83,643 12
Agents and clerks	32,504 56	39,854 12
Labor handling freight, porters, watchmen switchmen, wood and water station attendance	58,678 08	53,237 21
Conductors, etc	32,202 56	37,201 79
Engineand firemen	27,445 11	28,877 55
Fuel	71,946 13	52,061 37
Oil and waste	12,586 96	8,114 27
Loss and damage	7,580 55	2,037 46
Contingencies	10,443 04	13,822 71
Salaries, office expenses, etc	42,654 56	32,805 49
	$600,284 89	$597,238 18
Net earnings	$271,699 81	$301,742 52
From which has been paid—		
Interest on 1st mort. bonds	$80,765 66	
Dividend on common stock and Government tax	96,925 50	
Balance of dividend on common stock declared Feb. 1, 1867, and Government tax	7,525 50	
Dividends on preferred st'k and Government tax	55,464 60	
Rebuilding House's Point bridge, to accommodate new draws, and building piers under Malone bridge	33,741 55	
		274,422 81
Balance		$27,319 71
Add balance from previous year		172,151 05
Total, as in General Balance Sheet		$199,470 76

Compared with the previous year, the gross earnings of 1867-'68 show an increase of $26,996; with a decrease in expenses of $3,046 71—making the increase in net earnings $30,042 71. The report says:

This difference will be more apparent, by taking into account the increased expenditure for iron, amounting to 1,750 tons, against 1,150 the year previous, the improved condition of our rolling stock, and the fact that, in 1866, the quantity of freight carried was equivalent to hauling 22,378,886 tons one mile, while, in 1867, it was equivalent to hauling 26,654,154 tons the same distance,

showing an excess hauled the entire length of the road, of 37,500 tons in 1867 over 1866.

As was predicted in our last annual report, in consequence of the small amount of grain awaiting shipment at the opening of navigation, rates for through freight were materially less than the year previous, while from the fact that navigation closed thirty days earlier than it has for many years, as well as the general depression in trade last autumn, our winter traffic was greatly diminished. In this connection, it is proper to add, that while our winter earnings were so materially diminished, we were able to make more than a corresponding reduction in expenses; thereby, making a net gain in those months over the previous year.

This spring, navigation has opened early, and with an increased business, so that our entire motive power is put in requisition to move it.

The local business of the road is steadily increasing, and it is reasonable to expect that in the future, as in the past, our earnings will increase year by year, as we add to our facilities for transportation.

NEW CONNECTIONS.

The road running from Mooer's Junction to Plattsburgh, has been purchased by responsible parties, and a Steam Ferry-Boat, capable of receiving fourteen cars, will be put on the route between Plattsburgh and Burlington, in June, to connect with the Rutland and Burlington road. This will open to us a new and important field of traffic, which has heretofore been confined to other routes, and from which we may reasonably expect a large increase of business, without diminishing or interfering with that we now have by the Vermont Central Line.

The Plattsburgh and Whitehall road, the construction of which has been commenced, will, when completed, give us a new and valuable connection to New York, and intermediate points.

The Portland and Ogdensburgh road is receiving, as it justly should, the attention of the people of Portland and the line of country through which it is proposed to run. This enterprise is one in which we have a direct interest, and when built, will add materially to our earnings. The distance from Portland to Ogdensburgh, by the route contemplated, is about 350 miles, thus giving Portland the best water and rail communication with the West, of any city in the East, bringing her nearer by rail to Chicago than Boston, and making her one of the most convenient ports for the shipment of breadstuffs to Europe, as well as for the receipt and distribution of foreign merchandise all over the West, and it is not a matter of surprise that the people of Portland should devote all their energies to the completion of this great work.

The Board have received a delegation of gentlemen engaged in this enterprise, who laid before them their plans, accompanied by an application for aid in building the road; no response has been given to this application, and it is yet to be determined in what manner the aid asked for can be afforded, without embarrassment to ourselves.

The Northern Transportation Company will, the present and ensuing season, add ten new propellers to their fleet, thus nearly doubling their means of transportation, running two boats daily from Ogdensburgh to the upper and lower lakes. This addition to their line is intended to accommodate the through business, which is now mainly confined to supplying the home consumption of Boston and vicinity; now that these additional facilities are being afforded, if the metropolis of New England expects to participate in the foreign trade in breadstuffs it will be necessary that the trunk roads should have access to deep water, where their freights can be delivered into elevators and warehouses, and from thence transferred to steamers.

While there are no facilities for loading steamers, it is useless for Boston to build them, and they will be found in the future, as in the past, an unprofitable investment; but let these facilities be afforded, and steamers will be found at her wharves competing for the freight which this line of communication from the West will bring to her, and for which the roads between Boston and Ogdensburgh were originally constructed.

NEW EQUIPMENT.

It has been manifest to the directors, that in order to develop the resources of the road, a large addition to our equipment was required; to make this addition from the earnings, seemed not only unfair to the stockholders, but was too slow a process. *We need the equipment now.*

The Board, therefore, have authorized the issue of three hundred thousand dollars of bonds, secured by the equipment furnished, bearing an interest of eight per cent. per annum, free of government tax, and payable in ten annual instalments.

These bonds have been sold at from par, to two per cent. premium and the proceeds are in the hands of Trustees, who will disburse them for the objects contemplated.

An additional equipment of two locomotives, and about four hundred cars will be furnished, and the road placed in a strong condition for doing the business that has heretofore offered, and which we have been compelled to turn away.

FIRST MORTGAGE BONDS.

$509,900 of these bonds have been exchanged for Preferred Stock, leaving outstanding $985,000; and there is in the treasury, $27,100, proceeds of the sale of Preferred Stock to be applied to the liquidation of these bonds.

SECOND MORTGAGE BONDS.

$3,024,000 of these bonds have been converted into Common Stock, leaving outstanding $53,000.

PREFERRED STOCK.

$1,037,000 of this stock has been issued, of which $500,000 has been applied to new equipment, the elevator, and other objects authorized in its issue; the balance has been applied to the liquidation of First Mortgage Bonds, with the exception of $27,100 now in the treasury, to be applied to that object. There is remaining unissued, an amount sufficient to pay the bonds now outstanding.

NEW ELEVATOR.

This structure, which was in process of erection a year ago, was completed, and ready for use early in the autumn; it is built of brick, with a capacity for storing over 600,000 bushels of grain, and competent judges pronounce it the best elevator in the United States. Although for reasons given in a preceding page, we did not fill it at the close of navigation, its utility was made manifest; but for the facilities which this gave us for receiving grain, twice during the pressure of business in September and October, owing to a deficiency of cars, vessels would have been unable to discharge their freights, and the information would have gone back to Western ports, that Ogdensburgh was "blocked," which would have stopped further shipments, and ruined our fall business. Its great value to the road cannot be questioned. With this and our floating elevator, we can receive from vessels 15,000 bushels of grain per hour, and have storage capacity for 900,000.

TRACK.

The track is in better condition than it has been for many years, and will compare favorably with most of the New England and New York roads; but there is still room for improvement.

In no department can money be expended to better advantage, than in the purchase of iron. A poor track is sensibly felt in the wear and tear of machinery, and in the expenditures of the repair shops.

The past year, 1,750 tons of new iron (a larger quantity than it has received in any one year since it was completed) has been placed in the track, and 50,000 ties.

BRIDGES.

Public safety requires that these structures should be kept in good condition. Very few of the bridges have been rebuilt since they were first laid down, and the process of rebuilding must be gradually prosecuted for the next few years. This can be done without entailing any very large special expenditures.

The rebuilding of a considerable portion of the bridge at Rouse's Point was rendered necessary the past season, by the building of a draw by the Vermont Central Road, to give passage to vessels through the Lake, thus displacing the large and unwieldy boat which has heretofore been used.

This is an improvement that has long been called for, and will prove more convenient to navigation, and add to the safety of trains.

Two substantial stone piers have been placed under the high bridge at Malone, to facilitate rebuilding in case of its destruction by fire; subject to great exposure, its construction, until the erection of these piers, would have involved an interruption of several weeks to our business, whereas it can now be speedily replaced.

The equipment of the road consists of 30 locomotives; 16 passenger, 8 baggage and 519 freight cars.

TRIAL BALANCE, MARCH 31, 1868.

Cost of road, including disbursements of preferred stock for equipment and other purposes	$5,071,900	00
Bills receivable	46,270	37
Old rails	10,000	00
Elevator	53,286	09
Oil and waste	2,268	90
Coal	432	50
Fuel	68,877	08
Cash and due from other roads	25,989	23
Real estate, wood lots, &c	48,134	28
New equipment	80,679	25
Material in repair shops	60,337	13
Sundry accounts	25,720	91
	$5,443,895	74
Capital stock	$3,024,000	00
Preferred stock	1,037,000	00
First mortgage bonds	985,000	00
Second "	53,000	00
Bills payable	81,779	96
J. C. Pratt and E. H. Baker, trustees	51,500	00
Coupons, past due	8,980	02
Unpaid dividends	3,165	00
Net earnings	199,470	76
	$5,443,895	74

President.—JOHN C. PRATT.

Directors.—John C. Pratt, Jacob W. Pierce, John S. Farlow, George M. Barnard, Hollis Hunnewell, Thomas Upham, Samuel M. Felton, E. T. Farrington, William C. Brown, I. D. Farnsworth, Arthur Williams, Calvin T. Hulburd, Albert Andrus.

Treasurer.—HENRY A. CHURCH.

Gen'l Superintendent.—DEWITT C. BROWN.

St. Louis, Vandalia and Terre Haute R. R.

The stockholders of the Columbus, Chicago and Indiana Central Railroad Co., have ratified the contracts with the companies owning the lines of road between Philadelphia and Terre Haute for the completion of the St. Louis, Vandalia and Terre Haute Railroad. This road now becomes the joint property of the Columbus, Chicago and Indiana Central, the Terre Haute and Indianapolis, and the St. Louis, Pittsburg and Cincinnati roads, the former company owning three-tenths of the road.

☞ The Baltimore and Ohio Railroad Directors have determined to build the Point of Rocks branch at once. It has been decided to construct a single track from the Point of Rocks direct to Baltimore for the accommodation of freight, and the main road to go by Washington and Laurel Cut-off.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113¾
" " " coupon		6	" "	1881	115¾
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,300	6	Jan. & July.	1881	113¾
" " " coupon		6	" "	1881	115¾
Loan of Feb. 25, 1862 (5-20s) registered	1,883,106,100	6	May & Nov.	1882	108¾
" " " (5-20s) coupon		6	" "	1882	113¾
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	110¾
" " " (5-20s) coupon		6	" "	1884	108¾
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108
" " " (5-20s) coupon		6	" "	1885	110¾
" " " 2d series (5-20s) registered		6	Jan. & July.	1886	109
" " " (5-20s) coupon		6	" "	1886	107¾
" " " 3d series (5-20s) registered		6	" "	1887	109
" " " (5-20s) coupon		6	" "	1887	107¾
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. & Sept.	1904	106
" " " (10-40s) coupon		5	" "	1904	108
Pacific R. R. Bonds (currency)	32,210,000	6	Jan. & July.	'95-'97	102½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	17,843,175	---	presentation.	----	----
Gold Certificates of Deposit	22,414,000	---	presentation.	----	----
Compound Interest Notes 1864-'65	21,604,890	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,075	---	----	----	----
Three per cent. certificates	50,000,000	---	----	----	----
Fractional currency	31,867,818	---	----	----	----
Navy Pension Fund	13,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " ( ) "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	2,727,500	7	Jan. & July.	1877	122
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	6	Jan. & July.	var	----
" " " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	90
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,387,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1868	----
" — " " "	3,829,236	5	" "	1866	94
" — " " "	300,000	6	May & Nov.	1888	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1863	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	6	April & Oct.	'67-'73	----
" —Military Bonds "	636,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	65½
" — " " (Schools, &c.) "	666,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1856-'58 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100½
" " " 1863 "	525,000	6	Mar. & Sept.	1883	109½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,332,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1869	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,386	5	" "	1890	----
" — " " (C. and O. Can.) "	3,269,516	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2,600,000	6		1870	98
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	98
" — " " (Bounty)	501,000	6	"	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	127
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	115½
" —Bounty Fund Loan	200,000	5	" "	1893	115½
" — " " "	4,379,500	5	May & Nov.	1894	115½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	950,000	6	Jan. & July.	'71-'72	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'69-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	986,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	96
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	109,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	822,000	6	Jan. & July.	'69-'83	92½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	92½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	93½
" —Southwestern R.R.	4,500,000	6	" "	'86-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,902,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " registered	27,726,500	7	" "	1877	100
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1873	101
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	----
North Carolina—State Bonds	366,000	6	Various.	'60-'78	98
" — " "	3,334,000	6	Jan. & July.	'81-'90	65
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	3,500,000	6	Jan. & July.	1900	71½
" — " "	280,366	6	Jan. & July.	1868	100
" — " "	2,183,582	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	97½
" — " " registered	5,083,052	5	" "	'68-'70	100½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	120,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	----
" — " " 2d series	7,909,520	6	" "	1892	105½
" — " " 3d series	9,270,017	6	" "	1892	107½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	109
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	102½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100½
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,896	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	----
" — " "	239,187	5½	" "	Var.	60½
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1892	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	63½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " "	21,569,398	6	" "	long.	----
" — " coupon	10,900,000	6	" "	long.	----
" — " (new) registered	1,279,600	6	" "	1876	----
" — " (") coupon	489,300	6	" "	1886	64½
" — " " (")	39,000	6	" "	1890	----
Wisconsin—State Bond	406,100		Jan. & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,628	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,235
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,110
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	352,169	341,266	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,945	170,044	170,910	156,860	158,294	1,673,706
1864	160,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,016	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,349	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	348,787	157,832	235,961	282,165	335,510	542,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,612	126,798	144,995	170,957	139,142	160,306	210,729	216,030	196,435	201,134	1,958,287
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,960	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,315,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	566,403	558,200	415,400	351,600	4,153,912
1868	383,600	281,900	262,800	288,700	308,891	366,200	329,800	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	251,334	296,169	473,156	551,122	425,945	407,698	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	689,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	784,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,988	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,287	918,088	11,532,945
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,544	1,091,466	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	60,296	580,271
1867	49,694	36,095	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,670	80,867	61,955	735,605
Erie:													
1863	846,695	839,949	956,445	948,059	848,785	770,148	731,243	687,092	816,801	965,294	1,024,640	1,036,321	10,460,451
1864	984,837	934,133	1,114,508	1,099,507	1,072,296	1,041,975	994,317	1,105,364	1,301,005	1,222,563	1,224,900	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	including Buffalo Division.. 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,781	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,546	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	457,670	424,531	4,571,023
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,339,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,580	643,987	618,083	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,620	578,253	571,348	661,971	568,219	504,066	6,545,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,355	488,089	409,649	467,754	496 666	543,019	509,156	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,603	115,184	125,252	116,495	116,146	105,767	1,224,056
1866	90,411	85,447	84,351	81,131	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,389
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,287	123,382	1,296,971
1868	92,433	81,539	98,482	108,461	95,416	95,924	108,413	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,660,328
1867	305,857	311,088	395,372	409,248	557,749	397,968	313,130	434,316	488,388	530,871	429,785	380,084	4,963,808
1868	362,021	338,335	381,497	456,983	400,486	363,550	301,495	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,853	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	330,794	306,186	3,158,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,649	414,694	308,669	4 260,115
1867	304,096	283,661	375,210	362,783	333,952	284,977	314,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,816	304,315	326,880	416,758	369,236	326,501	321,013	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	389,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,653,608
1868	368,487	350,884	333,281	425,629	566,718	458,094	423,247	------	------	------	------	------	------
New York Central:													
1862	749,163	681,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,378	968,229	1,002,798	9,662,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,009,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,056,793	1,273,117	1,450,076	1,227,113	1,187,506	1,116,829	13,257,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,754	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	1,530,518	1,211,106	935,857	14,143,215
1867	901,571	845,853	1,075,778	1,227,286	1,093,731	934,530	1,101,693	1,388,916	1,782,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	228,242	268,177	302,596	332,400	278,008	246,243	275,950	3,211,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	288,130	258,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,847	284,729	282,939	240,135	234,633	322,521	366,871	379,367	336,966	272,053	3,469,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,878	466,557	454,826	4,088,837
1863	335,685	361,834	398,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526,009	6,334,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,636	754,551	1,032,140	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	866,979	967,194	1,121,205	1,351,579	1,419,232	1,196,956	703,685	10,083,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,396	833,742	887,793	874,974	436,990	10,637,124
1867	600,488	534,561	703,618	836,603	965,358	903,974	864,637	893,104	875,158	956,958	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,000	261,210	249,419	277,380	397,525	401,290	364,231	370,963	3,745,319
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,761	532,911	506,641	625,647	676,360	701,352	691,556	914,082	7,126,466
1865	660,144	678,504	857,583	763,866	637,186	646,995	584,523	712,495	795,936	858,501	712,263	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	692,510	633,667	552,378	648,201	654 926	767,441	679,936	656,223	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,216	669,067	784,800	690,696	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,796	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,654,912
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	304,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	216,546	216,783	222,736	207,301	162,094	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,958	198,884	244,834	212,227	177,364	2,250,143
1867	149,658	149,342	174,163	188,162	171,736	156,066	172,933	220,788	219,160	230,240	205,095	180 971	2,218,402
1868	127,593	133,392	149,164	155,388	130,645	140,408	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,696	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,091	304,917	396,248	349,117	436,065	354,831	267,150	3,717,286
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,786	351,759	333,490	3,809,358
1868	278,712	265,793	283,259	292,285	260,529	293,344	283,833	------	------	------	------	------	------
Western Union:													
1866	45,716	37,265	32,378	33,972	65,862	52,147	68,189	59,862	75,677	92,715	61,770	37,830	680,233
1866	45,102	38,006	39,301	42,332	56,913	62,915	55,276	60,698	84,663	100,812	78,248	54,468	814,997
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,496	120 268	79,431	64,719	734 647
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	------	------	------	------	------	------

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,660,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000		Jan. '68 2
Bay de Noquet & Marq...100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,113		
Berkshire* 100	600,000	J.A J&O	Jul.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,800		
Do., do. pref..100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,300	J. & D.	Jun. '68 4
Boston and Maine.....100	4,076,974	J. & J.	July '68 5
Boston and Providence ...100	3,880,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800		
Brooklyn City & Erie*.100	850,000	M. & N.	M'y'68 3½
Buff., New York & Erie*.100	2,200,000	F. & A.	Aug.'68 4
Buffalo and State Line ...100	727,800	A. & O.	Apl.'68 4½
Cambridge Horse (Bost'n)100	6,842,200	F. & A.	Aug.'68 5
Camden and Amboy.....100	600,000		
Camden and Atlantic,pref. 50	721,926	J. & J.	Jul.'68 3½
Cape Cod Branch 60	1,150,000		
Catawissa. 50	2,200,000	M. & N.	May '68 3
Catawissa, pref..... 50	589,110		Jul.'68 4½
Cayuga & Susquehanna.* 50	4,666,300	J & J.	Jul. '68 7
Central of Georgia.....100	13,765,000	J.A.J&O	Apl.'68 2½
Central of New Jersey....100	400,000	J. & D.	Jun.'68 3
Central Ohio..... 100		J & D.	Jun.'68 3
Do. pref.....	970,000		Oct.'67 2½
Cen. Park, N. & E. River.100	1,201,000		
Charlotte & S. Carolina...100	330,000		July '68 2
Chemung*..... 100	2,017,825	Annual.	Jan. '68 3
Cheshire, preferred 100	3,886,643	M. & S.	Sep. '68 5
Chicago and Alton.....100	2,425,576	M. & S.	Sep. '68 5
" " pref...100	12,500,000	M. & S.	Mar.'68 5
Chicago, Burl. & Quincy . 50	4,390,000		
Chicago and Gt. Eastern...100	1,000,000		Jul. '68 5
Chicago, Iowa & Nebras*.100	2,227,000		
Chicago and Milwaukee*.100	15,180,927	June	J'n'68 10s
Chicago & N. Western....100	12,994,719	June	J'n'68 10s
" " pref.100		Sept.	Sep.'68 10
Chicago, R. I. & Pacific...100	14,000,000	M. & N.	M. '68 1½
Chicago, Ham. & Dayton....100	3,129,100	J'n &J'ly	Jan.'68$2
Cincinnati City Passenger...		J. & J.	Jan.'68$2
" Street			
Cincinnati and Zanesville. 50	1,000,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M. '68, 1½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	July '68 2
Cleveland and Toledo* 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Con...100	4,000,000	J. A. J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4½
Concord 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley. 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware*..... 50	466,132	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351		Jul.'68 1½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 500	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 3½
Elmira & Williamsport*.. 50	600,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,884		
Fitchburg.....100	4,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly		M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,166,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,266	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		J. & J.	Jan. '68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	July '68 3
Hannibal and St. Joseph.100	1,900,000		
Do. do pref.100	5,258,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River..... 100	13,937,100	A. & O.	Apl. '68 4
Hazleton..... 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,390		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....			Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'68 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'68 4
Lexington & Frankfort ...50	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western..... 100	1,500,000		Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central..... 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston)..... 100	1,250,000	J. & J.	July '68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,065,340	August.	Aug.'68 4
" " guaranteed.100	586,800	F. & A.	Feb.'68 5
Middlesex (Boston)..... 100	400,000		
Mill Creek and Minehill*. 50	323,378	J. & J.	July'68 5
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3,627,000	J. & J	
" " " pref..... 100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell..... 100	600,000	M. & N.	May '68 5
Nashville & Chattanooga..100	2,066,544		
Naugatuck 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul.'68 4
New Haven & N. London..100	738,538		
N. Haven & Northampton.100	1,224,100	J. & J.	Jan.'68 3
New Jersey..... 100	5,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central..... 100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh,..100	3,067,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	8,607,197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,250,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4.848,300	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri..... 100	3.581,000		
Panama..... 100	7,000,000	J.AJ&O.	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,000	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nort'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*..... 100	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	July'68 5
Rutland preferred..... 100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800,000		
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R....100	1,020,000		
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	208,757	J. @ J.	Jul. '68 2
Schuylkill Valley*..... 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	635,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '68 3
South Carolina 100	2,819,275		
South Shore..... 100	259,685		Jul. '68 3
South Western, Georgia...100	3.203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000		
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650,000		
" " " 1st pref.100	1,700,000		
" " " 2d pref..100	908,176		
Tol., Wabash and West... 50	5,400,000		
" " " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & Q.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,452,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon..... 100	1,340,213		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson..... 100	10,000,000	F. & A.	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2.888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....		J. & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000	J. A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 6
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express..... 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	883,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	602,000	6	Jan. & July.	"	1880	97
" " " 1855	894,250	6	Jan. & July.	"	1875	97
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'90	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	88
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	82½
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½
3d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98
"	200,000	6	April & Oct.	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	93½
Income (½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	96
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	97½
" " $875,000	675,000	6	April & Oct.	"	1875	93
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	80½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	88
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	
Income	1,192,200	7	Jan. & July.		'57-'00	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111½
" " " inconvertible	3,128,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,00	7	April & Oct.		1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1896	91
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	78½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99½
General 1st Mortgage	3,600,000	7	" "	" "	1885	92½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	96
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	92
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	100½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	89
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1890	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1880	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	93
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	78
Consol. S. F. mort. ($5,000,000)	136,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,022,000	7	Jan. & July.	" "	1885	101
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	90
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	108½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1862	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	600,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99½
2d Mortgage	1,568,000	7	March & Sept.	" "	1891	100
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1902	
4th Mortgage (G. W. B. R.)	600,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	93
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	125,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	186,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	74,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	94
Five per cent bonds	670,000	5	April & Oct.	"		62
Erie and North-East:						
Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1861	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,400,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1881	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	92½
Land Security	2,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1863	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2 499,000	6	" "	New York.	1875	220
Redemption bonds	2,565,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	98
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	85½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1907	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester.						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	92½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		77½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				
Memphis and Charleston						
State [Tenn.] Loan	$1,595,580	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage Sterling	467,489		Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	117
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	116½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	116½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1878	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	100½
2d General Mortgage	2,693,000	7	" "	" "	1877	94½
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,600	7	Jan. & July.	New York.	1891	
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,500	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,900	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1868 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		89
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1860	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1886	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	96½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["]B. & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6		" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	96
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	"	" "	1883	98½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	990,300	7	Jan. & July.	" "	1897	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug	New York	1873	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	83½
Worth Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89½
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	79½
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	8	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	94½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	91
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynch'b'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,656,600	6	April & Oct.	"	1870	105
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	92½
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92½
" 1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	171,500	6	" "	"	1886	93
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond,	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	73½
Mortgage (Registered)	504,000	7	"	"	1878	73½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	6	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	550,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	152
2d Mortgage	937,500	7	" "	"	1868	56
3d Mortgage	440,000	7	" "	"	1868	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	78,972	6			1878	
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1888	
Do. do, do,	273,167	5	Jan. & July.	Charleston.	1888	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,312,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	84½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	84
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	259,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42½
Vermont and Massachusets:						
Mortgage Bonds	924,906	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	985,000	6	" "	New York.	1884	
State Loan 1858-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	25,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1905	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	700,000	7	March & Sept.	New York.	1890	
Western (Mass.):						
Sterling (£899,000)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	100½
West Jersey:						
1st Mortgage	258,000	6	March & Sep.	Camden,	1883	92½
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	496,000	6	Jan. & July.	Baltimore.	1890	70
1st Mortgage guaranteed	200,000	6	" "	"	1890	95
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1898	
Wilmington and Manchester:						
1st Mortgage	496,000	7	June & Dec.	New York.	1868	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	169,000	7	March & Sept.		1884	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	170,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	464,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)		—	7,000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	18	6	5	78	Atlanta and West Point.....Alabama.	1,200,079	*	133,306	13,249	1,232,200	35,500	56,557	22,378	86.7	.....	.....	.....	391,477	68,881	7	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	—	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,196,265	826,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*	—	—	2,494,900	3,483,992	—	—	150.5	914,563	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	123½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	....
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,709	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)		42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	—	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months the only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	145	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,060	106,510,449	6,029,210	2,031,717	10	100	140½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	—	—	624,600	400,000	20,784	—	28.9	93,988	1,995,880	861,054	99,971	18,735	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	—	—	14,884,000	8,693,350	1,633,057	—	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	21½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	328,671	15,029,600	12,054,236	998,068	234,805	8	50	....
Nov. 30, 1867	74.3	8.8	54.4	—	42	67	20	909	Boston and Maine.....Mass., N. H. & Me.	4,087,397	627,717	—	337,187	4,076,974	—	—	975,327	92.3	858,737	42,900,232	11,628,014	1,603,167	481,470	10	100	139
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	137½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb. Penn. & N. Y.	2,866,000	—	—	—	1,100,000	1,766,000	—	—	—	(Leased	to Erie.)		—	—	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	—	139,078	359,640	600,000	298,511	—	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	—	—	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	—	—	—	—	—	—	—	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	—	—	950,000	2,395,000	—	—	—	(Leased	to Erie.)		—	—	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	—	—	1,103,043	1,034,380	127,871	—	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co...New Jersey.	694,487	*	—	—	721,050	319,000	44,437	—	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	—	—	—	188,195	125,000	20,848	—	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	—	—	447,000	200,000	97,360	—	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	—	—	—	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	—	—	3,359,500	262,500	—	—	67.5	236,991	.....	.....	502,918	143,361	—	50	....
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	—	—	—	5,432,000	3,590,000	—	—	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	119¼
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,000,000	2,500,000	66,631	—	137.0	(Leased	to Balt. and Ohio.)		888,080	.....	—	100	....
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....]	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	8	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	—	—	—	(Leased	to Phila. and Read.)		—	—	—	50	....
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	139
Apr 30, 1867	370.0	30.0	100.0	—	111	95	—	2,285	Chicago, Burlington and Quincy..Illinois.	18,246,781	2,956,327	741,971	1,912,017	10,399,010	5,458,250	1,194,268	1,905,426	400.0	2,421,566	42,334,983	.....	6,083,138	2,797,949	10	100	170
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	—	—	600,000	400,000	—	—	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	—	—	—	2,600,000	1,110,000	—	—	—	(Leased	to Chic. and N. W.)		—	—	10	100	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	80½
Mar. 31, 1867	356.0	50.0	....	200.0	92	46	20	1,780	Chicago, Rock Island & Pacific. Ill. & Iowa.	15,318,823	*	1,717,169	1,475,771	9,100,000	8,099,524	682,486	624,753	340.0	1,681,307	22,701,661	79,575,903	3,674,033	1,453,999	10	100	97½
Jun. 30, 1867		Leases	ees	of 8	an.	&	Oin.		Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13¾	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,983	584,175	7¾	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	—	—	—	—	—	(Leased	to Kentucky.)		—	—	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	—	—	1,852,004	1,200,000	400,000	—	67.0	121,637	892,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.		54,000	6,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operated by Cin.,	H. and D.)		183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Gainsville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	263,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	....	100	85¼
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	(Leased	to Atl. &	Gt. Wtn.)	.....	.....	8	100	....
Dec. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	48½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.6	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	42½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	98¼
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	26,670,000	*	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	....
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection with	Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	73
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,768	—	100	....
May 31, 1867	110.3	—	10.0	—	11	10	6	294	Connecticut and Passump. Riv.	Vermont.	3,093,996	*	95,741	.....	1,961,800	873,800	276,465	48,852	110.3	171,490	3,486,989	.....	493,705	184,652	—	100	....
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	....
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Dec. 31, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Sept. 30, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Dec. 31, 1867	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Mar. 31, 1868	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Oct. 31, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,926	.....	147,475	30,348	—	100	....
Jun. 30, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,617,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	59½
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	—	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	....
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	63.0	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	.....	.....	89,800	168,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	121½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	—	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,800	574,900	.....	.....	36.0	221,129	.....	.....	538,631	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	679,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky ¶	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northe	rn Central	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Central	l.)	165,000	5	100	....
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	2,933,648	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	45½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,200	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	—	—	—	—	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(C	onstructe	d by the	e Provin	cial Gov	ernment.)		132.0	272,810	.....	.....	507,792	148,108	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	8.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	—	21,759	.....	150,000	200,000	27,460	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	107,400	.....	.....	.....	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	132
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,640,000	*	54,788	564,567	3,540,000	—	109,074	510,281	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'as 4,648	—	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	—	.....	.....	150,011	100,000	125,649	.....	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	11.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	52.0	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	—	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1867	171.0	61.0	....	—	44	25	8	410	Georgia	Georgia.	4,156,000	*	2,572,368	60,027	4,156,000	389,500	1,253,824	989,071	232.0	585,338	.....	.....	1,003,723	491,889	7	100	....
Dec. 31, 1867	20.0	—	....	330.0	2	...	...	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	—	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,669,549	7½	100	....
Dec. 31, 1867	148.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,554	363,680	123,230	25,825	1,519,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	84
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Penney	lvania.)	.....	133,284	7	50	....
Aug. 31, 1867	61.4	14.1	70.3	—	29	43	14	491	Hartford and New Haven	Connecticut.	3,129,047	254,000	1,019,303	543,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	1,685 335	592,283	12	100	213
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,808	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	....	2	6	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	134
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,488,199	1,775,608	23,416,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	145
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	.....	.....	.....	.....	.....	.....	302.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,686,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	75.0	—	....	....	....	....	....	....	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	226.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,969	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,836	495,189	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	(10 mos.)	.....	914,725	219,245	—	100	....
Oct. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	....
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Central	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	956,250	—	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	265	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	.....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	—	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	(Open. J	an. 1,'68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	—	.....	.....	375,100	200,000	.....	—	.....	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna..Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	54½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy.....Kentucky.	.....	—	.....	.....	.....	.....	.....	—	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	.....	—	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	664,265	*	29,525	7,186	514,646	63.000	113,330	—	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	53,309	7	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	3,775,757	—	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	100	....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	1,466,662	—	2,047,438	.....	2,646,100	868,000	.....	—	.....	(Leased	to Phila. a	nd Read.)	.....	.....	.....	4	50	44½
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	182,680	*	.....	.....	178,232	.....	4,448	9.0	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1867	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	143,649	—	258,784	593,781	48,638	833,000	18,106	96,470	94.0	284,321	.....	.....	510,319	153,217	—	100	....
Jun. 30, 1867	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	1,532,645	*	48,154	6,124	1,109,594	294,520	7,429	175,379	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	118,079	7	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469,757	3,939,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810,469	8	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	.....	—	.....	.....	.....	.....	.....	—	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	600,000	—	.....	.....	600,000	.....	.....	—	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	825,000	—	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central †.....Maine.	1,897,202	—	.....	.....	1,676,915	250,000	.....	—	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	600,000	—	.....	.....	200,000	.....	.....	—	.....	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware †...Md. and Del.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Memphis and Charles.Tenn., Miss. & Ala.	.....	—	.....	.....	.....	.....	.....	—	32.0	(Operat	ed by con	tractors.)	.....	.....	.....	—	100	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. †..Tenn.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,098	.....	.....	1,484,264	441,296	3	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,037,069	—	.....	.....	.....	1,582,000	.....	—	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	3,500,000	*	.....	.....	.....	1,999.000	.....	—	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	67,924,766	91,950,418	4,470,879	1,756,334	10	100	119
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	16,358,549	2,865,617	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	82½
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	113,014	—	.....	.....	102,365	.....	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	490,366	—	.....	.....	405,020	.....	.....	—	.....	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	72½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	3,775,000	*	.....	.....	3,775,000	.....	.....	—	.....	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	50
Aug. 31, 1867	236.0	—	....	—	36	19	9	213	Mississ. Cent. and Tenn. †..Miss. & Tenn.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	—	63.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee †.Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	—	116.9	170,707	.....	.....	449,007	187,402	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex.....New Jersey.	10,463,608	*	417,287	183,982	3,616,360	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	32
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee.....Georgia.	.....	—	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	51,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga †..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	—	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur †...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern†.Tenn. & Ky.	4,600,455	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck.....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	14.9	(Operat	ed by Pug	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	.....	.....	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.†..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	—	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	—	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †..La.	.....	—	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central.....New York.	36,594,405	*	8,540,209	888,921	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	....
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	—	.....	.....	193,360	.....	29,224	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	145
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	....
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg †.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	—	81.0	120,188	1,217,812	3,420,361	208,635	47,231	—	100	....
May 31, 1867	223.0	—	....	—	25	20	—	204	North Carolina †.....North Carolina.	4,950,756	*	269,845	69,835	4,000,000	339,000	364,832	596,603	223.0	.....	.....	.....	581,559	72,426	—	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—		*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1867	102.0	—	....	—	12	12	6	95	North-Eastern ¶.....South Carolina.	2,145,131	*	—	51,078	1,053,950	845,000	556,345	—	102.0				317,775	55,967	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	53	50	33
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	—	—	—	—	—	—	—	—	97.3	—	—	—	561,370	—	—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	49
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	117½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	—	26,201	159,100	300,000	62,145	—	35.3	128,394	—	—	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	....
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699	—	100	....
Sept. 30, 1867	118.4	4.0	18.0	—	26	14	8	480	Ogdensburg and Lake Champlain...N. Y.	4,954,779	1,070,154	—	—	3,077,000	1,182,000	—	—	122.4	521,932	5,009,432	26,654,145	908,645	86,515	—	100	69½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,693	122,225	340.0	—	—	—	4,459,319	1,063,529	—	100	28½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	—	—	4,259,000	2,495,000	339,766	—	100.0	358,378	—	—	1,509,246	599,882	—	50	....
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	96½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	—	—	—	118,775	—	2,637,762	976,353	—	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—	—	—	—	....	Orange and Newark .....New Jersey.	—	—	—	—	—	—	—	—	9.0	—	—	—	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	—	—	—	222,987	716,000	3,387	—	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	—	112,320	482,400	573,500	4,875	—	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	—	3,614,515	9,349,000	806,281	—	283.0	1,405,886	—	—	3,203,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	—	—	7,000,000	2,674,000	—	—	47.6	—	—	—	—	—	24	100	363
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased to Erie.)			—	53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	284,500	85,000	—	—	—	(Leased to Erie.)			—	26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	—	—	—	—	400,000	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	53½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	—	3,200,000	597,500	385,750	—	62.9	—	—	—	—	—	20	50	—
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	—	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased to Chic. R. I. and Pacific.)			—	125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	—	—	—	550,000	550,000	—	—	71.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	—	92.3	—	—	—	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	—	—	218,000	800,000	62,500	—	102.1	85,460	—	—	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	—	—	—	—	—	—	—	—	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	26½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	—	605,590	275,442	10	50	70
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	44½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	—	287,418	—	1,099,120	200,000	—	—	33.3	—	—	—	863,705	254,288	10	50	—
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	—	—	2,432,531	890,730	9	50	56
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	—	—	1,983,141	6,739,000	—	—	201.0	—	12,861,340	—	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	—	—	1,776,120	1,500,000	—	—	71.1	339,804	—	—	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	105½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	—	—	1,000,000	1,500,000	—	—	—	(Leased to Pbg., Col. and Cincinnati)			—	—	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	—	—	—	—	—	—	—	—	23.0	—	—	—	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	—	—	—	—	—	—	109.0	307,443	6,630,284	—	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	—	—	529,325	280,825	6	100	102
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased to Concord.)			—	24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	—	—	—	170,000	200,000	—	—	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	—	437,917	150,000	—	—	14.5	42,600	—	—	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	—	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	....	Raleigh and Gaston ¶.....North Carolina.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	....	Raritan and Delaware Bay...New Jersey.	4,093,592	*	—	—	2,530,700	1,524,800	—	—	82.3	—	—	—	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	—	48.0	158,533	—	—	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	—	—	2,500,000	1,500,000	—	—	174.9	547,226	15,223,332	11,106,420	1,423,099	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	—	—	1,141,080	616,308	353,222	—	75.5	180,510	4,530,195	3,107,812	463,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	—	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	....	Richmond and York River ¶.....Virginia.	—	—	—	—	650,000	400,000	—	—	—	(Not operated since the war.)			—	—	—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	....	Rock Island and Peoria.....Illinois.	—	—	—	—	—	—	—	—	12.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,000	—	353,643	221.0	—	—	—	1,216,471	449,003	10	100	....
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	—	—	2,233,000	3,177,500	—	—	143.3	612,563	—	—	840,855	—	—	100	30
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	—	209.0	(Leased June 1,'67, I. & St.L.)			2,216,402	608,112	—	100	....
Dec. 31, 1866	80.0	—	....	—	—	—	—	....	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	—	—	700,000	1,400,000	—	—	—	(Completed Jan. 1, 1868.)			—	—	—	100	....
Dec. 31, 1867	54.0	—	....	—	7	10	3	86	St. Lawrence and Ottawa.....Canada.	—	(Re-organized by 1st Mortgage bondholders.)							54.0	—	—	—	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	....	*St. Louis and Iron Mountain* ¶...Missouri.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	—	....	St. Louis, Jacksonville and Chicago...Ill.	—	*	—	—	1,500,000	—	—	—	—	—	—	—	—	—	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	—	—	2,020,000	—	—	—	80.0	—	—	—	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	—	—	180,550	100,000	—	—	—	(Leased to West Jersey.)			—	16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	—	6,679	243,305	226,900	487	—	—	(Operated by Boston & L.)		17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	—	—	2,534,596	1,362,873	—	—	—	(Leased to Cin., Dayton and Eastern.)			125,000	—	—	50	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	—	116.3	241,284	—	—	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,600	*	—	—	1,269,150	97,000	149,218	—	54.0	143,124	—	—	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leased to Phila. and Reading.)			—	—	5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	130,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	—	—	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	—	—	999,050	796,830	—	—	119.3	—	—	—	312,577	12,999	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	—	—	—	—	2,481,062	1,079,100	—	—	135.0	164,118	1,922,936	5,093,900	363,684	—	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	—	—	—	869,450	700,000	—	—	—	(Leased to Northern Central.)			—	—	5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	—	—	250,000	—	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	—	—	—	100,000	37,800	—	—	20.0	(Operated by Jeff. Mad. and Ind. & Louisville.)			—	—	—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	—	—	636,200	55,000	—	—	50.0	165,280	—	—	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	—	—	—	....	*Sioux City and Pacific*.....Iowa.	—	—	—	—	—	—	—	—	71.0	(Opened near close of 1867.)			—	—	—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	—	—	—	230,000	560,000	—	—	—	(Leased to Portland and Kennebec.)			36,000	—	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	—	—	—	438,300	—	—	—	—	(Leased to Central of New Jersey.)			—	—	6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	—	—	—	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	—	—	1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*	—	—	450,000	750,000	—	—	34.0	—	—	—	—	—	—	100	....
Sept. 30, 1867	123.0	9.5	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,068	1,861,845	5,329,232	380,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	—	—	—	—	—	—	—	—	30.5	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	....	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.																	
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,208,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,006,953	408,959	9	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	—	.....	.....	196,000	150,000	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	364,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,916	10	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased	to Housat	onic.)	—	31,409	7	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	—	.....	267,300	—	—	.....	13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	—	—	—	.....	—	—	—	.....	—	—	—	—	—	—	—	—	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,514,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,560,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	.....	—	(Leased	to Hudso	n River.)	—	19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	—	680,000	.....	.....	—	(Operat	ed by Vt	& Mass., &	T. & B.)	—	32,000	—	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	—	(Owned	by railroa	ds centrin	g in Troy	.)	—	—	—	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	—	—	.....	.....	—	(Leased	to Pennsy	lvania.)	—	—	—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	—	.....	.....	—	.....	.....	.....	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	—	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Mastachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	102
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	60
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	—	—	—	100	....
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	357,408	1,992,293	450,627	436,560	140.0	.....	.....	.....	601,943	loss.	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	—	.....	98,650	85,000	600	.....	10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	—	—	(In ha	nds of r	eceiver.)	—	—	.....	7.0	—	—	—	—	—	—	—	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23.0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,328	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	—	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	.....	.....	.....	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	—	—	(Und	er const	ruction.)	—	—	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	—	—	200,000	—	—	—	—	—	—	—	—	—	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	—	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300,000	203,333	.....	.....	—	(Leased	to Balt. an	d Ohio.)	—	27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	—	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	293,230	—	.....	.....	317,050	52,000	24,180	.....	—	(Leased	to Northe	rn Central	.)	—	—	—	50	....
									CANALS, &c.																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	—	—	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	—	—	—	.....	.....	16	100	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	—	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	—	—	—	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	—	.....	64,000	—	1,300,985	.....	161.0	—	—	—	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	—	—	—	.....	247,603	8	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	—	68,683	2,200,000	1,049,260	120,553	61,091	101.0	—	—	—	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	—	.....	2,751,765	—	—	—	178.0	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,155	7,775,720	489,316	136,275	109.2	—	—	—	1,099,013	.....	6	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	—	.....	2,002,746	2,611,310	159,506	—	45.0	—	—	—	155,872	42,170	—	50	....
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	123.0	—	—	—	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	—	.....	800,000	600,000	.....	.....	64.0	—	—	—	132,037	33,921	4	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	----	17
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	----	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	----	100½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	----	----
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	----	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	----	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,548	94,200	—	—	—	—	—	----	----
30 Nov.'67	3.06	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,196	736,709	120,635	10	----	68½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,589	79,694	188,085	10,087	—	----	63
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	----	----
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	----	----
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	----	----
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	----	----
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	----	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	----	----
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	----	----
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	----	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	----	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	----	----
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	----
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep.'67	7.37	—	37	6	6	Albany	139,414	98,000	40,000	----	71,861	15,873	—	100	----
30 Sep.'6	22.00	—	----	53	—	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	----
30 Sep.'67	10.76	—	----	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,786	28,744	8	100	----
30 Sep.'67	15.01	—	----	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	----
30 Sep.'67	8.00	—	----	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	8,994	—	100	----
30 Sep.'67	70.00	—	----	207	—	Brooklyn City	1,800,813	1,500,000	300,000	----	1,131128	195,907	12	100	----
30 Sep.'67	11.30	—	----	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	25,587	129,267	14,852	—	100	----
30 Sep.'67	..12	—	----	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	----	15,085	6,352	—	100	----
30 Sep.'67	21.00	—	----	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	----
30 Sep.'67	8.15	—	----	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	----
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	----
30 Sep.'67	24.00	—	----	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,286	—	100	----
30 Sep.'67	14.82	—	----	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	----
30 Sep.'67	22.00	—	----	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	----
30 Sep.'67	18.00	—	----	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	----
30 Sep.'67	10.24	—	----	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,909	94,714	5	100	----
30 Sep.'67	5.50	—	----	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	----
30 Sep.'67	3.00	—	----	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	----
30 Sep.'67	8.36	—	----	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,600	3,900	—	—	—	100	----
30 Sep.'67	10.00	—	----	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	----
30 Sep.'67	3.56	—	----	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	----
30 Sep.'67	7.00	—	----	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	----
30 Sep.'67	12.20	—	----	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	----
30 Sep.'67	6.76	—	----	—	—	Niagara street (Buffalo)	118,088	80,000	40,000	1,247	66,870	3,345	—	100	----
30 Sep.'67	10.00	—	----	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	----
30 Sep.'67	16.00	—	----	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep.'67	8.37	—	----	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	----
30 Sep.'67	5.38	—	----	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	----
30 Sep.'67	2.07	—	----	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	----
30 Sep.'67	4.37	—	----	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	----
30 Sep.'67	18.00	—	----	180	—	Third Avenue (N. Y.)	2,453,406	1,170,000	1,280000	50.000	1,18945	222,222	12	100	----
30 Sep.'67	3.33	—	----	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	----
30 Sep.'67	15.50	—	----	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	----
30 Sep.'67	2.25	—	----	4	—	V. Brunt st. & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	----
30 Sep.'67	15.52	—	----	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	----
						NEW JERSEY.									
31 Dec.'62	5.32	—	----	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	----	----	—	----	----
31 Dec.'62	5.05	2.50	----	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec.'62	10.47	—	----	—	—	Jersey City & Bergen Point	----	----	----	----	----	----	—	----	----
31 Dec.'66	17.00	—	----	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,079	30,566	—	50	----
31 Dec.'62	5.80	—	----	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	----	----	—	----	----
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	57,180	24	50	----
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	----	4,971	428	2	25	----
31 Oct.'67	10.50	—	----	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	16,786	loss.	—	50	----
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,996	6	50	36
31 Oct.'67	34.25	—	367	59	—	Germantown	642,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	----
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	----	59,500	57,718	880	49,980	loss.	—	50	----
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	----
31 Oct.'67	7.06	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	91,885	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	----
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	----
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	----
31 Oct.'67	3.96	—	----	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	----	----	—	50	----
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	63
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	15
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,591	7½	50	41½
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	575,000	100,000	—	281,058	50,692	10	50	65
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	----
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	----
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	----	----	----	Cincinnati Street	151,913	150,000	----	----	----	----	----	----	----
31 Dec.'62	5.00	—	----	----	----	City (Cinc.) Passenger	111,412	100,000	----	----	----	----	----	----	----
31 Dec.'62	3.31	—	----	----	----	Passenger (Cinc')	69,837	50,000	----	----	----	----	----	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd:					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway:					
1st Mortgage	35,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	—
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg):					
1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	—
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	—
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	----	----
Eighth Avenue:					
1st Mortgage	160,000	7	J. & J.	----	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	----	----	----
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm	124,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage (road)	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex:					
1st Mortgage	38,000	—	----	----	—
Maldon & Melrose bonds	46,971	—	----	----	----
Real Estate	6,000	—	----	----	----
Ninth Avenue:					
1st Mortgage	112,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7		1869	----
Orange and Newark:			J. & J.		
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7		1883	----
Philadelphia City:			J & J.		
1st Mortgage	140,000	6		1870	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	10,800	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	58,400	—	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	----
Second and Third Street:					
1st Mortgage	100.000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	480,000	—	----	----	----
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	----
Utica and Waterville:					
1st Mortgage	100,000	7	----	----	----
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,300	7	---	21
Catawissa (preferred)	1,150,000	7	---	3 2½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	70
Chicago & Alton (preferred)	2,425,400	7	7	138½
Chicago & Northwestern (pref.)	14,789,125	7	7	80½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,836,910	7	7	69
Hannibal & St. Joseph (preferred)	5,253,856	7	---	83
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,556,135	7	3	28
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	686,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	107
" " " (2d pref.)	341,400	7	7	99½
Milwaukee & St. Paul (preferred)	7,370,900	7	---	80
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6⅔	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	7	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73½
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45½
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	30
Delaware Division:					
1st Mortgage	600,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85½
2d Mortgage	3,980,670	6	J. & J.	1882	70
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	40
Preferred Interest b'ds.	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
----	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	38½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	50
Delaware and Hudson	100	10,000,000	10	124
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,146	10	29½
Monongahela Navigation	50	726,800	2	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	70½
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	10
" " (preferred)	50	2,885,988	---	19
Susquehanna and Tide Water	50	2,048,260	---	14
Union	----	----	---	½
Union (preferred)	50	2,787,000	---	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	32

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 per ton	43 — @ 45 —
Pig, American, No. 1	40 — @ 42 —
Pig, American, No. 2	35 — @ 38 —
Bar, Refined, English and American	81 — @ 87 50
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	— — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	130 — @175 —
Ovals and Half-round	125 — @155 —
Band	130 — @ — —
Horse Shoe	130 — @ — —
Rods, ⅜ @ 3-16 inch	105 — @165 —
Hoop	135 — @190 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia, Med. No.'s	— 13 @ — 14
Sheet, Single, D. and T. Common	— 5 @ — 6½
Rails, English (gold) per ton.	51 50 @ 52 —
Rails, American (at works)	79 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)	— 10 @ — 12½
English Blister.(2d and 1st qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery, do.	— — @ — 13
American German do.	— 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — 42
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½@ — 24

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 35 @ 6 40
German Refined (gold)	6 35 @ 6 50
English (gold)	6 35 @ 6 87½
Bar (net)	10 — @ — —
Pipe and Sheet (net)	— — @ — 10½

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

	Gold.	Currency.
Banca (gold). per lb.	— 26½@ — —	
Straits (gold).	— 23½@ — 27½	
English (gold).	— 23½@ — 24	
Plates, I.C. Charcoal, p. box	8 37½@ 8 50	12 50 @ 12 75
Plates, I. C. Coke	7 — @ 7 62½	10 25 @ 11 50
Plates, Coke Terne	— — @ 6 25	9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12½	11 50 @ 12 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— — @ — 15½
Crude, 40 @ 47 gravity (in shipping order)	— 21 @ — 22
Refined, free, S. W.	— — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 32
Refined, in bond, Standard White	— 33½@ — 33½
Refined, in bond, prime White	— 34 @ — 33
Naptha, Refined, (60 @ 63 gravity)	— 16 @ — 17
Benzinum per bbl.	— — @ 3 80

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.

Th 13, F. 14, Sat. 15, M. 17, Tu. 18, W. 19

Atlantic M. S. S. Co.	----	----	----	----	----	----
Boston, Hartford & Erie	23	22	21½	21½	----	21½
California 7s	----	----	----	----	----	----
Canton Co.	47	47	----	46½	46	----
Central of N. Jersey	120	119½	119	----	----	----
Chicago & Alton	----	----	139	----	----	139
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	170	----	----
" " " 8 p.c.	----	----	----	111½	----	----
Chi. & Gt. Eastern 1st m.	----	----	----	----	79	78½
Chic. & Northwest'n.	----	82½	82½	81½	----	80
" " pref.	----	----	82	80	----	80
" " 1st M.	----	92½	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	92	----	----	----	----
Chicago & Rock Isl.	111½	112½	----	99½	99½	97½
" '1st M. '70	----	----	99	----	----	----
Chi., R. I. & Pa. 7s 1896.	95	94½	95	----	94½	----
C., C., C. and Ind.	85½	----	85½	----	----	----
Clev. and Pittsburg	87½	----	85½	85½	86	85½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	78	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	100½	100½	100½	99	----	99½
" " S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	99	99½	98½	----	99½	----
Cumberland Coal pref.	----	----	31	----	30	----
Del. & Hudson Canal	128	128½	----	127½	126½	125
Del., Lack. & West.	120	119½	----	----	119½	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	57½	57½	53½	52½	51½	49½
" pref.	----	72	----	69½	----	69
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	98½	----	----	98	98½	98½
" 4 M. 7 p.c. '80	----	----	93½	----	93	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Great Western 2d mort.	----	77	77½	76½	76½	----
Hudson River	135½	136½	----	137	----	135
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
Illinois Central	----	----	160	145	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	28	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref	----	----	----	7	----	----
Michigan Central	----	120	----	120½	----	119
" S F. 8p.c. '82	116½	----	----	----	----	----
" conv. 8p.c. '69	----	----	117	----	----	----
M. S. and N. I.	85½	88½	84½	83½	83½	----
" " 1M. S. F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	107
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	75	74	73½	71½	72½	72½
" " pref.	83	82½	81	79½	80½	80½
" " 1st mort.	----	93½	----	92½	----	93
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	93	93	----	93	----	92½
" 1st, to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	64	----
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	89½	89½	89½	89½	89½	89
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	----	127½	127½	125½	126	122½
" " 7s, S. F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	96½	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	----	----	----	----	----	----
N. Y. and N. Haven	145	145	----	----	145	145
N. Carolina 6s ex-coup.	74½	73	71½	72½	73	71½
" new	73½	72	----	72	72	71½
Ohio & Miss.	29½	29½	29½	29	29	28½
" " pref.	----	----	----	----	----	----
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co.	103	101½	102	101½	102	99½
Panama	----	----	----	----	350	----
Phila. and Reading	91½	90½	90½	90	90	89½
Pitts., Ft. W. & Chicago	108½	108½	108½	107	107	105½
" " 1M.	----	----	----	----	104	----
" " 2M. 98	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	21½	----	21	----	----	20
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	83½	----
" " Inc. b'ds.	----	----	----	----	82½	----
Tennessee 6s, ex-coup.	64½	65	64½	64½	65	65
" new	64½	63½	63½	63½	63½	63½
Tol. Wab. & Western	51	50½	50½	50½	50½	49½
" " Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	84	----	84	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon	----	54	----	----	----	----
" new	54	----	----	55½	----	53½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.

	Th.13.	F.14	Sat.15.	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	126	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	109¼	109¼	108½	108¾	108¾	108
U. S 5s, 10-40s, reg.	----	----	----	104¼	104¼	104
U. S. 6s, 1881, reg.	115¾	----	----	----	----	----
U. S. 6s, 1881, cou.	115¾	115	----	114	113¾	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '61.	108¼	----	108¼	108¼	----	----
U. S. 6s, 5-20s, c. '62	114¾	114¾	114	113¾	113¾	113¾
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	119¾	110¾	----	109¾	109	108¾
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	108
U. S. 6s, 5-20s, c. '65	112¾	112¾	111¾	111¾	111¾	110¾
U. S. 6s, 5-20s, r. n. '65	109	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	109¾	108¾	108¾	108¾	107¾	107¾
U. S. 6s, 5-20s, reg. '67.	109	----	----	----	----	----
U. S. 6s, 5-20s, c. '67	109¾	108¾	108¾	108	107¾	107¾
U. S. 6s, 5-20s, reg. '68.	109¾	----	----	----	----	----
U. S. 6s, 5-20s c. '68	----	108¾	----	108¾	107¾	107¾
U. S. 6s, Pac. R. R. issue	102¾	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 18.

	W.12.	Th 13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa	----	----	----	----	----	----
" preferred	----	33¾	34	33¾	33¾	33¾
Camden & Amboy	127¼	127¼	----	128	128¼	129¼
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	88¾	----	----
" mort. 6s, '89	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21¾	21¾	21¾	21¾	21¾	20¾
" " 6s, '84	82¾	----	82¾	----	----	82¾
" " Gold L.	88¾	88¾	88¾	----	88	88
Lehigh Valley R. R.	54¾	54¾	54	54	54¾	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	45	----	44¾	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	56	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	70¼	70	----	70	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	33	----	----	----
" " 6s.	90¾	----	89¾	----	----	----
" " 7s	90	----	89	----	90¾	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	53	53¾	52¾	53¾	53¾	53¾
" 1st m.	----	----	100¾	----	----	100
" 2d m.	----	----	----	----	----	----
Penn. State, 6s 1st series	104¾	----	----	----	104¾	----
" " 6s, 2d series	----	----	----	----	----	107¾
" " 6s, 3d series	109	----	----	----	----	----
" " 6s. W. L.	102¾	----	----	----	----	----
Philadelphia City, 6s	----	----	100	----	100	100¾
" " new.	103¾	103¾	103¾	103	103	103¾
Philad., Germ. & Nor.	70	----	----	----	----	----
Phila. & Reading	45¾	46	45¾	45¾	45¾	45¾
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	26¼	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	19
" " 6s '82	----	----	----	----	70	70
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	59
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	32	----	32
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	58
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M 17.	Tu.18
Baltimore City 6s, 1875	98	----	97¾	----	----	----
" " 1886	----	----	----	----	----	----
" " 1890	97¼	97¼	97¾	----	97¼	97¼
" " 1893	----	----	----	----	----	----
Balt. and Ohio	124	----	123¾	----	----	----
" " b'ds '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Marietta & Cin. 1st m	----	----	92¼	----	92¼	----
" " 2d m	----	----	----	----	77¼	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	85	----	----	----	----	----
" " " 1900	----	----	----	----	84	83¾
N. W. Va. 1st mort	----	----	----	----	----	----
" " 2d mort	----	----	----	----	----	----
" " 3d mort	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W 19
Boston and Albany	150	150	----	----	----	149¾
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	139	----	----	139	139
Boston and Providence	13	----	137¼	----	137¼	----
Boston, Hartford & Erie	23¾	22¾	21¾	21¾	21¾	21¾
Cheshire, pref.	----	70	----	----	----	70
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	----	----	122	----	121¾	121¾
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	117¾	117¾	----	117¾
Ogdens. & Lake Champ	68¾	----	69	69	69¾	69¾
Old Colony & Newport	----	96	96	96¾	96¾	96¾
Ph., Wil. & Baltimore	56¾	----	56	----	----	56
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	----	----	102	102¼	102¼	102
Vermont & Mass.	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	100	100	----	100¾
Metropolitan "	----	67	67	67	----	66¾
Middlesex "	----	----	60	----	63	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	----	20¼	20¼
Franklin "	----	----	14	----	18¼	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	----	8	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	21	21
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities July 31st and Aug. 7:

	Closing Prices. July 31.	Aug. 7.
United States, 5-20s, 6 per cent 1882	72 @ 72¼	70¾@ 71¼
Do. do. 6 do. 1884	70 @ 72	69 @ 71
Do. do. 6 do. 1885	71 @ 71¼	69¼@ 69¾
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	34 @ 36	34 @ 36
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	65 @ 70	65 @ 70
Do. do., 2d mort., 1882	60 @ 65	60 @ 65
Do., consolid. mort. bonds, 1890	42 @ 43	39 @ 40
Detroit and Mil. 1st mort. 7 p. c. 1864	60 @ 62	58 @ 62
Erie shares, $100 (all paid)	43¼@ 44¼	37¼@ 38¼
Do., sterlg. 6 p. c. conv. bonds	74 @ 76	72 @ 75
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	94¼@ 95¾	91¼@ 92¼
Do., 7 p. c., 1875	78 @ 80	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	105 @107	105 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	96 @ 97	94 @ 96

American Railroad Journal.

Saturday, August 22, 1868.

Stock Exchange and Money Market.

The Money Market has been more active, and a point firmer, since our last. The city banks have been losing strength in their deposit and currency lines, mainly through remittances to the interior, in aid of the produce movement. Last week, the various express companies carried off about eleven millions, chiefly of National bank notes to the West, where a lively inquiry prevails for accommodation. The current week's outflow also promises to be very heavy. Call loans have been quoted up to 4@5 per cent., with rather more doing at the higher figure, which is now the fixed price with several city banks. Prime discounts have been current to a moderate extent at 6½@7 per cent. per annum. The banks have been more prudent in their dealings in produce paper. The city banks in their last week return, show a loss of $8,155,405 of deposits, $1,830,577 of specie, and $1,116,067 of legal tender notes; with a contraction of $1,947,166 in the loan averages. The United States Sub-Treasury added over five millions to its cash balances as the result of the past week's business, which embraced receipts from all sources of $19,638,370, against disbursements on all accounts of $14,336,420. The bank Clearing house reported the exchanges for the week at $482,533,952.

The specie reserve of the city banks is now $22,953,850, against $5,920,557 same time last year. The city bank deposits are now $223,561,087, against $194,046,591 week ending Aug. 17, 1867. The legal tender reserve amounts to $72,935,481, against $69,473,793 same time last year. The circulation now stands at $34,114,087, against $33,669,757 same time last year. The loans are now $277,808,620, against $253,232,411 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $80,422,160 a day, against a daily average of $97,834,064 the preceding week, and $74,855,699 the week ending with Aug. 1, 1868. The current week's exchanges average about $93,500,646 a day. The city banks, last week, lost $1,830,577 of specie, $1,116,067 of legal tender, and $8,155,405 of deposits. They reduced their loans, $1,947,166; and increased their circulation, $39,713.

The New York Gold Exchange Bank reports for the week ending Saturday, the 15th day of Aug., 1868, the average amount of loans and discounts as $1,061,924; average amount of specie, $1,048,180; average amount of deposits, $1,564,866.

The Philadelphia Bank movement the past week shows an increase in loans of $82,743; an increase of $12,523 in specie; an increase in legal tenders of $26,792; a decrease of $658,589 in deposits; and an increase of $2,021 in circulation. The Bank Clearings show a decrease of $453,756, and the balances, a decrease of $646,747.

The outstanding amount of coin certificates on the 1st of Aug., was $22,414,000, against $20,298,180 on the 1st of June, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $969,000, and retired $2,718,150 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during July, reached $8,939,060.

The U. S. Sub-Treasury receipts, week ending with Aug. 15, were $19,638,389, including $2,829,150 from customs duties; payments, $14,336,441, including $278,000 of coin interest; balance at the close of the week, $84,290,221, against $78,988,273, at the close of the preceding week, showing an increase of $5,301,948. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,268,029 including $368,263 from customs; and payments, $3,272,911; on Tuesday, receipts, $3,287,577 including $450,028 from customs, and payments, $2,879,480. The balance at the close of business on Tuesday stood at $83,693,437, against $79,418,886, a week previous; and $78,421,279, on Aug. 5, 1868. The aggregate receipts of the office from all sources in July, were $94,561,982; aggregate payments, $103,554,458. The balance on the 1st inst., was about nine millions below that on the 1st ult., which amounted to $89,125,661.

National Bank notes to the amount of $117,380 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,298,706, against $282,555,440 at the close of the fiscal year ending

June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,389,836, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,908,870. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,643,300; and for the public deposits, $38,052,350—making a total of $379,705,650. The Treasury Department last week redeemed and destroyed $478,800 of worn and mutilated fractional currency, and issued $540,806 of new. The outstanding amount of fractional currency on the 1st of August was $31,867,818, against $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been on a more liberal scale, since our last, in both forms of customs and excises. The excises, last week, yielded some 4½ millions; customs at the port of New York, $2,829,150, and at the outports about $950,000 (in coin) more, making the grand total income for the week equal to about $9,980,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $25,830,000, or equal to about 3½ millions a week.

Gold has receded over three per cent., during the week, or from 148⅛ as the highest point on Friday last, to 144¾ as the lowest, on Wednesday of the current week. The offerings have been more extensive, largely on speculative account, while the demand from all sources has been less animated. The export inquiry has been limited. It fell short of a million last week. Thus far this week, it has taken only $259,671. The customs drain has been on the increase, adding to the coin reserve of the Treasury Department. There were some reports in circulation toward the close of a small amount of specie having been imported from Great Britain within a few days. These reports were only deemed of consequence as suggesting the probability of a considerable importation of coin later in the season, as the result of the augmented foreign call for our produce, which will add largely to the available supply of sterling exchange, to the depression of exchange values. The latest transactions in Gold indicated a little more firmness, the closing quotation on Wednesday having been 145⅜.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $4,673,364, against $1,315,000 same time last year. The customs demand for Gold last week, averaged $471,525 a day; thus far, this week, it has been equal to $409,195 a day, or equal to a weekly aggregate of $2,455,170. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $260,102 and from California, $1,191,895. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $71,896,966, against $77,035,915 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $27,455,126, against $18,995,126, in 1867, showing an increase thus far in 1868, of $8,460,597. The exports of specie, from this port, last week, were $653,498, against $601,888 same week last year; total, since Jan. 1, 1868, $63,288,187, against $39,276,638 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $278,000; since Jan. 1, 1868, $59,757,581, against $39,483,199. The specie exports from San Francisco, from Jan. 1, to July 23, 1868, were $22,384,285, against $24,994,670 same time last year.

Government received $4,854,786 from customs at the port of San Francisco, from Jan. 1, to July 28, against $4,184,000 same time in the preceding year.

An augmented supply of foreign exchange has been available to buyers at slightly reduced rates, yet the demand has been on a restricted scale, and the market closed dull and weak. Bankers' prime sixty day bills on London closed on Wednesday at 109@109⅜, and on Paris to 5.22½c.@5.17¾; sight bills on London to 109⅜@109¾, and on Paris to 5.15c.@5.13¾. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,772,663, against $2,962,501 same week last year; total, since Jan., 1, 1868, $105,061,555 against $119,425,889 in 1867; and grand total, during the fiscal year ending July 1, 1868, $179,784,280, against $195,544,905 in 1866–'67.

Government securities have been in quite limited request for all purposes, since our last, and prices have declined materially, under a pressure to realize, partly on account of city banks, having Western connections, and needing currency to respond to the increasing calls of their correspondents. The dealings on Wednesday showed more animation in the market at a fractional rally from the lowest figures, which were made on the forenoon of that day.

U. S. sixes of 1881 closed here on Wednesday at 113½@113¾; U. S. Five-twenties of 1862, 113@113⅛; U. S. Five-twenties of 1864 at 108⅜@108⅞; U. S. Five-twenties of 1865 at 110¾@110⅞; U. S. Five-twenties of 1865, consolidated, 107⅞@108; U. S. Five-twenties of 1867, 107⅜@107½; U. S. Five-twenties of 1868, 107¼@107½; U.S. Ten-forties at 108¼@108½, U.S. Six per cent. currency bonds, 102@102½. The brokers are buying the outstanding compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures: September, 1865..118½ | October, 1865....118

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 5.	Aug. 12.	Aug. 19.
Consols	94⅜	93⅞	94⅛
U.S. 5-20's of 1862	71½	72	71⅝
Erie	37¼	36¾	31¾
Ill. Central	92⅝	92½	91¼

The railway and miscellaneous shares market has been excited and decidedly lower for all the active stocks, under very extensive realizations, largely on account of the *bear* interest. Erie and New York Central have been the most severely hammered, the former having fallen 9@10 per cent., and the latter 6@7 per cent. At the close, the market was dull, weak, and feverish.

Domestic produce has been generally in moderate demand, since our last. Breadstuffs and Provisions have been quoted lower. Cotton has improved ⅛@1ct. per lb. Middling upland cotton closed buoyantly on Wednesday at 30 cents per lb. The stock of cotton now here is estimated at about 42,500 bales. The receipts at the port this week, have averaged only about 250 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,189,500 bales, against 1,871,000 bales same time last year; exports, same time 1,676,000 bales, against 1,555,000 bales same time last year; stock on hand at latest dates, 60,000 bales, against 105,000 bales same date last year. At the Live Stock market, this week, Beeves have been in moderate demand at from 10@16¾c. per lb.; week's receipts, 7,060. Veal calves have been in less demand at from 7@11c. per lb.; receipts, 1,846. Sheep and lambs have been plenty and heavy ranging from 4@6½c., and 6@8¼, respectively, per lb.; receipts, 85,905. Swine have been moderately active but lower selling at from 9¼@10⅜c. per lb., all live weight; receipts, 18,854. General merchandise have been comparatively tame and weak, influenced in part, by the decline in Gold. Dry Goods have been lightly dealt in; desirable fabrics have varied little in value. The total imports of foreign dry goods, last week, were $1,933,412, and the total amount marketed $2,071,676. The value of foreign merchandise imported last week, was $2,379,486—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,312,898, against $4,673,114 same week last year; from Jan. 1, 1868, $155,532,525, against $160,538,874 same time in 1867; and year ending July 1, 1868, $238,283,518, against $269,831,007 in 1866–'67. The freight market has been moderately active, but rates have been quoted lower. For Liverpool we quote flour at 1s. 4½d.@1s. 6d. by sail, and 1s. 7½d.@1s. 9d. by steamer, per bbl.; grain at 3d. by sail, and 3@3½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and $\frac{3}{16}$d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 455.

The New York exports, exclusive of specie, for the week ending Aug. 18, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$2,962,501	$2,772,663
Prev. reported	116,463,388	102,288,892
Since January 1	$119,425,889	$105,061,555

The imports for the week ending August 15, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,831,803	$1,933,412
Gen. merchandise	2,841,311	2,379,486
Total for the week	$4,673,114	$4,312,898
Previously reported	155,865,760	151,219,627
Since January 1	$160,538,874	$155,532,525

The balance in the Sub-Treasury on Wednesday was $84,249,779.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns —

New York.—N. Y. State 7s, Bounty Loan coupon, 108; Georgia 7s, 90; do., 6s, 80; Peninsular R. R. 1st mort., 91; Tol., Peoria and Warsaw 1st mort., E. D., 84½; W. D., 80¼; Clev., Col. and Ind. Central 1st mort., 77; Toledo and Wabash Equipment bonds, 73½; Galena and Chicago

2d mort, 96; Albany and Susquehanna 2d mort. 7s, 86; N. Y. and New Haven 6s, 97; Chicago and Northwestern, Appleton Extension bonds, 89; Hannibal and St. Joseph R. R., 84; do., pref., 83; do., conv. bonds, 94; Stonington R. R., 80; Cary Imp. Co., 11; Adams' Express Co., 46¾; American Exp., 40; U. S. Exp., 41; Merchants' Union Exp., 19½; Wells-Fargo Exp., 25½; Western Union Telegraph Co., 84; Shoe and Leather Bank, 121; Ninth National Bank, 109½; Metropolitan Bank, 138; Corn Ex. Bank, 126; Fourth National Bank, 104¼; Bank of Commerce, 122; Tenth National Bank, 100⅞; Am. Ex. Bank, 120; Continental Bank, 102¾; Marine Bank, 150; Central National Bank, 107; Importers' and Traders' Bank, 128; Benton Gold, 0.25; Consol. Gregory, 4.00; Davidson Copper, 0.40; Flint Steel River, 1.50; Grass Valley, 0.35; La Crosse Gold, 0.31; Montana Gold, 0.56; New York Gold, 1.45; Quartz Hill, 1.00; Smith and Parmalee, 4.50; United State petroleum, 2,20; Walkill Lead, 0.10.

Philadelphia.—Phila. and Reading 6s, 1844-'80, 92; Sunbury and Erie 7s, 101½; Pemberton and Hightstown R. R. 7s, 100; Lehigh Nav. con. loan, 66; West Penna. R. R. 6s, 82; Elmira and Williamsport 5s, 62; Warren and Franklin 7s, 81; Thirteenth and Fifteenth streets R. R., 15; Girard College R. R., 26; West Phila. R. R., 65; Pittsburg 5s, 72½; Pennsylvania State coupon 5s, 97½; N. Y. and Middle Coal Fields, 2⅝; Fulton Coal, 5½; Keystone Zinc, 1¼; Ocean Oil, 1⅛; Union Bank, 60½; Commercial Bank, 60; Mechanics' Bank, 31½; Manufacturers' Bank, 31¼. The latest quotations are: City 6s, 100½@100¾; do., free of tax, 103@103¼; State 5s, reg., 100@100; do., coupon, 97@98; do., 6s, W. L., 102½@103; Reading, 44¼@44¾; do., 6s, 1870, 105@105½; do., bonds, 92@93; Camden and Amboy, 129@129½; do., mort. 6s, 1889, 96¾@97; do., 1883, 88¼@89; Penn. R. R., 53@53⅛; do., 1st mort., 100@100¼; do., 2d mort., 99½@100; Little Schuylkill R. R., 44@45; Morris Canal, 33@50; do., pref., 70@70½; do., bonds, 86@90; Wyoming Valley Canal, 32@34; do., 6s, 80@81; Susquehanna Canal, 13¾@14½; do., 6s, 58½@59½; Sch. Nav., 10@12; do., pref., 18½@19; do., 6s, 1882, 70@70; Union Canal bonds, 12@12; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 30@31½; do., pref., 42@45; do., 7s, 1873, 93@95; do., 5s, 61@63; Lehigh Coal and Navigation, 20@20; do., bonds, 1884, 82@82½; do., Gold Loan, 87½@90; North Pennsylvania, 33¼@34; do., 6s, 89½@90; Philadelphia and Erie, 25⅞@26¼; do., 6s, 91@91¾; Minehill, 55¾@56; Catawissa, 9@9¾; do., pref., 32⅞@33; Lehigh Valley, 54½@54½; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 52¼@53; West Philadelphia, 64@67; Spruce and Pine, 23½@24; Green and Coates, 31@—; Chestnut and Walnut, 47@50; Thirteenth and Fifteenth, 15@15½; Girard College, 25@27; Tenth and Eleventh, 70@72; Union, 42@—; Hestonville, 10@10¼.

Boston.—Ogdensburg and Lake Champlain pref., 104½; Cin., Sand. and Clev., old, 14½; Summit Branch R. R., 19; Rutland R. R., 30; Cape Cod R. R., 67¼; Burlington and Missouri River R. R. 8s, conv. 1878, 103¾; do., 7s, 1875, conv., 96; Cedar Rapids and Missouri R. R. guar., 92¼; Central Pacific R. R. 7s, gold, 110; do., 6s, 100¼; Union Pacific R. R. 6s, 100¼; Col., Chicago and Ind. 7s, 83½; Old Colony and Newport 6s, 97; do., 7s, 102¾; St. Joseph and Council Bluffs R. R. 10s, 108; Union Pacific R. R. 6s, gold, 100; Boston and Lowell R. R. 6s, 1879, 99⅞; Boston, Hartford and Erie 7s, 80; do., new, 62; Michigan Central 8, 1882, 116½; Vermont Central 1st mort. 7s, consolidated, 81¼; N. Y. and Boston Air Line 6s, 70; Stanstead, Shefford and Chambly 7s, 79; Boston Water Power Co., 15¾; Cary Imp. Co., 11; Ophir (N. S.) gold, 1; Essex Co., 125½; Rhode Island 6s, 1893, 100¼; Massachusetts 5s, 1883@1894, gold, 115¼; New Hampshire 6s, 1873, 100⅛; Connecticut 6s, 1883, 100¼; Chicago 6s, 1892, W.L., 91¾; Chicago 7s, School bonds, 99½; Cincinnati 7-30s, 1878, 103; Portland 6s, Building Loan, 100; do., 6s, 1875@1885, municipal, 97½; do., Water Works 6s, 100; Cook Co., Ills. 7s, 98½; Roxbury 5s, 1878, 91¼; Fall River 5s, 1878, 90; Salem 6s, 1883, W. L., 100¼; Augusta 6s, 1870, 97¼; Cambridge 5s, 1882, 88¼; Lynn 5s, 1882, 86¼; Eagle National Bank 119; First National Bank, 167⅝; Hide and Leather National Bank, 100; Hamilton National Bank, 128¾; Merchants' National Bank, 126¼; North National Bank, 120; National Bank of North America, 108½; National Bank of Commerce, 125; National Bank of Redemption, 121; State National Bank, 108; Webster National Bank, 116; Allouez Mining Co., 3⅛; Calumet, 42¼; Concord, 1⅞; Hancock, 4½; Hecla, 67; Superior, 87½c.

Baltimore.—Virginia 6s, old, 46¾; do., 1867, 45¼; Richmond and Danville bonds, 73½; Atlantic Coal, 1.50; Howard Bank, 11½; National Exchange Bank, 100; Mechanics' Bank, 11; Bank of Commerce, 27; Union Bank, 60½. The latest quotations are: Balt. and Ohio, 123½@125; do., 6s, 1875, 97@—; do., 1880, 97@—; do., 1885, 98@—; Northern Central, 47@48½; do., bonds, 1885, 84¾@85; do., 1900, 83¾@84; Parkersburg Branch, 25@27; N.W. Va., 1st mort., 95¼@—; do., 2d mort., 91@94; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 92¼@93; do., 2d mort., 77@77¼; Central Ohio, 35@35½; do., 1st mort., 87½@88; Western Md. 6s, 1890, 81@82; do., guar., 92@94; Richmond and Danville bonds, 73@73½; Baltimore 6s, 1875, 97¾@97⅞; do., 1886, 97@97; do., 1890, 97⅛@97⅜; do., 1893, 97@97; do., 5s, 1838-'70, 80@—; City Passenger R. R., 18¼@19; George's Creek, 52@60; Santa Clara, 1.50@3.00; Atlantic Coal, 1.45@1.60.

Rockford, Rock Island and St. Louis R. R.

First mortgage, 50 years, 7 per cent. Convertible Sinking Fund, Bonds of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in Gold, free of Government tax.

For sale at 95 and accrued interest in currency, at the office of the Company, 12 Wall st.

Governments and other securities received in exchange.

H. H. BOODY,
Treasurer.

☞ The directors of the Mount Washington R. R. Co. are: John E. Lyon of Boston; Sylvester Marsh, Henry Keyes of Newbury, Vt.; Onslow Stearns, N. White, and J. Minot of Concord; and E. A. Straw of Manchester. Mr. Marsh is President, and Mr. Lyon, Treasurer.

Brockville and Ottawa Railway.

The receipts of the Brockville and Ottawa Railway for the six months ending July 1, 1868, were $73,348 71. The operating expenses were $38,950 05. For the half year ending July 1, 1867, the receipts were $52,598 63; and the operating expenses, $28,974 63. The increase in receipts has thus been $20,750 08; and the increase in expenses, $9,975 42. The whole expenses of operating the road in 1868, including all actual renewals, amounted to $46,087 55, or 62.8 per cent. of receipts. The ordinary working expenses were 53.1 per cent. In 1867 they were 54.7. The renewals in 1868 amounted to $10,748 33; in 1867 they were $38,375 28. The gross receipts in cash for the year 1867 were $146,209 39, and the percentage for operating expenses in the proportion of 48.11 of gross receipts. Cash on hand July 1, 1868, $24,479 02. It is proposed by the manager to build a new iron girder bridge at Carlton Place, and a turn-table at Perth, which, it is expected, will be all the renewals necessary this year.

Western Maryland Railroad.

At a recent conference of the President and directors of this road with the county commissioners of Washington Co., says the Hagerstown *Mail*, "arrangements were made for the prosecution of the work with redoubled energy, with an assured prospect of its speedy completion. The estimates due contractors will be discharged in a few days. It is contemplated to finish the grading of the line to Mechanicstown within a month, and in a short time thereafter the cars will be running to that point, which will temporarily be the western terminus of the line. At this end very little work is required to finish up the grading of the road. The completion of the road to Mechanicstown will add immensely to the receipts of the road—the business of which is now so great as to require additional rolling stock. Negotiations for the cars required are now going on, and will be completed immediately upon the return of the president to Baltimore."

Union Pacific Railroad.

Sixty additional miles of the Union Pacific Railroad are now finished, making 960 from Omaha. It now seems probable that nearly 1,000 miles will be in running order before the close of the year, and the whole line to the Pacific will be open for business during 1869.

☞ The following gentlemen have been elect directors of the Frederick and Pennsylvania Line Railroad Company; John Loats, John Reifsnider, David J. Markey, J. Alfred Ritter, Lewis Bruner, John Sifford, W. H. Falconer, of Frederick, and Capt. A. W. Eichelberger and William Rinedoller, of Pennsylvania. John Loats, Esq., was elected President.

☞ The work of arching the Albany and Susquehanna Railroad tunnel has been resumed, and will be completed by the 1st of November. As an inducement to finish the grading of the road between Harpersville and Binghamton by that date, an additional compensation to contractors of $10,000 has been pledged.

☞ The receipts of the European and North American Railway in July, 1868, were $17,537 32; in July 1867, $16,030 05—increase, $1,507 27.

Railroad Earnings.—Weekly.

The earnings of the Michigan Central Railroad for the 2d week in Aug., 1868, were...$74,238 24
Corresponding week of previous year.. 76,638 07

Decrease $2,399 83

The earnings of the Chicago and Northwestern Railroad for the 2d week in Aug.,1868..$271,842 98
Corresponding week previous year .. 194,628 44

Increase $77,214 54

The earnings of the Chicago and Rock Island Railroad for the second week in Aug., 1868, were.... ....$102,400 00
Corresponding week of previous year. 78,063 00

Increase $24,337 00

The earnings of the Western Union Railroad for the 2d week in Aug., 1868,.... ....$14,159 71
Corresponding week previous year.... 11,580 53

Increase $2,579 18

The earnings of the Chicago and Alton Railroad for the 2d week in Aug., 1868..$162,985 00
Corresponding period previous year . 105,562 00

Increase $57,423 00

The earnings of the Detroit and Milwaukee Railroad for the second week in Aug., 1868, were $36,832 73
Corresponding week of 1867.... .... 35,764 91

Increase..... .... $1,067 82

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week in Aug., 1868, were.. ....$90,894 00
Corresponding week of 1867.... .... 98,071 00

Decrease $7,177 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Aug., 1868..$30,077 00
Corresponding week previous year.... 25,055 00

Increase $5,022 00

Rockford, Rock Island and St. Louis R.R.

Work on the line of this road is proceeding with vigor. Nearly 20 miles of the track south of Sterling are graded, and the bridge over the Rock river is under construction and will be ready for use by November next, while 50 miles of the road will, it is stated, be in operation by the 1st of January. About 200 men are now employed upon the work, and a larger force will be put in requisition as soon as the harvest is over.

☞ The Ogdensburg and Lake Champlain Railroad Company will pay $200,000 of the 1st mortgage bonds of the Northern (Ogdensburg) Railroad Company on the 1st of September next, with accrued interest—less Government tax—to parties who desire to surrender the same. Address Henry A. Church, Treasurer, Boston, Mass.

☞ Wm. Janvier, Esq., has been elected President of the Kent County Railroad, vice T. W. Eliason, resigned. The company have been engaged during the past two weeks condemning land by the assessment of juries. The work upon the road may now be considered as fairly inaugurated.

☞ The following gentlemen have been elected directors of the Lexington and Arlington Railroad Company for the ensuing year: George F. Fay, Charles T. Crocker, R. D. Blinn, W. E. Parmenter and Geo. O. Davis. R. D. Blinn was unanimously re-elected President, and Geo. O. Davis Treasurer and Clerk.

Journal of Railroad Law:

CONSTRUCTION OF RAILROAD CHARTERS—WHEN RIGHT IMPLIED TO CONSTRUCT STATIONS, ENGINE HOUSES, &C.—WHEN POWER TO TAKE LAND, GIVES POWER TO TAKE A RIGHT OF WAY OVER IT. WHEN OWNER OF LAND TAKEN FOR RIGHT OF WAY BY A RAILROAD MAY HAVE DAMAGES THEREFOR ASSESSED.—REMEDY FOR OBSTRUCTING A RIGHT OF WAY BY A RAILROAD TRACK.

The facts in the late case of Phil., Wil. and Balt. R.R. Co. *vs.* Williams, 54 Penn.St. R. 103 are fully state in the following able opinion of the court by

AGNEW, J.—A parcel of ground was laid out into lots, leaving a strip four feet wide in the rear of the lots to be used by the lot owners as a passage out to Washington Avenue. The deed conveying to defendant one of these lots, granted also the free and common use, right, &c., of said four feet wide alley as and for a passage-way, and watercourse at all times hereafter, forever, and subject to the payment of a proportionate part of the expenses of keeping said alley in good order and repair at all times hereafter forever. The track in question was a turnout and siding from the defendants' main track on Washington Avenue to their engine house, built upon a lot of their own near Washington Avenue, and adjoining the four feet alley on the opposite side from the plaintiff's lot. The form of the action involves the right of the railroad company to obstruct the plaintiff's way and watercourse by means of the track laid across it. The authority to do this, claimed by the company is found in certain acts of the Legislature, and in an ordinance of the city councils. The tenth section of the act of 1831 authorized the company "*as soon as they conveniently can*, to locate and construct a railroad of one or more tracks," and "to make, construct and erect such warehouses, toll houses, carriages, cars and all the works and appendages necessary for the convenience of the said company for the use of said railroad." The oath of the viewers contained in the 12th section requires them to assess the damages caused by the construction of the railroad and other works. This grant of power unquestionably carries with it the right to construct turnouts, sidings, stations and engine-houses, and all works and appendages usual in the convenient operation of a railroad. A railroad without switches, sidings, turnouts and buildings for fuel, water engines, stations, &c., would be useless in a great measure. They are essential to the operation of the road and the transportation of freight and passengers with security and dispatch. The expression "*as soon as they can conveniently* locate and construct" is not a limitation upon the power to compel the company to exercise its whole authority in the very beginning, when the demands of business are few.

It would be an unreasonable construction of its charter to require provision to be made for all the unknown wants of the future. The increase in trade and business, and the changes taking place, often require new and increased facilities. The argument that the track and engine-house is the private way of the railroad company, not used by the public, and therefore no part of the public highway is ingenious but unsound. Admitting that it is not a part of the public highway, in the sense that it is not used immediately by the public, but by the company only, it does not follow that the ground is not taken for public use under the power of eminent domain. It is not the special use made of it which characterizes it, but its convenient necessity to that part which is for the public use. The principle of the argument would leave the state without power to take any land except that occupied by the main track of the railroad, and compel the company to operate it without the works and appendages necessary for the public safety and convenience.

It is said this is not a case of consequential damages, the taking being direct, and that the charter provides for compensation to the owner of land only. It is argued, therefore, in the absence of a provision for compensation to the owner of the right of way, the taking is contrary to the 10th section of the 9th article of the constitution. It is unnecessary to doubt or consider the authority of the cases referred to by counsel, the difference between the rights of the owner of a ground rent being so clearly distinguishable from those of the owner of a right of way and water-course. It is true that they are alike in the fact that they are incorporeal hereditaments but in nothing else; a ground rent issues out of the land and is charged upon it, but it has no particular *situs* upon it, and requires no use of it for its enjoyment. It is a pecuniary burden only, the only ligament between the tenant and ground landlord being the reservation or covenant for its payment. Having no connection with the soil, it remains totally untouched by any use the railroad company can make of it. Apportionment of the rent, because of the taking of the land, is solely an equity arising between the tenant and the landlord. Hence the conclusions drawn in the cases referred to.

But the nature of a private right of way is different. A way has its defined route upon the land itself. *Ex vi termini* it imports a right of passing in a particular line. Washb. on Easement, ed. 1868, p. 160. It carries all rights to the use of the soil which are properly incident to its enjoyment. For instance, the grantee of the right of way over such an alley in a city may enter and pave and repair it. Id. 190, 196, 198, 199. The deed in this case expressly subjects the grantee to her proportion of the expenses of keeping it in repair.

The right carries with it a qualified use or occupancy of the ground itself. For an obstruction to a right of way, the owner of it has an action directly against the wrong doer, distinct and independent of the action of the owner of the land for an injury done to his possession. Id. 158. These being the rights of an owner of a right of way and water course, it seems to me it would go too far to say that he cannot have a view to assess his damage, caused by taking, which directly obstructs the enjoyment of his way. A private road (says Black, J., in Carver *vs.* Paul 12 Harris 211) is private property, and an act of assembly to close it up, without paying for it, would be depriving the owner of his property. Having decided that the charter gives an authority to enter upon land and locate and construct a railroad, even against the right of an owner of an incorporeal hereditament issuing or served out of it, we must necessarily say that this carries with it a right to a view to assess damages whenever that right is directly injured by the entry and use of the land.

In 10 Wright 229 a covenant of general warranty was decided to be broken by the entry of the owner of a private way who threw down the fences to enable him to exercise his right of passage on the land. This was held to be an actual *eviction* under title which enabled the defendants to set up the break of the warranty as a defence to the payment of the purchase money. We hold, therefore, in this case, that the legislature meant by the terms "owner or owners of such required land" to include all owners of titles in or growing out of land whose rights are capable of actual privation by the taking. The proper remedy of the plaintiffs below was not by an action, denying the right of entry to take the land, but by an application for the assessment of damages.

The judgment is reversed.

The Character of the Union Pacific R. R.

While every person who has followed the progress of that wonderful undertaking, the Union Pacific Railroad, has marvelled at the unparalleled rapidity with which it has been constructed, some have felt skeptical as to the *character* of the work which was being done with such apparently headlong speed. Was it possible to build seven hundred miles of railroad in two years, and do it well? Could a railroad from New York to Chicago be well built in two years' time? And if not here, where all the appliances needed were at hand, or could be obtained at a day's notice, then how much less in a region beyond settlement beyond civilization, and where laborers, supplies, tools, and all else, except the land upon which the road was built, must be transported hundreds of miles before reaching the spot where they were wanted. In short, the question, "Is the road well built?" has been the one for whose satisfactory solution many have waited before investing their means in the Company's securities, which are liberal in their provisions, and safe beyond peradventure, *if* an affirmative answer to this question can be fully established.

Upon this point we must take the testimony of personal witnesses, who have been upon the ground and examined the work. Fortunately, an opportunity has just been afforded and improved for a full inspection of the road and its belongings, by a party of gentlemen who represent the reading and thinking people. Thirty gentlemen, representing as many of the leading journals of the eastern cities, have just returned from a trip which included over seven hundred miles of the Union Pacific Railroad. They had a special train at their disposal, to stop where they wished, to run fast or slow as they might desire, and which gave them far better opportunity to see both the good parts of the road, and the bad ones—if any exist—than the ordinary traveler by regular trains. These witnesses are men of judgment and discrimination, and their personal characters, as well as the names of the journals which they represented, are guarantee that they write only what their convictions dictate. Let us see what some of these gentlemen say of the character of the Union Pacific Railroad:

Hon. Charles A. Dana, of the New York *Sun*, late Assistant Secretary of War, says:

"A party of thirty gentlemen * * * have just returned from an excursion to the present terminus of the Union Pacific Railroad at the Rocky Mountains. Their unanimous opinion is that the road is constructed in the most thorough and solid manner, and that it is superior in firmness, smoothness, and capacity for rapid running, to any other new road which they have ever seen. This is true of the parts of the track which were laid only the day before the excursion train passed over them, as well as those at the eastern end of the line which have been in use for some two years. The work is well done, both as respects the judgment with which it is laid out, and the thoroughness of its construction; and there is no part of it which could, under the circumstances, be better than it is: all reports to the contrary are erroneous and mistaken."

The editor of the Boston *Traveller* says:

"It is built in the best and most substantial manner possible, and will compare favorably with any other road in the United States. For a new road, I do not remember ever having traveled on its superior. * * * The road is well ballasted, and except in seasons of extreme drought, must be comparatively free from dust. * * * Few of the old roads of the country are so easy to ride over as this new one."

The editor of the Philadelphia *Bulletin* says:

"So far from imperfect and superficial workmanship being put upon the road, everything indicates a determination that the work now done shall be as durable as human ingenuity and enprise can make it. The workshops, engine houses and other structures at Omaha, Cheyenne, North Platte and Laramie, are all handsome stone and brick edifices, that will last without repair or reconstruction for generations; while the road itself is as solidly and substantially built as any railroad in America. * * * In short, the closest scrutiny has failed to detect any signs of hasty or imperfect construction."

The editor of the N. Y. *Express* says:

"Firm, solid, substantial, we have now as fine a track as can be found on almost any road in the country, while the traveling accommodations are full of ease and comfort. * * * A visit to the wilds of the Rocky Mountains will convince the traveler that the Pacific Railroad is neither a myth nor a Brummagen affair, gotten up for purely speculative purposes."

The editor of the Boston *Transcript* says:

"The Union Pacific is a first-class road; finely graded, thoroughly tied, well ironed and ballasted, and substantially bridged."

The editor of the Baltimore *American* says of the Road:

"It is well and substantially built and ballasted, and rides more easily than two-thirds of the roads east of the Mississippi."

And again he speaks in the following unqualified commendation:

"I must reserve for another occasion some remarks upon the character of the road, its financial basis, present business, and future prospects. But it is proper to say just here that the rumors that have been put afloat at the East that the Company is a party of speculators, putting down a rude and poorly constructed road, that will be useless, or nearly so, when completed, is a falsehood that could only have been deliberately concocted and put in circulation for reasons which would not bear examination. The road is a good one, well and solidly laid, with heavy rail, and twenty-six hundred cross-ties to the mile over which the cars travel with remarkable smoothness, and the equipments, station-houses and work-shops of which all show that it is being built for use and not for speculation."

The editor of the New Haven *Palladium* says of the most extensive and difficult bridge upon the route:

"It is constructed with admirable skill, and is capable of bearing a weight forty times greater than will ever be placed upon it. * * * A careful examination of this magnificent structure convinced every member of the party that the marvelous speed with which the road has been built, has not been achieved by any sacrifice of security."

The editor of the New York *Times* refers to the fast running done on a portion of the trip, and says:

"The locomotive tore along at a speed of over 40 miles an hour, and smoothly enough we traveled, even at that high rate, proving conclusively that the Union Pacific Railroad is substantially built."

Of the Company's shops at Omaha, the same authority says:

"The first-class cars manufactured here are equal to any cars to be found on any of the eastern railroads, and indeed, the whole rolling stock of the Company will compare with that of any other road in the country."

The editor of the Philadelphia *Age* says:

"It might be supposed, from the rapidity with which the work was done, that it was of a temporary and perishable character. But such is not the case. * * * Of the roadway it is enough to say that we traversed it smoothly, safely and steadily for five successive days, at a rate of speed varying from twenty to fifty miles per hour, and between the old track and that at the western terminus, which had been finished but an hour or two, no discrepancy was perceptible."

The editor of the Philadelphia *Bulletin* gives the following spirited description of the way the track is being laid:

"Track-laying on the Union Pacific is a science, and we pundits, of the Far East, stood on that embankment, only about a thousand miles this side of sunset, and backed westward before that hurrying corps of sturdy operators, with a mingled feeling of amusement, curiosity and profound respect. On they came. A light car, drawn by a single horse, gallops up to the front with its load of rails. Two men seize the end of a rail and start forward, the rest of the gang taking hold by twos, until it is clear of the car. Then they come forward at a run. At the word of command the rail is dropped in its place, right side up with care, while the same process goes on at the other side of the car. Less than thirty seconds to a rail for each gang, and so four rails go down to the minute! Quick work, you say, but the fellows on the U. P. are tremendously in earnest. The moment the car is empty it is tipped on the other side of the track to let the next loaded car pass it, and then it is tipped back again, and it is a sight to see it go flying back for another load, propelled by a horse at full gallop at the end of sixty or eighty feet of rope, ridden by a young Jehu, who drives furiously. Close behind the first gang come the gaugers, spikers, and bolters, and a lively time they make of it. It is a grand Anvil Chorus that those sturdy sledges are playing across the plains, It is in triple time, three strokes to a spike. There are ten spikes to a rail, four hundred rails to the mile, eighteen hundred miles to San Francisco. That's the sum, what is the quotient? Twenty-one million times are those sledges to be swung—twenty-one million times are they to come down with their sharp punctuation before the great work of modern America is complete."

These quotations might be greatly extended, but all the members of the editorial party bear similar testimony to the thoroughness of construction of the Union Pacific Railroad, and the permanent character of all its equipment and appurtenances. They are all equally positive concerning the great business future which the road must have as the outlet for the vast region west of the Missouri awaiting development.

We learn from the Treasurer of the Company that the earnings of the road for the past year exceeded four million dollars. Great as this sum is, it must be considered as only the beginning of

the immense traffic which will pass over the road when the whole line shall be finished.

Chenango Valley Railroad.

We have been shown a paper signed by a number of our moneyed citizens, pledging themselves to pay certain amounts "when the Chenango Valley Railroad shall be located through Cazenovia," and the necessary papers shall have been perfected for that object. We are told the towns of Nelson, Lebanon and Eaton feel much interested in the construction of this road. This road, if built, is to start at Syracuse, and run from thence to Cazenovia, through Nelson and Eaton, and intersect the Midland road at Smith's Valley, in the town of Lebanon.—*Cazenovia Republican.*

☞ We learn that arrangements have been completed in England for the construction of the New Lisbon Railroad, which, though a separate organization from the Atlantic and Great Western, will, when finished, form a very important branch, and afford a large traffic to the main road, leading as it does into one of the finest beds of coal as yet discovered, and easily mined.

☞ The gross receipts of the Northern (Ca.) Railroad for the half year ending July 1, 1868, were $275,073 34, against $271,306 55, being an increase of 2.81 per cent. over the corresponding period of 1867. The net revenue available for dividend was likewise considerably increased, it amounting $79,274 24, against $75,835 40, besides paying interest. The dividends of the company's bonds leaves a balance of $29,567 28, to be carried forward to the credit of interest fund.

☞ E. W. Cole has been elected President of the Nashville and Chattanooga Railroad Co.

TO RAILWAY CONTRACTORS.

THE GRADUATION, MASONRY AND BALLASTING of the following enumerated sections of the

Pittsburgh and Connellsville Railroad,

Are advertised for contract, and proposals for the same will be received at the Company's Office, in Pittsburgh, up to the

20th of SEPTEMBER, inclusive.

Commencing at the Uniontown Branch Junction, about a mile east of Connellsville, Sections 59 to 64 inclusive. Then Sections 65, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 106, 110, 112, 115, 116, 117, 118, 119, 122, 128, 129, 130, 133, 140. All of these Sections are in the valley of the Youghiogheny River, up to Section 112 inclusive. Sections 115, 116, 117 are on the Summit, and embrace the Sand Patch Tunnel; and the remainder are in the valley of Wills Creek, Section 140 being about 5 miles from Cumberland.

Specifications of the work on the above Sections will be ready for delivery on the 1st of September, at the offices of the Company, at Pittsburgh and Cumberland, where contractors will obtain all necessary information to enable them to examine the line.

The Company reserves the right to reject all or a part of each bid.

B. H. LATROBE,
Civil Engineer.

August 10th, 1868. 5t34

WANTED IMMEDIATELY.—Three 33 inch eight-wheel railway cars, gauge 4 ft. 8½ inches. One passenger, one box and one platform freight car, new, or second hand if in good order, and of the best material and workmanship. Address "Cars," Post Office Box 3805, New York City, with full particulars as to description, price, and time and place of delivery. 33

750 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **103**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is *the length of time they have to run.*

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,
And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
AUGUST 12, 1868.

Notice to Contractors.

PROPOSALS will be received for Grading and Bridging the third (3d) Division of the Junction and Breakwater Railroad, from Georgetown, Delaware, to the Bay Shore at Lewes, 15¼ miles, until the 22d day of August, 1868. For specifications, plans, &c., &c., call on Hon. JOHN W. HOUSTON, Prest., at Milford, Delaware, or M. C. CONWELL, Engr., at Georgetown, Delaware.

Aug. 3, 1868. JOHN W. HOUSTON, Prest.

Mathematical Instruments

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

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49 Nassau street, N. Y.

THE
NOVELTY IRON WORKS,
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Manufacture
Iron Piers and Bridges.
Works foot 12th street, E. R.
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NEW YORK,
FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

—o—

Stationary, River, Marine, Side-Wheel and Propeller Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Blowing and Pumping Engines;
Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;
Steam, Vacuum and Water Guages, Indicators, Registers, &c.;
Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
Burnett's Movable Cranes, Crane Engines, Hoisting Gear, &c.
Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

Godeffroy Brancker & Co.

42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

"English Copper Co." Rails.

2,000 TONS of this well known make, fifty-six pounds per yard "Erie" pattern, to arrive at this port, and for sale by

HEYERDAHL, SCHONBERG & CO.,
4132 **33 William street, New York.**

"EBBW VALE"
50 lbs. Erie Pattern.

1,000 TONS for sale from yard, 26 feet and shorter bars.

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4132 **33 William street, New York.**

LUBRICATING OILS.
FIRST PREMIUM. 1867.
Awarded by the American Institute to
CHESEBROUGH & CO., 132 Maiden Lane, New York.

"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,
HORACE GREELEY, President.

Perfectly pure (not mixed,) absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market. 3m25

CAR PLUSHES.
Best French and German makes.
LOUIS WINDMULLER & ROELKER,
20 Reade street.

GERMAN STEEL AND HARDWARE.
For sale by
LOUIS WINDMULLER & ROELKER,
20 Reade street.

RAILROAD TIES.
100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.
D. N. BEARDSLEY,
3m33 **251 West street, N. Y.**

American NATURAL OIL COMPANY
No. 7 Broadway, New York City,
SOLE PROPRIETORS OF THE CELEBRATED
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Prepared expressly for all classes of
MACHINERY.
The cheapest reliable lubricator in the market.
First Premium—Paris Exposition, 1867.
Indorsed by leading Mechanics and Artisans of the UNITED STATES AND EUROPE.
American NATURAL PAINT OILS
At Half the Cost of Linseed,
and warranted to give excellent satisfaction.
Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.
Post-Office Box 4781, New York City.

SPECIFICATIONS
FOR
PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.
New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermillionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermillionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermillionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermillionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermillionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgon for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

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Baltimore, Md., April 16, 1868.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York, Saturday, August 29, 1868.

Railways in India.

Mr. Julian Danvers, the Government director in India, reports that there have been 349 miles of new railway opened for traffic during the year ending March 31, 1868. making the whole extent of line then opened 3,943 miles.

Upwards of 9,000,000*l.* has been added to the capital accounts of the companies during the year, making the whole amount of cupital which has been raised for railways in India to the close of March, 1868, to be 76,579,016*l.* Of this sum 60,048,871*l.* consists of shares or stock, and 16,530,145*l.* of debentures.

The total expenditure on the railways which have been opened, and on those which are now in course of construction, amounted during the same period to 75,071,656*l.*

The expenditure during the past year was about 7,000,000*l.*, and of this upwards of 4,000,000*l.* was expended in England for permanent way materials, locomotives, stores, &c., sent out from that country. This is the largest expenditure which has been incurred in any one year in England.

The estimated expenditure for the current year is 5,177,000*l.*, of which 1,791,000*l.* will be required in England, and 3,386,000*l.* in India.

The 75,000,000*l.* just mentioned as the amount which has already been expended does not, however, represent the whole cost of the undertakings. It shows only what the railway companies have paid. In addition to that, Government has granted all the land, the value of which cannot be taken at less than 2,500,000*l.* Inasmuch, too, as the rate of exchange for converting the pound sterling, subscribed by the companies, into rupees is fixed by the contracts at 1s. 10d. the rupee, and the value of the rupee has, during the construction of the works, averaged about 2s., the Government has contributed about 8 per cent. to the capital expended in India. This upon 45,000,000*l.* would amount to 3,600,000*l.* The actual cost of the railways is thus raised from 75 to 81 millions.

The revenue from the railways for the years 1866–'67 was only 32,337*l.* in excess of the previous year; but there was an increase of 962,984*l.* in that year's receipts over those of 1864–'65; so that in two years the revenue has increased upwards of 1,000,000*l.*

The gross receipts for the year ending 30th June, 1867, were 4,878,527*l.*, as compared with 4,537,235*l.* of the previous year. The working expenses were 2,537,812*l.* and 2,225,495*l.* respectively. The net receipts in 1867 were 2,337,300*l.* and 2,304,534*l.* in 1866. In 1867 the number of passengers was 13,746,354, of whom 13,074,980 were third class. In 1866 the number was 12,867,000. The sum paid by passengers last year for fares was 1,376,812*l.*, as against 1,278,580*l.* of the previous year; and the amount received for the conveyance of goods was 3,320,607*l.*, as against 3,091,723*l.* The train miles run were 10,980,319, and 10,120,920 respectively.

Some idea of the progress which has been going on may be formed by bringing the present in juxtaposition with ten years ago. Then about 300 miles of railway were open throughout all India, and about 2,000,000 people traveled on them; now there are nearly 4,000 miles, traversed by 13,746,300. The capital expended ten years ago amounted to about 20,000,000*l.*; now it amounts to upwards of 75,000,000*l.*

In 1857–'58 the net revenue derived from the railways was 111,446*l.*; last year it was 2,336,871*l.*; and, what is more remarkable, although the capital had increased from 20 to 75 millions, and the guaranteed interest in proportion, the net amount paid by the Government for guaranteed interest in the ten years 1857–'67 was about the same, viz.: 700,000*l.*

The amount for which the Government was last year responsible on account of guaranteed interest was 3,237,937*l.* Of this sum, however, about 2,500,000*l.* was paid by the companies themselves, so that the advances by Government really only amounted to little more than 700,000*l.* In the previous year the net amount so advanced was 800,000*l.*, and for the year before that 1,450,000*l.*

The whole sum which has been paid by Government for guaranteed interest since the commencement of the guarantee system now amounts to 22,215,505*l.*, of which about 9,500,000*l.* has been recovered from the railway companies, leaving about 12,000,000*l.* as their present debt, which is chargeable against the half surplus profits over 5 per cent. This sum represents the amount which the Government has actually paid. Spread over eighteen years it gives an average annual charge upon the revenues of India of 666,666*l.*

Mr. Danvers observes that one great advantage of the guarantee system is that it provides effectual means for keeping the capital and revenue accounts perfectly distinct. Every sixpence which is advanced by the Government for interest on the capital, both before and after the lines are opened, is charged against revenue. An account is kept of the sums so advanced, and the Government is reimbursed, under the terms of the contracts, out of the half excess profits over 5 per cent. Rules have, moreover, been laid down for the guidance of those who have to make up and examine the half yearly revenue accounts. True and real profits are carefully defined, and it is shown how they are to be ascertained. The confusion between capital and revenue accounts, which has prevailed so much among railways in England, and which has led to the undue increase of capital, and to the conferring upon the undertakings a deceptive value, is thus rendered impossible. Under these rules all the proper and legitimate outgoings and charges of a half year, whether applicable to the working or maintenance of the line, have to be determined and paid, or, if not actually paid, laid aside out of the receipts, before the amount applicable to dividend is

arrived at. Some companies have gone even beyond this, and have, Mr. Danvers thinks, wisely established reserve funds for maintenance purposes, the expenses attending the repairs and revenues of a railway being thus more equally and therefore more justly distributed.

☞ The Illinois Central Railroad Company will, on the 1st of October next, pay its seven per cent. Construction Bonds for $1,000 each, numbered from 3,001 to 4,000 inclusive, with 20 per cent. added to the principal thereof, upon their surrender at its office, in New York; after which day interest upon said $1,000 bonds will cease.

Produce and Provision Trade of Chicago.

The tenth annual report of the Chicago Board of Trade is just published. That part of the report which relates to the produce and provision market is of general interest, and we, therefore, give its statements under these heads as follows:

FLOUR.

The movement in flour during the past year shows a slight falling off, as compared with that of the previous year. The receipts for the twelve months ending March 31, 1868, were 1,648,906 barrels; manufactured by city millers during the same time, 609,606 barrels; stock on hand March 31, 1867, 62,693 barrels, making a total of 2,321,205 barrels. Of this amount 1,917,925 barrels were exported, and 328,355 barrels were consumed in the city, leaving 74,925 barrels as the stock on hand at the close of the fiscal year ending March 31, 1868.

The following shows the receipts (including that manufactured in the city) and shipments of flour for seven years:

	Received. Barrels.	Forwarded. Barrels.
1861	1,479,384	1,603,920
1862	1,927,371	1,828,164
1863	1,647,187	1,507,816
1864-'5	1,484,111	1,287,545
1865-'6	1,553,892	1,523,876
1866-'7	2,022,060	2,179,785
1867-'8	2,258,512	1,917,925

WHEAT.

The following shows the receipts and shipments of wheat during the past seven years:

	Receipts. Bushels.	Shipments. Bushels.
1861	17,385,002	15,835,953
1862	13,978,116	13,808,898
1863	12,461,554	10,759,152
1864-'5	10,887,436	10,249,330
1865-'6	9,242,108	8,098,968
1866-'7	12,286,287	10,341,549
1867-'8	13,483,261	10,050,451

CORN.

The following table exhibits the receipts and shipments of corn during the past seven years:

	Received. Bushels.	Forwarded. Bushels.
1861	26,369,989	24,372,725
1862	29,574,328	29,452,610
1863	25,160,516	24,906,934
1864-'5	13,197,340	14,182,644
1865-'6	26,100,319	25,228,526
1866-'7	33,929,632	32,953,530
1867-'8	25,223,468	21,880,682

OATS.

The following are the receipts and shipments of oats for seven years:

	Received. Bushels.	Shipped. Bushels.
1861	2,067,018	1,633,237
1862	4,688,722	3,112,366
1863	11,005,743	9,909,175
1864-'5	16,365,440	16,470,929
1865-'6	10,393,936	10,598,061
1866-'7	10,713,981	9,564,223
1867-'8	12,659,745	10,309,063

RYE.

The following show the receipts and shipments of rye for seven years:

	Received. Bushels.	Shipped. Bushels.
1861	490,989	393,818
1862	1,088,825	871,796
1863	747,295	683,946
1864-'5	1,077,776	898,536
1865-'6	1,169,180	1,022,200
1866-'7	1,683,925	1,489,895
1867-'8	1,276,614	1,130,782

BARLEY.

The following shows the receipts and shipments of barley for a series of years:

	Receipts.	Shipments.
1861	449,488	226,534
1862	872,053	532,195
1863	1,244,584	943,252
1864-'5	893,000	327,431
1865-'6	1,667,668	945,089
1866 '7	1,834,418	4,398,528
1867-'8	2,300,178	1,755,583

THE PROVISION TRADE.

The following shows the receipts and shipments of hogs, live and dressed, for seven years:

RECEIVED.

	Live.	Dressed.	Total.
1861	549,039	126,863	675,902
1862	1,110,971	237,919	1,348,890
1863	1,343,863	333,894	1,677,757
1864-'5	1,267,097	143,223	1,410,320
1865-'6	871,468	327,364	1,178,832
1866-'7	1,071,399	270,257	1,341,656
1867-'8	1,617,851	265,522	1,883,373

FORWARDED.

	Live.	Dressed.	Total.
1861	216,982	72,112	289,094
1862	446,506	44,629	491,135
1863	733,213	123,272	856,485
1864-'5	517,656	18,781	536,437
1865-'6	538,035	125,531	663,566
1866-'7	549,499	123,270	672,769
1867-'8	808,965	224,153	1,033,118

The following shows the number of hogs packed in this city during the past seventeen seasons:

	Number.		Number.
1851-'2	22,036	1860-'1	271,805
1852-'3	44,156	1861-'2	505,691
1853-'4	52,849	1862-'3	970,264
1854-'5	73,694	1863-'4	904,659
1855-'6	80,380	1864-'5	760,514
1856-'7	74,000	1865-'6	507,355
1857-'8	99,262	1866-'7	635,732
1858-'9	179,684	1867-'8	796,225
1859-'60	151,329		

The following shows the movement in beef cattle for seven years:

	Receipts.	Shipments.
1861	204,579	124,145
1862	209,655	112,745
1863	300,622	187,068
1864-'5	303,726	262,446
1865-'6	348,928	310,444
1866-'7	373,277	260,833
1867-'8	313,797	203,564

The following is the number of cattle packed in this city during seventeen seasons:

1851	21,806	1860	34,623
1852	24,663	1861	53,754
1853	25,431	1862	59,687
1854	23,691	1863	70,086
1855	28,972	1864-'5	92,459
1856	14,971	1865-'6	27,172
1857	34,675	1866 '7	26,998
1858	45,503	1867-'8	35,346
1859	51,606		

☞ The Birdsboro' and Wilmington Railroad is going ahead rapidly. The grading is pretty far advanced all along the line. The piers and abutments of the bridge over the Schuylkill at Birdsboro' are nearly finished.

North Eastern (S. C.) Railroad.

The earnings of this road for the years ending February 28, 1867, and February 29, 1868, have been as follows:

	1867.	1868.
From passengers	$120,018 40	$92,088 76
" freight	177,629 28	172,648 32
" Express Co.	12,355 75	6,723 53
" mails	7,771 92	7,772 14
	$317,775 85	$279,232 75
Expenses, viz:		
Maintenance of road	$83,861 57	$43,265 84
Motive power	66,012 72	57,813 13
Repairs of cars	45,379 50	20,912 57
Transportation exp.	39,069 65	37,346 76
Salaries & general exp.	16,764 60	14,317 52
	$251,088 04	$173,655 82
Earnings less expenses.	$66,687 31	$105,576 93
Add balance from previous year		8,460 27
Sales of old material		8,119 93
		$122,157 13
Against which there has been charged—		
Reconstruction	$9,683 85	
Adjusted claims during the war	11,212 55	
Interest on indebtedness and current interest	90,851 59	
		111,747 99
Leaving a balance of		$10,409 14

The total amount expended upon the reconstruction of the road, since the close of the war, has been $215,398 61 of which $102,398 49 was derived from sales of material, and the balance, $113,000 12, from transportation. This account, is now permanently closed.

The amount of second mortgage bonds, originally issued, was $300,000, of which $145,000 were sold; the remaining $155,000 were subsequently, pledged, and deposited with three trustees, as a security for a corresponding amount of preferred stock, say $155,000 on which an interest at the rate of 8 per cent. per annum, was guaranteed. This preferred stock is then virtually, a substitute for that amount of second mortgage bonds. Of the outstanding interest ($123,095,) about $100,000 has been placed in a temporary shape, satisfactory to the parties to whom it is due, and with whom, it is hoped, arrangements may ultimately be made for its permanent funding. The annual interest for which the company is responsible is $89,500. The report says:

It is proper that your attention should be directed to the early maturity of the company's bonds. A portion of the second mortgage bonds 145,000, becomes payable on the 1st September, 1868. We are under the impression that these can be extended, by the payment of the interest as usual, to the 1st September, 1869, on which date the first mortgage bonds will also mature. The renewal of the *entire* debt will then become necessary, but, under what forms and conditions it would be premature on this occasion to discuss, as our action at that time, will necessarily be determined by circumstances, of which we cannot now judge. This point will, therefore, be reserved for your future consideration.

It affords us pleasure to confirm to you the generally good condition of the road—indeed we believe there are few in the South, with which it will not favorably compare. Its machinery consists of twelve locomotives, all in fair order—one of these has been recently rebuilt, and may be considered a new machine; and the others, though advanced in age and service, can be kept in an efficient condition for another year, at a very moderate cost. We have sixty-seven box,

and forty-three platform cars; eight passenger, four second class, three baggage, and two mail and express cars. No addition to this equipment will be required the ensuing year, and our expenditures in this department, will be confined simply to keeping up to its present standard. The shops of the company are still retained at Florence, in the temporary buildings erected there several years ago. Although on a limited scale, they will answer our purposes, until the company's means shall permit their enlargement and removal to the city. The depots, station houses, tanks, &c., will be found in proper order.

But while the road is thus physically competent to meet every demand upon its facilities, the fact is not to be disguised, that the necessity for them *to any remunerative extent* does not *at present*, exist. Our road as you are aware, is essentially local in its character, and dependent for its income, upon a comparatively limited section; it has no extended links or feeders to widen the field of its operations, and consequently when from any causes, the business of the country thus tributary to it, is unfavorably affected, a severe reaction upon our revenues inevitably follows. As all are familiar with the circumstances which have brought about and are still contributing to this result, it would be needless to refer to them, or their probable duration.

So far as the probable results of the coming year are concerned, we apprehend, that the losses of the past will deter many planters from repeating, and others from extending, their operations, and hence, the probability of a curtailment, rather than an increase in the quantity of cotton and upward freights, to be transported the ensuing season. We shall be agreeably disappointed at finding it otherwise, but it seems to us, that this is already foreshadowed, in the limited quantities of guano and other fertilizers, now being sent into the interior, as compared with previous years. The prevailing difficulty has been, a want of capital; could this have been had at reasonable rates, the removal of the late tax on cotton, and its recently enhanced value, might have encouraged our planters to further experiments with the labor at their command, but while it is only to be reached by high rates of interest, and the pledge of securities outside of the crops to be grown, the recuperative process must be slow, and confined mainly to those who can comply with these stringent conditions. In this state of things, our policy is clear. We must conform to what we cannot alter. We should make every reasonable and proper concession to the development of the local business of the road, by as low tariffs as our necessities will permit, the encouragement of immigration and, in short, by every measure which would foster new enterprises, and diversify the products requiring our transportation. The opportunities for its application, have, so far, been rare, but whenever presented, we have sought to improve them. It is to be regretted that our financial condition is not one, to warrant the application of this policy to our tariffs, in its widest and most liberal sense. The latter are to a great extent, controlled by competing routes, and are so adjusted as to draw towards us all the produce fairly within our reach; still they are, and, of necessity, must be, somewhat higher than on longer and more favorably situated roads, with a much larger business. The common argument that, because we have them, our facilities should be employed at, or even less than their cost, rather than lose their immediate product, and the chances of future business, is not without weight, but an intelligent management will readily discriminate between those cases, when it can be judiciously applied, and others, where it simply covers a disposition to subordinate the interests of the company to those of the individual. All know that any business conducted barely at its cost, or under a competition only permitting a minimum and uncertain profit, cannot end favorably, *unless* its proportions are to be largely and speedily swelled thereby. It would seem reasonable then, that while our tariffs are only producing an income equal to our requirements, and are yielding no dividends to stockholders, they should be generally recognized and submitted to, as an unavoidable necessity. Our first obligations are to the company's bondholders, and its tariffs should be so arranged, as not to jeopardize the ability to meet them.

But while the income of the road may fluctuate with the varying conditions of the country—its expenses are measurably, under our control. At no period since its opening, have we been in a better position for their reduction, than at present. The recent renewals of many of the most costly portions of the road—its generally good condition, and the fair order of its equipment, should render this practicable for the ensuing year at least, without materially impairing the value of the property, or the safety and regularity of our trains. A rigid economy has been introduced into every department of the company's service, and as our expenditures will be confined only to such work as is absolutely necessary, we hope to accomplish a saving of twenty-five per cent. in this direction.

The equipment of the road consists of 12 locomotives, 8 first class and 4 second class passenger cars, 3 baggage, 2 mail and express, 67 box and 43 platform cars. Number of miles run, 166,800. Number of through passengers, 13,988; do., way, 27,992. Bales of cotton transported, 26,961. Bbls. naval stores, 34,072. Feet of lumber, 2,286,000.

The assets and liabilities of the company, February 29, 1868, were as follows:

Assets:	
Construction, equipment, right of way, &c	$2,148,130 65
Bills receivable	8,687 50
Stock in Cheraw and Coalfields Railroad, par value, $25,400	4,064 00
Post Office dues	1,295 32
United States Government dues	2,856 76
Southern express due	400 46
Stock in Society Hill and Marlboro' Bridge	2,300 00
Real estate	21,998 46
Cash	13,040 05
Balance of open accounts due to the company	1,268 42
	$2,204,041 62
Liabilities:	
Bonds given in part payment for real estate	$28,000 00
1st mort. bonds due Sept. 1, 1869	700,000 00
2d " " " " 1868	145,000 00
Preferred stock	155,000 00
Instalments on stock	898,950 00
Bills payable	33,341 44
Interest outstanding to be funded	123,095 43
Interest funded in certificates of indebtedness	104,990 80
Interest outstanding since 1st March, 1867, due in cash	5,254 81
Balance to credit of profit and loss	10,409 14
	$2,204,041 62

President.—A. F. RAVENEL.

Directors.—Hon. C. Macbeth, Daniel Ravenel, A. Macfarland, L. D. Mowry, J. R. Dukes, D. L. McKay.

Superintendent.—S. S. SOLOMONS.

Treasurer.—C. WILLIMAN.

☞ The Wellington, Gray and Bruce Railroad Company will receive proposals until the 10th of October, for the construction of the first section of the road from Guelph, Canada, to Fergus. Immediately on the passage of the by-law transferring the stock of the Great Western Railway held by the city of Hamilton to the credit of the new road, the work will be put under contract. The line is to be surveyed through to Lake Huron.

☞ TO INVESTORS.

SEVEN PER CENT. INTEREST IN GOLD.

PRINCIPAL ALSO PAYABLE IN GOLD.

The First Mortgage Bonds of the Rockford, Rock Island and St. Louis Railroad Company, as an INVESTMENT SECURITY, combining perfect safety, cheapness and profit, are unequaled by anything offered in the market.

They pay seven per cent. interest—Feb. 1, and Aug. 1—in gold coin, *free of Government tax.* The principal also is payable in gold.

The bonds have fifty years to run, and are convertible into stock at the option of the holder. A sinking fund is provided sufficient to pay off the whole mortgage at maturity.

Each bond is for $1,000, or £200 sterling. Interest is payable in New York or London, at the option of the holder.

These bonds are fully secured, being a first lien of $5,000,000 upon 200 miles of railway, costing $10,000,000, and traveling the finest district of Illinois; also upon 20,000 ACRES OF LAND, estimated to contain 100,000,000 tons of coal. These lands, on the completion of the railroad through them, will be worth more than the whole amount of the mortgage.

For all the coal this Company can produce there is a ready market; 1,000 miles of railway and the population of 30,000 square miles of territory can be supplied with fuel from its mines, more readily and cheaply than from any other quarter.

One-half the means required for the construction and equipment of the railroad, and for the purchase of coal lands, is derived from the sale of capital stock, to which large subscriptions are made along the line of road and elsewhere.

The work of construction is proceeding with great rapidity, and the first division of fifty miles, giving an outlet to the coal, will be in full operation by 1st January next.

The estimated earnings of this line of railway, with its coal business, are threefold what will be required to pay interest on its bonds.

The trustee for the bondholders is the UNION TRUST COMPANY of New York.

At 95, the present price, and with gold at 40 premium, the bonds pay an income of over 10 per cent. per annum.

For sale at the office of the Company, No. 12 Wall street.

Governments and other securities received in exchange. H. H. BOODY, Treasurer.

Central Argentine Railroad.

A letter to the N. Y. *Herald*, dated Rosario, July 16, says the Central Argentine Railroad will soon resume its course towards its inland terminus—Cordera—and when it reaches that point it will be a happy day for the interior provinces. The receipts of this road have been trebled during the six months ending July 1, as compared with the six months previous. This railroad is a boon to the republic, which the people poorly appreciate as yet; but they are gradually opening their eyes to its advantages, and it is infusing fresh life among the people and is rousing them from the dormant apathy which has heretofore characterized the native population of the provinces.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Aug. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113½
" " " coupon		6	" "	1881	113½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,300	6	Jan & July.	1881	113½
" " " coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) registered	1,583,106,100	6	May & Nov.	1882	108½
" " " (5-20s) coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	109½
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108
" " " (5-20s) coupon		6	" "	1885	110½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	109
" " " (5-20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	109
" " " (5-20s) coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. & Sept.	1904	103½
" " " (10-40s) coupon		5	" "	1904	103½
Pacific R. R. Bonds (currency)	32,210,000	6	Jan. & July.	'95-'97	102½
Treas'y Notes (7-30s) June 30, '61: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	17,843,175	---	presentation.	----	----
Gold Certificates of Deposit	22,414,000	---	presentation.	----	----
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	----	----	----
Three per cent. certificates	50,000,000	---	----	----	----
Fractional currency	31,867,818	---	----	----	----
Navy Pension Fund	13,000,000	3	----	----	----
State Securities, Intest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	133
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	3	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	90
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " registered	1,229,687	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,387,253	6	" "	'77-'79	99½
" —War Loan Bonds "	946,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	94
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	645,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	98½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1810	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	100
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	601,000	6	" "	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statutes Loan	160,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	127
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	115½
" — " " "	4,379,500	5	May & Nov.	1894	115½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'78	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	92½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	93½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'62	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108
" — " " registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	101
" — " " "	6,000,000	6	" "	1873	101½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	----
North Carolina—State Bonds	386,000	6	Various.	'69-'78	93
" — " "	8,334,000	6	Jan. & July.	'81-'90	65
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	71½
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	101
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	102
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	99
" — " " registered	5,083,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105½
" — " " 2d series	7,909,520	6	" "	1882	107½
" — " " 3d series	9,270,017	6	" "	1892	109
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	795,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	63
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " "	21,689,398	6	" "	long.	----
" — " " (coupon (new) registered	10,900,000	6	" "	long.	----
" — " " (") coupon	1,379,500	6	"	1876	----
" — " " (") "	489,300	6	"	1886	53
Wisconsin—State Bond	39,600	6	"	1890	----
	405,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,366	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407 018	465,102	383,396	400,550	461,879	483,177	488,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	341,266	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299.063	258,480	322,278	356,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,158	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,090	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	308,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,912
1868	283,000	281,900	262,900	288,700	308,891	366,200	329,800	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.376	563,400	6,111,566
1865	541,005	482,164	499,296	468,358	585,623	747,944	702,691	767,608	946,707	932,682	764,671	547,842	7,976,490
1866	523,566	392,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,859	9,299,430
1867	696,147	574,664	766398	774,279	895,712	894,357	809,325	1,038,824	1,161,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,950	1,206,796	1,167,544	1,091,466	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,081,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,670	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	408,372	510,100	423,578	640,179	709,236	661,391	657,141	603,402	6,329,447
1865	671,536	528,972	616,666	516,608	460,578	617,682	578,403	747,460	739,736	641,589	643,487	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,056	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,227	738,530	823,991	727,810	613,329	7,160,993
1868	519,855	488,089	409,649	467,754	496 666	543,019	509,166	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,529	98,482	108,461	95,416	95,924	108,413	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	309,106	375,567	332,260	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413.974	365,180	351,489	387,095	301,613	418,575	486,803	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,558	384,401	429,177	496,655	429,646	352,218	4,650,328
1867	305,857	311,088	396,372	409,248	357,749	307,968	313,130	434,316	488,588	530,871	429,786	330,034	4,663,806
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,558	236,432	238,495	236,458	206,221	193,328	215,449	308,168	375,488	339,794	306,180	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	287,241	401,456	365,663	329,105	413,501	476,681	490,694	447,670	328,970	4,520,569
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,936	359,646	429,161	493,640	414,804	308,669	4,260,115
1867	304,096	283,661	376,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,816	304,315	326,880	415,758	369,236	325,591	321,013	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	426,629	565,718	458,094	423,247	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,523	1,045,401	1,157,818	11,009,853
1864	921,831	936,587	959,026	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,506	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,576,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,490,929	1,530,518	1,211,108	935,857	14,142,215
1867	901,571	846,853	1,076,773	1,227,286	1,093,731	934,536	1,101,603	1,388,915	1,782,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,511,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247.262	305,454	278,701	310,762	302,426	281,613	3,380,584
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,267	336,066	272,053	3,459,319
1868	211,973	231,361	265,905	252,149	204,620	217,082	194,455	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,467	1,170,241	1,125,636	764,551	1,032,149	812,178	9,565,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,206	1,361,579	1,419,233	1,196,956	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,390	833,742	887,793	874,974	436,990	10,637,194
1867	600,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	966,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,253	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646.985	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	659,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,735	555,222	7,467,217
1867	542,416	525,497	627,980	590,557	588,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,342,126
1868	492,894	502,753	681,190	774,103	611,914	601,246	571,834	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,968	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.901	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,963	198,884	244,834	213,227	177,364	2,250,142
1867	149,658	149,342	174,163	188,162	171,736	156,066	172,933	220,768	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	138,392	149,164	156,388	130,545	140,408	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,596	151,052	134,563	111,230	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	266,154	2,050,323
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	376,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,601	304,917	396,248	349,117	436,065	354,831	287,150	3,717,388
1867	237,674	200,795	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	361,759	333,480	3,802,253
1868	276,712	266,793	263,250	292,285	280,529	243,344	283,833	------	------	------	------	------	------
Western Union:													
1865	43,716	27,265	32,378	33,972	63,862	82,147	68,180	59,862	75,677	92,715	61,770	37,830	699,288
1866	45,102	35,005	39,801	43,332	86,918	92,918	85,276	60,698	84,462	100,515	78,248	54,468	814,063
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,262	73,525	126,496	120 268	79,431	64,719	776 647
1868	46,415	40,703	39,196	49,231	70,163	77,339	59,762	------	------	------	------	------	------

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	---- ----	---- ----
Allegheny Valley ---- ---- 50	1,498,400	---- ----	---- ----
Alton and St Louis ---- ---100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	11,522,150	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	---- ----	Jan. '68 3
Bay de Noquet & Marq...100	---- ----	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112	---- ----	---- ----
Berkshire* ---- ---- ---100	600,000	J.A J&O	Jul.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,000	J. & D.	Jun. '68 4
Boston and Maine.....100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,360,000	J. & J.	July '68 4
Broadway (Boston) 50	326,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City ---- ---- ---- 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800	---- ----	---- ----
Buff., New York & Erie*.100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Cape Cod Branch ---- ---- 60	721,926	J. & J.	Jul.'68 3½
Catawissa. ---- ---- ---- 50	1,150,000	---- ----	---- ----
Catawissa, pref.---- ---- 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110	---- ----	Jul. '68 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '68 7
Central of New Jersey...100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio---- ---- ---100	400,000	J. & D.	Jun.'68 3
Do. pref.---- ---- ---100	---- ----	J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Charlotte & S. Carolina...100	1,201,000	---- ----	---- ----
Chemung*.---- ---- ---- ---100	380,000	---- ----	July '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy - 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	---- ----	---- ----
Chicago, Iowa & Nebras*.100	1,000,000	---- ----	Jul. '68 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western...100	15,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger...	---- ----	Jan.'68$2	J'ly'68$2
" Street ---- ---- ----	---- ----	J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,600,250	---- ----	---- ----
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J AJ &O	July'68 2
Cleveland and Toledo* 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord ---- ---- ---- ---- 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	---- ----	---- ----	---- ----
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900	---- ----	---- ----
Dayton and Michigan*....100	2,384,941	---- ----	---- ----
Delaware*. ---- ---- ---- 50	466,132	J. & J.	Ju . '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050	---- ----	---- ----
Detroit & Milwaukee.....100	452,358	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,673,841	---- ----	---- ----
Do. do. pref.100	1,987,351	---- ----	Jul.'68 3½
Eastern (Mass.) ---- ---100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) ---- ---100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600	---- ----	---- ----
East Tenn. and Georgia...100	---- ----	---- ----	---- ----
East Tenn. and Virginia...100	---- ----	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway ---- ---- ---100	18,570,100	F. & A.	Feb.'66 4
Do. pref.---- ---- ---100	8,535,700	Annual	Jan. '68 7
Erie & North East*..... 100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.150	1,142,834	---- ----	---- ----
Fitchburg---- ---- ---- 100	4,540,000	J. & J.	Jul. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly ---- ----	---- ----	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---- ---- ---- ---100	3,166,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.---- ---- ---- ---100	---- ----	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	July '68 3
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do pref.100	5,253,830	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic---- ---- ---100	820,000	---- ----	---- ----
" pref ---- ---- ---100	1,180,000	J. & J.	Jan. '68 4
Hudson River ---- ---- ---100	13,937,100	A. & O.	Apl. '68 4
Hazleton---- ---- ---- ---- 50	1,615,000	May.	M'y '68 2½
Huntingdon & B'd Top ... 50	494,350	---- ----	---- ----
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central ---- ---100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Leeds and Farmington*....	---- ----	---- ----	Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	6,104,050	M. & N.	M'y. '67 5
Lehigh Valley ---- ---- ---- 50	10,734,100	J.A.J&O	Jul.'68 2½
Lehigh Luzerne ---- ---- 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami.---- ---- ---- 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '68 2
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island---- ---- ---- 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	---- ----	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville ..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000	---- ----	Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615	---- ----	---- ----
Maine Central---- ---- ---100	1,600,860	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati.... 50	2,029,778	---- ----	---- ----
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	July '68 5
Michigan Central 100	7,502,466	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,085,340	August.	Aug.'68 4
" " guaranteed.100	586,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	---- ----	---- ----
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	---- ----	---- ----	---- ----
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.---- ---100	3,627,000	J. & J	---- ----
" " " pref.---- ---100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,583,300	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell.....100	660,000	M. & N.	May '68 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck---- ---- ---100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	738,538	---- ----	---- ----
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey---- ---- ---100	5,000,000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 5
Nisg. Bridge & Capandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue---- ---- ---100	797,400	---- ----	---- ----
North Carolina---- ---- ---100	4,000,000	---- ----	---- ----
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	---- ----	May '67 4
Northern of N. Hampsh,..100	3,06 .400	J. & D.	Jun.'68 4
Northern of N. Jersey ...100	158,800	---- ----	---- ----
North Pennsylvania..... 50	3,150,150	---- ----	F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	---- ----	---- ----
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4,848,300	J. & J.	July '68 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3.581,000	---- ----	---- ----
Panama---- ---- ---- ---100	7,000,000	J.A.J&O.	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '68 4
Pennsylvania ---- ---- ---50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,069,450	---- ----	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,900	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*.....1 0	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City ---- ---- 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.---- ----	---- ----	---- ----	Jul. '68 3
Rensselaer and Saratoga ...100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,000	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport ---- ---- ---- ---100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	July'68 5
Rutland preferred.....100	---- ----	F. & A.	A'g.68 2½
St. L., Alt. and T. Haute..100	2,800,000	---- ----	---- ----
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	---- ----	---- ----
Saratoga and Hudson R...100	1 020,000	---- ----	---- ----
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line---- ---- ---- ---100	655,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'67 5
Somerville ---- ---- ---- ---100	75,000	M. & N.	May'68 3
South Carolina ---- ---- ---100	2,819,275	---- ----	---- ----
South Shore---- ---- ---- ---100	259,685	---- ----	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000	---- ----	---- ----
Staten Island---- ---- ---100	660,000	J. & J.	Jul. '67 4
Stoney Brook ---- ---- ---100	267,300	M. & N.	M'y'68 2½
Summit Branch---- ---- ---50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130	---- ----	---- ----
Taunton Branch ---- ---100	250,000	J. @ J.	Jul.'68 4
Tennessee and Alabama .100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.)....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650,000	---- ----	---- ----
" " " 1st pref.100	1,700,000	---- ----	---- ----
" " " 2d pref.100	908,176	---- ----	---- ----
Tol., Wabash and West.... 50	5,400,000	---- ----	---- ----
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston---- ---100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'd*...100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) ---- ---- 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Virginia Central 100	2,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,452,815	---- ----	---- ----
Western Union 100	2,687,237	---- ----	---- ----
West Jersey 100	731,050	---- ----	Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,130,470	---- ----	---- ----
Wilm. and Weldon.....100	1,340,273	---- ----	---- ----
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,505	F. & A.	Feb.'67 5
Susq. and Tide Water..... 50	2,052,083	---- ----	---- ----
Union---- ---- ---- ---- 50	2,907,850	---- ----	---- ----
" preferred ---- ---- 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,160,000	J. & J.	Jul. '68 2
American Coal.---- ---- ---- 25	1,500,000	M. & S.	M. '68 6
Ashburton ---- ---- ---- ---- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.---- ---- ---- ---- 25	500,000	J. & D.	Dec '67 2
Central Coal ---- ---- ---100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.---- ---- ---- ----	---- ----	J. & J.	Jul. '68 4
Mt. Pleasant Coal.---- ----	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.---- —	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal.---- ---- 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.---- ---100	3,400,000	A. & O.	---- ----
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble---- ---- ... 25	1,000,000	---- ----	Dec'67 2½
Adams Express---- ---- ---100	10,000,000	FMA&N	Apr.'68 5
American Express.---- ---500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	898,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,490	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	98
" " " 1850	602,000	6	Jan. & July.	"	1880	97
" " " 1855	894,250	6	Jan. & July.	"	1875	97
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99⅝
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	88
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	80
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98
"	200,000	6	April & Oct.	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	96
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct.	"	1875	95
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	80½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	88
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101½
Convertible bonds	1,600,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	678,200	6	Jan. & July.	Boston.	'75 '80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	444,000	7	May & Nov	" "	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	91
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	78½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	94½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	90
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	98
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	92
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	100‡
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	89
Green Bay Extension Bonds	300.000	7	" "	" "	1885	75
Flagg Trust Bonds	250,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
2d Mortgage	1,000,000	7	" "	" "	'78-'0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	72½
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	101
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	572,800	6	June & Dec.	Boston	1876	96
Cumberland Valley:						
1st Mortgage	161 000	8	April & Oct.	Philadelphia.	1904	105‡
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99½
2d Mortgage	1,665,000	7	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	402,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750.000	10	" "	" "	1868	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1873	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	135,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,300					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1889	94
Five per cent bonds	570,000	5	April & Oct.	"		62
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	76½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	92½
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	----
Construction	5,090,500	7	April & Oct.	London.	1875	----
Construction	2'499,000	6	" "	New York.	1875	120
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	363,000	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	95
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	---
2d Mortgage	230,000	6	" "	Augusta.	1861	----
***Kentucky Centr. (Cov. and Lex.)**						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	----
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	'68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7	----	----	'80-'85	----
Memphis Branch 1st Mortgage	267,000	7	----	----	'70-'75	----
Bardstown and Louisville	30,000	7	----	----	1870	----
City of Louisville bonds	1,074,000	---	----	----	'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6	----	----	'80-'81	----
Loan $400,000	314,100	6	----	----	'70-'71	----
McMinnville and Manchester.						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Marietta and Cincinnati.						
1st Mortgage Bonds	2,363,385	7	Feb. & Aug.	Baltimore.	1891	92
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage	----------	---	May & Nov.	"	----	76½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	----
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio						
State [Tenn.] Loan	340,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,590	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,254,000	7	May & Nov.	"	1890	----
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y.& Boston	1869	117
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	116½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	116½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	101
2d General Mortgage	2,693,000	7	" "	" "	1877	94½
Milwaukee and St. Paul:						
1st Mortgage	4,598,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500	--	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	----
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----	1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	----	----
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
1st Land Grant	3,612,000	7	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		8	" "	Mobile	----	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	----
" ten years	75,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	----	----	'63-'65	----
Mortgage	61,500	8	----	----	1866	----
Bonds	100,000	---	Jan. & July.	----	1870	----
Bonds	299,200	---	" "	----	1876	----
Bonds	639,500	---	" "	----	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	90
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
***New Albany and Salem:**						
1st Mortgage	2,235,000	6	----	----	----	----
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	----
2d Mortgage Bonds	241,000	---	----	----	----	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort. Construction	1,730,600	8	----	----	1889	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	96½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	107
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	----
" " " [ ]B.& N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,215	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	90
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,520	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	930,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	90
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. & Aug	New York	1873	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	83½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	670,500	8	May & Nov.	" "	1873	79½
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	94½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	91
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	106
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	171,500	6	" "	"	1886	93
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsbg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	300,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	73½
Mortgage (Registered)	504,000	7	"	"	1873	73½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	550,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	152
2d Mortgage	937,500	7	" "	"	1863	66
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1806	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. Stg'k f'd b'ds after Jan.1,'70	2,012,994	6	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steuben▾ and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82½
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	84½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	62½
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	84
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	252,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	79
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42½
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	598,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	100½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	92½
2d Mortgage	780,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage guaranteed	200,000	6	" "	"	1890	85
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	167,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac	New York.	2,079,058	*	lands, &c.		4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*	Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶	New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley	Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot	New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshir	e.)	.....	7,000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	18	6	5	78	Atlanta and West Point	Alabama.	1,200,079	*	133,306	13,249	1,232,200	35,500	56,557	22,378	86.7	.....	.....	.....	391,477	68,881	7	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West.	N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶	Georgia.	4,692,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶	N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.	Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris	N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶	Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	124
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶	Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,843	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch	W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,720	.....	.....	758,883	42,878	—	100	....
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.*	Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine	Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,760	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware	New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire	Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housat	onic.)	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland	Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning	New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany	Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	146½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg	Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal	N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶	M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	21½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell	Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	....
Nov. 30, 1867	74.3	8.8	54.4	—	42	67	20	909	Boston and Maine	Mass., N. H. & Me.	4,087,397	627,717	.....	337,187	4,076,974	.....	.....	975,327	92.3	858,737	42,900,232	11,628,014	1,603,167	481,470	10	100	136½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence	Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	137½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester	Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.	Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased | to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.	N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	800,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie	New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron	Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie	New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased | to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington	Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*	Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy	New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	120
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic	New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co.	New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod	Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central	Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville	New Jersey.	701,033	*	.....	.....	447,000	200,000	97,380	.....	—	(Operat	ed by Wes	t Jersey.)	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville	Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa	Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	....
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna	New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	. and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota	Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*	Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia	Georgia.	4,472,000	*	1,386,246	524,275	4,866,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey	New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	118
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio	Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	35
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶	California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah	S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina	N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung	New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased | to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington	S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire	New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,891	63.6	433,660	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	....
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton	Illinois.	10,276,604	*	591,008	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	144
Apr 30, 1867	370.0	30.0	100.0	—	111	95	—	2,285	Chicago, Burlington and Quincy	Illinois.	13,246,781	2,956,327	741,971	1,912,017	10,399,010	5,458,250	1,194,268	1,905,426	400.0	2,421,566	42,334,983	.....	6,083,138	2,797,949	10	100	173
Dec. 31, 1867	30.0	—	....	74.0	3	2	2	46	Chicago, Cincinnati and Louisville	Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	.....	.....	10	100	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n.	Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	82½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.	Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,288,148	10	100	100¾
Jun. 30, 1867		Lease	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern	Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton	Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana	Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee	Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentuc	ky.)	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction	O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.	Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Gainsville	Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.2	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.2	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	85¾
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	—	(Leased	to Atl. &	Gt. Wtn.)	.....	.....	8	100	....
Dec. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,416	10	50	48¾
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	43¾
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	101
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent	Ohio, Ind & Ill.	26,670,000	*	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	....
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	.....	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	73
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1867	110.3	—	10.0	—	11	10	6	294	Connecticut and Passump. Riv.	Vermont.	3,093,996	*	95,741	.....	1,961,800	873,800	276,465	48,852	110.3	171,490	3,486,989	.....	493,705	184,652	—	100	....
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	....
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	300,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,628	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	746,040	1,260,925	.....	147,476	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	59
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,966	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	....
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,380,812	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	62.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	59,800	168,000	2,000	.....	—	(Leased	to Penney	lvania.)	.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern	Massachusetts.	4,616,276	622,334	1,234,682	248,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	121
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia	Tenn.	3,282,090	*	1,114,861	116,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northe	rn Central	.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Central	.)	165,000	5	100	....
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	2,933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	50
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,661,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	—	—	—	—	European and North American	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American	N. Brunsw.	4,743,777	(C	onstructe	d by the	Provin	cial Gov	ernment.)	.....	108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsville	.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	132
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pass 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,761	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1867	171.0	61.0	....	—	44	25	8	410	Georgia	Georgia.	4,156,000	*	2,572,368	60,027	4,156,000	389,500	1,253,824	989,071	232.0	585,338	.....	.....	1,003,723	491,589	7	100	....
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	....	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,806	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	128	26	1,368	Great Western	Canada.	24,434,553	*	1,200,000	1,565,836	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia	S. Carolina.	2,692,554	363,690	123,230	25,825	1,510,374	1,550,000	107,108	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	200.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph*	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	84
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Penney	lvania.)	.....	133,284	7	50	....
Aug. 31, 1867	61.4	14.1	70.3	—	29	43	14	491	Hartford and New Haven	Connecticut.	3,129,047	254,000	1,019,303	543,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	1,685,335	592,283	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,637,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,568	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,506,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	78,237,023	5,111,800	1,815,851	8	100	136
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149.189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	144¾
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	*	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,209,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	802.5	.....	.....	.....	.....	.....	—	50	26¾
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	18.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	18.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	(10 mos.)	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	29	32	11	548	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,863	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	.....	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	....
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	966,250	.....	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	1	1	23	Knoxville and Kentucky	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	—	.....	.....	375,100	200,000	.....	.....	.....	(Opene	d Jan. 1, 1	868, & ope	(Open. J	an.1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	54½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	—	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	—	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	29,525	7,186	514,646	63,000	113,330	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	—	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	53,309	7	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627,251	396,378	196.2	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	—	—	—	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	—
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	—	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	44½
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	4,448	9.0	.....	.....	.....	57,382	8,036	—	100	....
Jun. 30, 1867	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	143,649	—	258,784	593,781	48,638	833,000	18,106	96,470	94.0	284,321	.....	.....	510,319	153,217	—	100	....
Jun. 30, 1867	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	48,154	6,124	1,109,594	294,520	7,429	175,379	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Jun. 30, 1867	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469,757	3,939,285	334.0	(Operat	ed by Lou	isv., Cinc.	and Lex.)	118,079	7	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	—	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	—	600,000	—	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	.....	(11 mos.)	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,554,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	....
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	—	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Memphis and Charles. Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,098	.....	.....	1,484,264	441,296	3	100	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	.....	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	118½
Feb. 29, 1868	468.4	48.6	66.0	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	84
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	—	.....	.....	102,365	—	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	—	.....	.....	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	76½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	56
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	16	9	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,000,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	—	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	5.0	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	—	116.9	170,707	.....	(9 mos.)	17,921	15,302	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	32
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	—	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	845	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Brune.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,289	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Phg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	463,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	—	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	—	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	....
Sept. 30, 1867	297.7	296.0	462.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	125½
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	—	.....	.....	193,360	—	29,224	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,460,713	16,156,304	2,688,121	1,144,018	8	100	....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,159	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	143
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	....
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	....
May 31, 1867	223,0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,756	*	289,845	69,836	4,000,000	339,000	354,832	596,603	223.0	.....	.....	.....	581,559	72,426	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Rolling Stock. Railroad in progress.	Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	....	*Southwest. Pacific* ¶.....Missouri.																	
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	1,006,953	408,959	9	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	—	.....	.....	196,000	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	(Leased to Cinc., Dayton and Eastern.)		2,626,176	.....	.....	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	268,894	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased to Housatonic.)			—	112,915	10	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	—	.....	267,300	—	—	.....	—	—	—	—	91,332	—	—	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	—	—	—	.....	—	—	—	.....	13.2	(Leased to Nashua & Lowell.			31,409	7	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	589,285	246,694	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	50	53½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	—	274,400	—	—	—	—	(Leased to Hudson River.)			—	19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	—	—	—	—	680,000	—	—	—	(Operated by Vt & Mass., & T. & B.)			32,000	—	—	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	—	—	—	30,000	310,000	—	—	—	(Owned by railroads centring in Troy.)			—	—	—	—	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	—	—	—	—	—	—	—	—	(Leased to Pennsylvania.)			—	—	—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	—	—	—	5,000,000	17,000,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	—	—	—	1,000,000	3,200,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	—	—	5,000,000	11,392,000	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	—	.....	.....	.....	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	—	—	2,500,000	—	—	—	12.0	—	—	—	—	—	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Mastachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	—	(Leased to Vermont Central.)			—	—	8	100	101
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	60
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	357,408	1,992,293	450,627	436,560	140.0	(Leased to Rutland.)			—	—	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,363,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	601,943	loss.	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....A. New York.	172,577	—	—	.....	98,650	85,000	600	.....	10.3	(Operated by Erie.)			458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	—	—	(In hands of receiver.)		—	—	—	—	7.0	—	—	—	51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened Nov. 20, 1867.)			.....	.....	.....	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,688	180,693	10,000	—	684,036	962,600	183,966	—	35.4	167,562	—	—	—	—	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,325	2,902,363	173.4	1,840,291	43,036,074	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)		—	4,972,000	—	—	138.0	700,504	.....	.....	375,680	165,260	—	50	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	—	—	—	—	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	—	49,660	—	822,450	1,283,600	630,919	—	—	(Leased to Pennsylvania.)			—	—	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	—	—	(Under construction.)		—	—	—	—	—	—	—	—	—	—	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	—	—	200,000	—	—	—	—	(Leased to Boston, Concord and Montreal.)			—	—	6	100	....
Aug. 31, 1867	134.0	—	....	200.0	8	4	2	139	Wilmington, Charlotte & Rutherford. N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶....N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	16.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	218,000	.....	.....	.....	—	(Leased to Nashua and Lowell.)			—	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300,000	203,333	.....	.....	—	(Leased to Balt. and Ohio.)			—	27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	240	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	—	69,906	56,720	45.7	280,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	293,230	—	.....	.....	317,050	52,000	24,180	—	—	(Leased to Northern Central.)			—	—	—	50	....
									CANALS, &c.																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,364,976	*	202,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)						4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal. Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	—	—	108.0	.....	.....	.....	.....	.....	16	100	....
Dec. 31, 1867	48.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,381,251	*	—	—	2,521,300	(See Cam. & Amb. R.R.)			65.5	—	—	—	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	—	—	64,000	—	1,300,985	—	161.0	—	—	—	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,465,000	*	19,987,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	—	—	—	.....	247,603	8	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	—	68,683	2,200,000	1,049,200	120,553	61,091	101.0	—	—	—	449,662	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	—	.....	2,751,765	—	—	—	178.0	—	—	—	262,664	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,155	7,775,720	489,316	136,275	109.2	—	—	—	1,099,013	.....	6	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	—	45.0	—	—	—	155,872	42,170	—	50	....
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	—	123.0	—	—	—	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	—	.....	800,000	600,000	.....	—	64.0	—	—	—	132,037	33,921	4	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,300	6.8	----	57
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	----	58½
30 Nov'67	28.31	—	—	—	—	Cambridge	677,894	727,800	150,000	94	—	—	9.0	----	100
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	----	----
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	----	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,133	loss.	—	----	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	----	----
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	----	65½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	----	68
30 Nov'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	----	----
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	----	----
30 Nov.'67	6.45	—	55	9	—	Quincy	186,840	71,600	66,424	57,692	28,226	loss.	—	----	----
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	----	----
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	----	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	----	----
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	----	----
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13,015	6	----	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	----	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	----	----
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	----
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	----	71,861	15,878	—	100	----
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	----
30 Sep. '67	10.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	----
30 Sep. '67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	----
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	----
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	----	1,131129	195,907	12	100	----
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,257	14,852	—	100	----
30 Sep. '67	5.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	----	15,085	6,352	—	100	----
30 Sep. '67	21.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	----
30 Sep. '67	8.10	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	----
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	----
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,286	—	100	----
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	----
30 Sep. '67	22.68	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,582	89,310	5	100	----
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	----
30 Sep. '67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	----
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	----
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	----
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,600	3,900	—	—	—	100	----
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,460	95,900	124,000	7,500	68,603	4,578	—	100	----
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	----
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191.500	184,000	4,000	24,961	4,000	—	100	----
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	----
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	----
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	43,259	1,501	—	100	----
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	----
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	----
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	----
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	----
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50.000	1,184945	222,223	12	100	----
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	----
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14,707	—	100	----
30 Sep. '67	2.25	—	—	4	—	V. Brunt st. & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,287	—	100	----
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	109,228	14,721	9	100	----
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	----	----	—	----	----
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	----	----	----	----	----	----	—	----	----
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	----	----	—	----	----
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	—	137	26	4 Citizens' (Pittsburg)	220,480	166,000	56,300	7,700	144,008	52,180	24	50	----
31 Oct. '67	1.63	—	—	10	2	— Easton & South Easton	22,422	24,500	500	----	4,971	428	2	25	----
31 Oct. '67	10.50	—	—	—	—	— Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	----
31 Oct. '67	16.37	—	—	272	40	9 Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct. '67	34.25	—	—	367	59	— Germantown	542,270	112,245	350,000	20,000	284,574	68,582	28½	50	26
31 Oct. '67	5.40	—	—	120	25	— Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct. '67	4.84	—	—	197	33	8 Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	—	18	5	1 Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	----
31 Oct. '67	5.20	—	—	103	18	1 Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66 529	13,046	—	25	11½
31 Oct. '67	7.25	—	—	82	13	— Oakland (Pittsburg & K. L.)	----	59,500	57,718	880	49,980	loss.	—	50	----
31 Oct. '67	3.00	—	—	9	3	1 Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	----
31 Oct. '67	7.08	—	—	277	45	3 Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct. '67	5.61	—	—	50	10	4 Philadelphia and Darby	250,419	160,000	89,000	—	28,371	9,452	12½	50	12
31 Oct. '67	8.50	—	—	125	19	7 Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct. '67	8.75	—	—	163	28	1 Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	----
31 Oct. '67	3.90	—	—	71	12	2 Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	----
31 Oct. '67	8.00	—	—	53	12	— Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	----
31 Oct. '67	3.96	—	—	—	—	— Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	----
31 Oct. '67	19.50	—	—	489	72	4 Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	63
31 Oct. '67	5.62	—	—	100	13	4 17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	—	104	32	2 10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct. '67	6.25	—	—	145	28	4 13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	15
31 Oct. '67	25.00	—	—	529	70	13 Union (Philadelphia)	764,927	400,009	300,000	—	366,348	42,591	7½	50	41½
31 Oct. '67	6.00	—	—	341	66	4 West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	65
31 Oct. '67	4.13	—	—	13	4	1 Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	1,423	—	50	----
31 Oct. '67	1.02	—	—	10	4	— Williamsport	20,367	15,800	5,000	1,127	8,565	1,319	—	25	----
						MARYLAND.									
31 Dec.'62	21.00	----	340	50	—	Baltimore City	790,000	670,000	----	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	----	----	----	----	—	----	----
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	----	----	----	----	—	----	----
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	----	----	----	----	—	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica: 1st Mortgage	496,000	7	J. & D.	1870	----
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	69
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County: 1st Mortgage	6,500	7	----	----	----
Dorchester: Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E, B'dw, & Battery: 1st Mortgage	550,000	7	J. & J.	----	----
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	----	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	124,500	7	J. & J.	----	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia: 1st Mortgage	50,000	7	----	----	----
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston: 1st Mortgage [road]	60,000	6	J. & J.	'71–'72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	----	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex: 1st Mortgage	38,000	--	----	----	--
Malden & Melrose bonds	46,971	--	----	----	----
Real Estate	6,000	--	----	----	----
Ninth Avenue: 1st Mortgage	112,000	7	----	----	----
North Philadelphia: 1st Mortgage	100,000	7	----	1869	----
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	----	1883	----
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.	25,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	10,800	7	J. & J.	1870	----
Pittsburg & East Liberty: 1st Mortgage	57,000	7	J. & J.	1871	----
Quincy. Plain bonds	58,400	--	M. & S.	1868	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	480,000	--	----	----	----
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	
Utica and Waterville: 1st Mortgage	100,000	?	----	----	----
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	----

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	21
Catawissa (preferred)	1,150,000	7	---	3 3½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	70
Chicago & Alton (preferred)	2,425,400	7	7	145
Chicago & Northwestern (pref.)	14,789,125	7	7	83½
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,636,910	7	7	70½
Hannibal & St. Joseph (preferred)	5,253,856	7	---	83
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,500,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	28
" (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	107
" " " (2d pref.)	841,400	7	7	99½
Milwaukee & St. Paul (preferred)	7,370,900	7	---	83½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6½	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	7	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73½
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45½
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	--	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85½
2d Mortgage	3,980,670	6	J. & J.	1882	70
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	73

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	38½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	50
Delaware and Hudson	100	10,000,000	10	120
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	70½
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	10
" " (preferred)	50	2,888,988	---	19½
Susquehanna and Tide Water	50	2,048,260	---	14
Union	----	----------	---	½
Union (preferred)	50	2,787,000	---	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	32

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	43 — @ 45 —
Pig, American, No. 1	40 — @ 42 —
Pig, American, No. 2	38 — @ 38 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
	—Store Prices.—
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	— — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	130 — @175 —
Ovals and Half-round	125 — @155 —
Band	130 — @ — —
Horse Shoe	130 — @ — —
Rods, ¾ @ 3-16 inch	105 — @165 —
Hoop	135 — @190 —
Nail Rod per lb.	— 9½ @ — 10½
Sheet, Russia, Med. No.'s	— 13 @ — 14
Sheet, Single, D. and T. Common	— 5½ @ — 6½
Rails, English (gold) per ton.	51 50 @ 52 50
Rails, American (at works)	80 — @ 81 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	— 18 @ — 22
English Spring.(2d and 1st qlty.)	— 10 @ — 12½
English Blister.(2d and 1st qlty.)	— 11½ @ — 20
English Machinery	— 13½ @ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 10½ @ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery, do.	— — @ — 13
American German do.	— 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — 42
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½ @ — 23¾

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 35 @ 6 40
German Refined (gold)	6 35 @ 6 50
English (gold)	6 35 @ 6 87½
Bar (net)	10 — @ — —
Pipe and Sheet (net)	— — @ — 10½

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 26½ @ — —
Straits (gold)	— 23½ @ — 23¾
English (gold)	— — @ — 24

	—Gold.—	—Currency.—
Plates, I.C. Charcoal, p. box.	8 37½ @ 8 50	12 50 @ 12 75
Plates, I. C. Coke	7 — @ 7 62½	10 25 @ 11 50
Plates, Coke Terne	— — @ 6 25	9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12½	11 50 @ 12 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 15½ @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 21 @ — 22
Refined, free, S. W.	— — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — —
Refined, in bond, Standard White	— 31½ @ — —
Refined, in bond, prime White	— 33 @ — 32
Naptha, Refined, (60 @ 63 gravity)	— 17 @ — 18
Residuum per bbl.	— — @ 3 80

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

	Th. 20.	F. 21.	Sat. 22.	M 24.	Tu. 25.	W. 26
Atlantic M. S. S. Co	----	----	----	----	----	----
Boston, Hartford & Erie	21½	21½	----	----	21½	----
California 7s	----	----	----	----	----	----
Canton Co.	45½	46	46	----	----	45½
Central of N. Jersey	118	118	118	118	----	----
Chicago & Alton	----	----	----	139	140½	144
" " pref.	----	----	----	----	140½	145
" " 1 M. 100	----	----	----	100	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q. 170	----	170	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	112
Chi. & Gt. Eastern 1st m	----	----	----	----	----	78½
Chic. & Northwest'n	80½	80½	80½	80½	80½	82½
" " pref.	80½	80½	80½	80½	80½	81½
" " 1st M.	----	92	----	----	90	----
" " 2d M.	----	----	----	76½	----	----
" " S. F.	----	----	----	----	----	----
" " Consol	----	----	----	----	----	----
Chicago & Rock Isl.	97½	99½	98	98½	----	98½
" '1st M.'70	----	----	----	----	----	101
Chi., R. I. & Pa. 7s 1896	94½	94½	94½	----	----	94½
C., C., C. and Ind	----	----	----	----	----	----
Clev. and Pittsburg	85	86½	----	----	----	86½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	77½	----	----	----	----
" " con	----	----	----	----	----	----
Clev. and Toledo	98½	99½	99	98½	----	99½
" "S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	97½	----	----	97½	97½	97½
Cumberland Coal pref.	29	30	----	----	29	----
Del. & Hudson Canal	124	124	123	121	119½	120
Del., Lack. & West.	118½	----	----	----	118	----
" " 1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	45½	46½	48	49½	48½	49½
" pref.	68½	----	70	70½	70½	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	103½	103	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	98½	----	----	98½	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	76	76½	----	----	----	----
Hudson River	134	135½	----	136	136	----
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	----	143	----	144½	144	144½
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
Michigan Central	----	----	----	118	118	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	82½	83½	83	82½	82½	83
" " 1 M. S. F. 100	----	----	101	----	----	----
" " 2 M.	94½	94½	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	107	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	----	69	----	69½	70	77
" " pref.	79½	79½	79½	79½	81	83½
" " 1st mort.	93	----	----	----	----	92½
" " 2d mort	----	----	----	----	----	----
Missouri 6s	92½	93	----	92½	92½	92½
" iss. to H. & St. J. R.	----	----	92½	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort. 100	----	----	----	----	----	----
" "2d mort. 89	----	----	----	90	----	----
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	123½	126½	125	124½	124½	125½
" "7s. S. F. '76	----	----	----	----	----	----
" "7s. conv. '76	----	----	----	----	----	----
" "6s, S. F. '83.	96½	----	----	96½	----	----
" "6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1 M. 7 p.c. '73	----	----	103	----	----	----
N. Y. and N. Haven	----	145	146	144½	144½	----
N. Carolina 6s ex-coup.	72	72½	72	72	71½	----
" new	71½	----	----	71	----	----
Ohio & Miss.	28½	29	28½	28½	28½	28½
" " pref.	----	----	----	----	----	78
" " 1st m.	----	----	----	----	----	95½
Pacific Mail S.S. Co.	99½	99½	100½	100	100½	102½
Panama	363	----	----	----	----	----
Phila. and Reading	88½	90½	89½	90½	90	90½
Pitts. Ft. W. & Chicago	105½	106½	106½	106½	106½	107½
" " 1 M.	----	----	----	----	----	----
" " 2d "	98	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
Quicksilver Mining Co.	----	20½	20½	20½	----	----
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, ex-coup.	65	----	64½	63½	----	63½
" new	63½	63½	63½	62½	62½	62½
Tol. Wab. & Western.	51	52½	51½	52½	51½	52½
" Pref.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	92½
" " 2M.	----	83½	----	----	----	84
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s, ex-coupon.	52½	52½	53	----	53	53
" new	----	55	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

	Th.20.	F.21	Sat.22	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, reg.	108⅛	108⅛	108⅞	108⅛	108	108⅛
U. S. 5s, 10-40s, reg.	----	----	----	103⅝	----	----
U. S. 6s, 1881, reg.	113⅛	113⅛	----	----	113	113⅛
U. S. 6s, 1881, cou.	----	----	113⅝	113⅝	113⅛	113⅛
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ty.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	----	----	----	----	108	108⅛
U. S. 6s, 5-20s, c. '62	113⅛	113⅛	113⅛	113⅛	112⅝	113
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	108⅛	109	109	109	108⅝	109⅛
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	110⅞	111⅛	111⅛	111⅛	110	110⅛
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	107⅛	107⅝	107⅝	108⅛	107⅛	107⅞
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '67	107⅛	107⅝	107⅛	107⅛	106⅝	107⅝
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	----	----
U. S. 6s, 5-20s c. '68	107⅛	107⅝	107⅝	107⅛	107	107⅝
U.S. 6s, Pac. R.R.issue	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.

	W.19	Th 20	F.21.	Sat.22	M.24.	Tu.25
Catawissa	----	----	----	----	----	----
" preferred	32⅜	33	33¼	33⅜	33⅝	----
Camden & Amboy	----	129½	129½	----	129¾	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	95
" " 6s,'83	88½	89¼	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	95⅜	----	----	----	96¼	96½
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	20⅜	20½	20⅜	20⅜	21	----
" " 6s, '84	----	----	----	----	----	----
" " Gold L.	87½	87⅜	87⅜	87⅜	----	88
" " R.R. L.	----	----	----	----	----	85
Lehigh Valley R. R.	54⅛	54¼	54⅛	54⅜	54¼	54⅛
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	44½	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	56	----	----	----	----	56
Morris Canal	----	----	----	----	----	----
" pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	90	----	----	----
" " 7s	90	90½	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	53⅛	53	53⅛	53⅛	53	53
" 1st m.	100½	----	----	----	----	----
" 2d m.	----	----	----	----	99	99
Penn. State, 6s 1st series	105⅛	----	104½	----	----	----
" " 6s, 2d series	107⅛	107	----	----	107⅜	----
" " 6s, 3d series	109	----	109	----	----	109
" " 6s, W. L.	102⅛	----	----	----	----	----
Philadelphia City, 6s	----	----	----	----	100⅛	----
" " new	103⅛	103⅛	103	103	103	103
Philad. Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	44⅜	44¼	45	44⅝	45⅛	45⅛
" " 6s, '70	----	----	105½	106	----	----
Philadelphia & Erie	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	10	----	----	10½	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	70	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	14	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	----	----	----	----	----
13th and 15th sts. "	----	----	----	----	----	15

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M 24.	Tu.25
Baltimore City 6s, 1875	97⅛	----	----	98	98	----
" " 1886	----	----	----	----	----	----
" " 1890	97⅛	97⅛	----	97½	97½	97½
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	123½	124	----
" " b'ds '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Marietta & Cin. 1st m.	----	----	92	----	----	----
" " 2d m.	----	----	77	76½	----	76½
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	85	----	----	----	85	----
" " " 1900	83⅛	----	----	83⅛	----	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	92
" " 3d mort.	----	----	----	----	----	91½
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

	Th.20.	F.21.	Sat.22	M.24.	Tu.25.	W.26
Boston and Albany	148	145⅞	147	147	146½	
Boston and Lowell	----	----	----	----	----	
Boston and Maine	139	139	----	138	136⅞	
Boston and Providence	----	----	----	----	----	
Boston, Hartford & Erie	21⅞	22	21⅞	21⅞	21⅛	
Cheshire, pref.	----	69½	----	6-½	69½	
Concord	----	----	----	----	----	
Connecticut River	----	----	----	----	----	
Eastern	121	120½	----	----	121	
Fitchburg	----	132	----	----	132	
Manchester & Lawr'ce	----	----	----	----	----	
Michigan Central	----	119½	----	119	117	
Northern, N. H.	----	118	----	----	117½	
Ogdens. & Lake Champ.	69½	----	70	----	70½	
Old Colony & Newport	----	97½	----	98	99½	
Ph., Wil. & Baltimore	----	55½	----	----	55⅞	
Portl'd, Saco & Ports.	----	----	----	----	----	
Vermont & Canada	----	101	----	----	101	
Vermont & Mass.	----	----	----	----	----	
Broadway (Horse)	----	----	----	----	----	
Cambridge "	----	99½	----	----	100	
Metropolitan "	----	----	----	----	65½	
Middlesex "	----	----	----	----	----	
Central Mining Co.	----	----	----	----	----	
Copper Falls "	----	20½	----	----	----	
Franklin "	----	----	----	----	----	
Huron "	----	----	----	----	----	
Isle Royale "	----	----	----	----	----	
National "	----	----	----	----	----	
Minnesota "	----	----	2	----	----	
Pewabic "	----	7⅜	----	----	----	
Pittsburg "	----	----	----	----	----	
Quincy "	----	----	----	----	----	
Rockland	----	----	----	----	----	

London Stock Exchange.

The following were the closing prices for American Securities Aug. 7 and 14:

	Closing Prices. Aug. 14.	Aug. 7.
United States, 5-20s, 6 per cent 1882	71 @ 71⅛	70⅝ @ 71⅛
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	70 @ 70⅛	69⅛ @ 69⅝
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	32 @ 35	34 @ 36
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	65 @ 70	65 @ 70
Do. do., 2d mort., 1882	60 @ 65	60 @ 65
Do., consolid. mort. bonds, 1890	38 @ 40	39 @ 40
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Erie shares, $100 (all paid)	35½ @ 36⅛	37⅛ @ 38⅛
Do., sterlg. 6 p. c. conv. bonds	72 @ 75	72 @ 75
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	92 @ 93	91½ @ 92½
Do., 7 p. c., 1875	78 @ 80	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	105 @ 107	105 @ 107
Penn. R.R. bonds, 2d mort. con. 6 p c.	96 @ 97	94 @ 95

American Railroad Journal.

Saturday, August 29, 1868.

Stock Exchange and Money Market.

There has been much less animation in the Money line, since our last. The outflow of currency to the interior has been on a less extensive scale. The local demand from speculative and mercantile sources has been quite moderate for the season. Rates have been more favorable to responsible borrowers, call loans closing at 3@5, generally 4; and prime discounts at 6@7 per cent. per annum. The city banks have been losing specie, lawful money, and deposits quite heavily; while the U. S. Sub-Treasury has been enabled to largely augment its cash reserves, which are now some seven millions more than they were at the date of our last review. The deposits of the city banks, on the other hand, fell off about 7⅛ millions; and the legal tender and specie hoards were respectively reduced over three millions. The offerings of money on call have nevertheless been more liberal, especially on private account. Failing to find adequate employment for their balances, money lenders have been investing quite freely, within a day or two, in the public funds at the low ruling figures, in the hope of being enable to market them later in the season at a handsome profit.

The specie reserve of the city banks is now $19,768,681, against $6,028,535 same time last year. The city bank deposits are now $216,435,405, against $188,744,101 week ending Aug. 24, 1867. The legal tender reserve amounts to $69,757,645, against $64,960,030 same time last year. The circulation now stands at $34,137,627, against $23,736,249 same time last year. The loans are now $275,245,781, against $250,697,679 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $101,718,092 a day, against a daily average of $80,422,325 the preceding week, and $97,834,064 the week ending with Aug. 8, 1868. The current week's exchanges average about $88,263,129 a day. The city banks, last week, lost $3,185,169 of specie, $3,177,836 of legal tender, and $7,125,682 of deposits. They reduced their loans, $2,562,839; and increased their circulation, $23,640.

The New York Gold Exchange Bank reports for the week ending Saturday, the 22d day of Aug., 1868. the average amount of loans and discounts as $1,034,112; average amount of specie, $917,328; average amount of deposits, $1,380,014.

The Philadelphia Bank movement the past week shows an increase in loans of $476,966; a decrease of $11,344 in specie; a decrease in legal tenders of $5,105; a decrease of $605,927 in deposits; and a decrease of $1,412 in circulation. The Bank Clearings show a decrease of $453,358, and the balances, a decrease of $567,131.

The outstanding amount of coin certificates on the 1st of Aug., was $22,414,000, against $20,298,180 on the 1st of June, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $382,000, and retired $2,791,485 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during July, reached $8,939,060.

The U. S. Sub-Treasury receipts, week ending with Aug. 22, were $11,420,480, including $2,904,486 from customs duties; payments, $9,834,009, including $208,000 of coin interest; balance at the close of the week, $85,876,692, against $84,290,221, at the close of the preceding week, showing an increase of $1,586,471. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,775,865 including $611,000 from customs; and payments, $2,447,865; on Tuesday, receipts, $4,344,871 including $681,794 from customs, and payments, $1,232,905. The balance at the close of business on Tuesday stood at $90,416,660, against $83,693,437, a week previous; and $79,418,886, on Aug. 12, 1868. The aggregate receipts of the office from all sources in July, were $94,561,982; aggregate payments, $103,554,458. The balance on the 1st inst., was about nine millions below that on the 1st ult., which amounted to $89,125,661.

National Bank notes to the amount of $83,300 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,382,006, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,465,136, leaving, with the

existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,917,870. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,824,300; and for the public deposits, $38,052,350—making a total of $379,876,650. The Treasury Department last week redeemed and destroyed $537,000 of worn and mutilated fractional currency, and issued $1,695,627 of new. The outstanding amount of fractional currency on the 1st of August was $31,867,818, against $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been up to a fair average, in their yield, during the week. The customs are increasing quite encouragingly. The excises, last week, yielded some four millions; customs at the port of New York, $2,904,486, and at the outports about $975,000 (in coin) more, making the grand total income for the week equal to about $9,624,275 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $29,500,000.

Gold has been less confidently dealt in. The speculative inquiry has been much less active. There has been only a light export drain. The demand for custom house purposes, however, has been quite active. The extremes of the week have been 146⅛ and 143½, and the latest quotations on Wednesday were 144⅝@144¾. There were some imports of specie from Great Britain reported, during the week. The California steamer delivered $844,325 on Saturday. The exports of specie, last week, were less than $650,000. Thus far, this week, they have been confined to $17,000 on Monday to Havana, and $390,686 on Tuesday to Hamburgh. No shipments were reported on Wednesday.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $4,956,109, against $2,021,420 same time last year. The customs demand for Gold last week, averaged $494,333 a day; thus far, this week, it has been equal to $646,397 a day, or equal to a weekly aggregate of $3,878,382. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $282,745 and from California, $844,325. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $74,862,966, against $80,062,915 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $28,300,048, against $19,939,520, in 1867, showing an increase thus far in 1868, of $8,360,528. The exports of specie, from this port, last week, were $648,923, against $595,533 same week last year; total, since Jan. 1, 1868, $63,887,110, against $39,872,171 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $208,000; since Jan. 1, 1868, $59,965,581, against $39,617,199. The specie exports from San Francisco, from Jan. 1, to July 23, 1868, were $22,384,285, against $24,994,670 same time last year.

Government received $4,854,786 from customs at the port of San Francisco, from Jan. 1, to July 28, against $4,184,000 same time in the preceding year.

Foreign exchange has been in better supply and less request at slightly modified prices. There has been a heavier amount of produce bills on the market, with comparative little call from buyers. Bankers' prime sixty day bills on London closed on Wednesday at 109@109⅜, and on Paris to 5.21¼c.@5.16¼; sight bills on London to 109⅜@109⅝, and on Paris to 5.16¼c.@5.13¾. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,568,654, against $2,994,242 same week last year; total, since Jan. 1, 1868, $108,630,209, against $122,420,131 in 1867; and grand total, during the fiscal year ending July 1, 1868, $179,784,280, against $195,544,905 in 1866–'67.

Government securities were quite heavy, and pressed for sale most of the week. In the absence of any considerable demand, prices declined materially. The lowest sales were made during the forenoon of Tuesday. Through the afternoon of that day, and all of Wednesday, the dealings were unusually extensive, leading to a rise of fully ¾@1¼ per cent. The transactions were particularly heavy in the later issues of the Five-twenties, which showed the most notable improvement. A majority of the recent street sellers were free buyers at the ruling quotations. The ease in money favored buoyancy in the funded obligations. The offerings of bonds were not as urgent as they had been through the past week. Very few orders to sell were received by mail, and the few that came to hand were of little moment. Many of the banking institutions evinced a disposition to purchase the six per cents at current low prices, rather than loan their means on call at three or four per cent. Some importations of 1862 Five-twenties were reported, within the week. These imports were mostly exchanged for the later issues, directly, or indirectly, by sale and purchase.

U. S. sixes of 1881 closed here on Wednesday at 113½@113⅝; U. S. Five-twenties of 1862, 113⅛@113¼; U.S. Five-twenties of 1864 at 109⅝@109¾; U. S. Five-twenties of 1865 at 110¾@111; U. S. Five-twenties of 1865, consolidated, 108¼@108⅜; U. S. Five-twenties of 1867, 108⅛@108¼; U. S. Five-twenties of 1868, 108⅛@108⅜; U.S. Ten-forties at 108¼@108⅜, U.S. Six per cent. currency bonds, 100¾@101¾. The brokers are buying the outstanding compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

September, 1865..118¾ | October, 1865....118¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 12.	Aug. 19.	Aug. 26.
Consols	93⅞	94⅛	94¼
U.S. 5-20's of 1862	72	71⅝	71¾
Erie	36¾	31¾	32
Ill. Central	92½	91¼	91¾

The railway and miscellaneous share property broke down severely in price, early in the week, under the hammering process, as applied to Erie more particularly, and the market became quite feverish and panicky. Erie shares were depressed to 44 last Thursday. Subsequently, there was a sharp, though fitful improvement, and the market closed with reviving animation and buoyancy.

General business has been less active in the produce line. Breadstuffs have declined, provisions have advanced. Cotton has been in fair request, closing more firmly. Middling upland cotton closed steadily, but rather tamely on Wednesday at 30½ cents per lb. The stock of cotton now here is estimated at about 32,500 bales. The receipts at the port this week, have averaged only about 300 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,189,500 bales, against 1,871,000 bales same time last year; exports, same time 1,676,000 bales, against 1,555,000 bales same time last year; stock on hand at latest dates, 52,500 bales, against 97,500 bales same date last year. At the Live Stock market, this week, Beeves have been slow of sale at from 10@16½c. per lb.; week's receipts, 5,583. Veal calves have been less plenty, and have been in good request at from 6@12c. per lb.; receipts, 2,212. Sheep and lambs in large supply and depressed, ranging from 3@7½c., and 5@8½c., respectively; receipts, 40,965. Swine have been fairly active at from 9@11⅝c. per lb., all live weight; receipts, 18,739. At the monthly auction sale of Scranton coal, 50,000 tons were disposed of at much firmer prices, ranging from 4.32½@5.55 per ton of 2,240 lbs., deliverable at Elizabethport, N. J. Foreign merchandise has been moderately inquired for at generally uniform quotations. The total imports of foreign dry goods, last week, were $2,897,131, and the total amount marketed $2,702,300. The value of foreign merchandise imported last week, was $3,747,159—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $6,644,290, against $4,276,594 same week last year; from Jan. 1, 1868, $165,142,622, against $172,953,818 same time in 1867; and year ending July 1, 1868, $238,283,518, against $269,831,007 in 1866–'67. The freight market has been less active, and rates have been quoted lower. For Liverpool we quote flour at 1s. 4½d. by sail, and 1s. 6d.@1s. 7½d. by steamer, per bbl.; grain at 2d. by sail, and 2½@3d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and $\frac{3}{16}$d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 445.

The New York exports, exclusive of specie, for the week ending Aug. 25, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$2,994,242	$3,568,654
Prev. reported	119,425,889	105,061,555
Since January 1	$122,420,131	$108,630,209

The imports for the week ending August 22, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$2,318,692	$2,897,131
Gen. merchandise	1,957,902	3,747,159
Total for the week	$4,276,594	$6,644,290
Previously reported	160,538,874	155,532,525
Since January 1	$164,815,468	$162,176,815

The balance in the Sub-Treasury on Wednesday was $91,293,577 56.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 80; do., 7s, 90; Rhode Island 6s, 98½; Ohio 6s, 1875, 101; Brooklyn 6s, W. L., 96; Milwaukee and St. Paul 8s, 102; do., 7 8-10 conv., 95; Pacific R. R. 7s, guar. by Mo., 84½; Toledo, Peoria and Warsaw 1st mort., W. D., 80½; Galena and Chicago 1st mort., 101; Chicago and Northwestern Appleton Extension, 89; Hartford and New Haven R. R., 225; Wells-Fargo Exp. Co., 27¼; Merchants' Union Exp., 21½; American Exp., 41¼; U. S. Exp., 44; Adams' Express, 47¾; Boston Water Power Co., 15½; Am. Coal, 45; Penn. Coal, 200; Cary Imp. Co., 11; Western Union Telegraph, 34⅜; do., 7s, 89½; Fourth National Bank, 104½; Continental Bank, 102; Bankers' and Brokers' Ass., 103; Grocers' Bank, 110; Phœnix Bank, 107½; Corn Ex. Bank, 127; Ocean Bank, 108; Central National Bank, 107¾; Tenth National Bank, 101; Bank of Commerce, 122; Consol. Gregory, 3.85; La Crosse Gold, 0.31; Montana, 0.52; Quartz Hill, 0.95; Rocky Mt., 0.11; Smith and Parmalee, 3.85; United States petroleum, 2.40; Walkill Lead, 0.10.

Philadelphia.—Penn. and N. Y. C. 7s, 94½; Phila. and Reading 6s, 1844–'80, 92½; do., 1843–'80, 93; West Jersey R. R. 6s, 92¼; Huntingdon and Broad Top 1st mort., 62; Belvidere Delaware 3d mort., 80; Philadelphia and Erie 7s, 80; Lehigh conv. loan, 65; Phila. and Trenton R. R., 129; Germantown Passenger R. R., 33; Penn. State 5s, 1870, 99; Pittsburg 5s, 72½; New Jersey 6s, 103¼; Big Mt. Coal, 3¾; Fulton Coal, 5⅛; Shamokin Coal, 5⅞; Ocean Oil, 1; Penna. National Bank, 59; Farmers' and Mechanics' Bank, 128⅛; Bank of North America, 241¼; Phila. Bank, 162. The latest quotations are: City 6s, 100@100½; do., free of tax, 103@103¼; State 5s, reg., 100@100; do., coupon, 98@98; do., 6s, W. L., 102½@103; Reading, 45⅜@45½; do., 6s, 1870, 105@106; do., bonds, 92@93½; Camden and Amboy, 129@129½; do., mort. 6s, 1889, 96¼@96¾; do., 1883, 88@89; Penn. R. R., 53@53⅛; do., 1st mort., 99¾@100¼; do., 2d mort., 98½@99; Little Schuylkill R. R., 44@45; Morris Canal, 33@50; do., pref., 70@70½; do., bonds, 86@90; Wyoming Valley Canal, 32@34; do., 6s, 80@81; Susquehanna Canal, 14@15; do., 6s, 58@59½; Sch. Nav., 10@12; do., pref., 19¼@19½; do., 6s, 1882, 69@70; Union Canal bonds, 12@12; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 30@31½; do., pref., 40@45; do., 7s, 1873, 93@95; do., 5s, 61@63; Lehigh Coal and Navigation, 21½@21¾; do., bonds, 1884, 82@82½; do., Gold Loan, 87½@88; North Pennsylvania, 33@34; do., 6s, 89½@90; Philadelphia and Erie, 25@26; do., 6s, 91@91¾; Minehill, 55¾@56; Catawissa, 9@10½; do., pref., 33⅛@33¼; Lehigh Valley, 54½@54⅝; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50@53; West Philadelphia, 64@66; Spruce and Pine, 23½@23½; Green and Coates, 31@—; Chestnut and Walnut, 47@49; Thirteenth and Fifteenth, 15@15¼; Girard College, 26@26½; Tenth and Eleventh, 71½@72; Union, 42@—; Hestonville, 10@10¼.

Boston.—North Missouri 7s, 83½; Burlington and Missouri River R. R. 8s, 1878, 103½; do., 7s, 1893, 92⅞; Central Pacific R. R. 7s, 1883, gold, 110; do., 1884, 111; Union Pacific R.R. 6s, 100⅜; Salem and Lowell R. R. 6s, 1878, 89⅜; Vermont Central and Vermont and Canada 8s, 103½; Vermont Central 1st mort. 7s, consolidated, 79; Summit Branch R.R., 22; Indianapolis and Cincinnati, 26½; Ogdensburg and LakeChamplain pref., 104½; Stoughton Branch R. R., 100¼; Cary Imp. Co., 10½; Boston Water Power Co., 15⅝; Short Mt., Coal, 13; Massachusetts 6s, 5-20s currency, 103; do., 5s, 1883, gold, 112¾; Connecticut 6s, 1884, 100¼; New Hampshire 6s, 1873, 100¼; Rhode Island 6s, 100⅛; Portland 6s, 1885, municipal, 97¾; do., Water Works 6s, gold, 100; Bath 6s, 1891, 92¾; do., 1870, 97½; Cincinnati 7-30s, 1878, 103⅛; St., L. 7s, Anticip., 99¼; do., 1874, 98; do., 6s, 1888, 84¾; do., 1882, mun., 86¼; Cook Co., Ills. 7s, 98¼; Boston 6s, 1875, currency, 100; Albany 6s, 1895, 94¼; City National Bank, 109; Everett National Bank, 110; First National Bank, 100; Faneul Hall Bank 123¾; Hide and Leather National Bank, 100; Howard National Bank, 112½; Hamilton National Bank, 128; Market National Bank, 128¾; National Bank of Commerce, 126¼; National Bank of North America, 108⅞; North National Bank, 120¾; State National Bank, 108; Allouez Mining Co., 3⅝; Calumet, 45; Concord, 1½; Hecla, 70; Hancock, 4½.

Baltimore.—Central Ohio R. R., 35; Parkersburg R. R., 26; Western Maryland 1st mort., 83; do., guar. by Wash. Co., 87½; Orange and Alexandria R. R. bonds, 80; Virginia 6s, old, 47; do., 1867, reg., 46; Maryland 6s, 1870, 100; Atlantic Coal, 1.50; Bank of Baltimore, 117; Bank of Commerce, 26½; Merchants' Bank, 116; Howard Bank, 11½; Union Bank, 60; Franklin Bank, 14⅝; Third National Bank, 105½. The latest quotations are: Balt. and Ohio, 123@125; do., 6s, 1875, 97@—; do., 1880, 97@—; do., 1885, 98@—; Northern Central, 47@47¾; do., bonds, 1885, 85@85; do., 1900, 83@84; Parkersburg Branch, 25@27; N.W. Va., 1st mort., 96¼@—; do., 2d mort., 90@92; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 90@92¼; do., 2d mort., 76¼@76⅞; Central Ohio, 35@35½; do., 1st mort., 87½@89¼; Western Md. 6s, 1890, 83@83; do., guar., 92@94; Richmond and Danville bonds, 72¾@73½; Baltimore 6s, 1875, 97¾@98; do., 1886, 97@97; do., 1890, 97@97¼; do., 1893, 93@97; do., 5s, 1838–'70, 80@—; City Passenger R. R., 18¼@19; George's Creek, 52@60; Santa Clara, 1.50@3.00; Atlantic Coal 1.45@1.50.

Rockford, Rock Island and St. Louis R. R.

First mortgage, 50 years, 7 per cent. Convertible Sinking Fund, Bonds of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in Gold, free of Government tax.

For sale at 95 and accrued interest in currency, at the office of the Company, 12 Wall st.

Governments and other securities received in exchange.

H. H. BOODY,
Treasurer.

Woodstock Branch Railway.

The work is rapidly approaching completion. It is now ballasted to within a mile of the junction of the St. Andrews Line, and will be open for traffic by the last of the present month. Two Excursion Trains have passed over it to St. Stephen, and the Government engineer has examined the road, and lodged in the hands of the President a certificate of approval. The distance from the junction into Woodstock is 11 miles. The Houlton Branch Railway as surveyed will join the St. Andrews Line at Debeck Station a few miles below Richmond.

Pittsburg and Connellsville Railroad.

The Cumberland (Md.) *Union* calls attention to the fact that the chief engineer of the Pittsburg and Connellsville Railroad Company has invited proposals until the 15th of September for the graduation, masonry and ballasting upon the unfinished sections between Cumberland and the Uniontown junction, one mile from Connellsville, and adds:

The sections to be let include all the heavy work on the road, and eight of them lie between this and Sand Patch Tunnel. Section 140 is the nearest to this point, being about five miles from town, in the Will's Creek valley. It will be peculiarly gratifying to our citizens to know that this work is to be commenced with such a degree of energy, and more so that this end of the road is to be pushed forward at once. Our fellow-citizen, Mr. John Humbird, is working the tunnel, and we have no doubt others of our citizens will secure contracts. The company have the means to build their road now, and they will do it. In two years we may certainly expect to have trains running between this city and Pittsburg, and then will be opened up the shortest route between the West and the sea coast—a route which must of necessity eclipse all others.

Intercolonial Railway.

The Newcastle *Union Advertiser—Extra* says that the "Major Robinson route for the Intercolonial Railway has been chosen, the formal consent of the British Government given, and the money partly borrowed already.

"The work commences at the Nova Scotia boundary, Metapedia and River du Loup immediately. Large party now locating the track at Metapedia. Commissioners to be appointed first meeting of Ottawa Cabinet—probably in three weeks.

"Railway office now opened in Dalhousie for Surveyors, &c. Contracts to be given out at River du Loup and Metapedia soon; also at Miramichi soon as crossing located.

"In honor of the news the town of Dalhousie is gaily decorated with flags, and one hundred cannon shots fired."

Harlem River and Portchester Railroad.

The directors of this road are: N. A. Cowdry, Francis Morris, John Hunter, John Schuyler, Matthew Taylor, N. W. Stuyvesant, J. H. Wainwright, James H. Benedict, James S. Wells, Le Grand Lockwood, Lewis B. Brown, Julius Wadsworth, and E. C. Benedict. President, N. A. Cowdry; Secretary, John Schuyler; Chief Engineer, John C. Campbell. The final surveys for the route are now being made by Mr. Campbell, and thus far he has made very satisfactory progress. Many persons, whom it was supposed would oppose the construction of the road, now manifest the most friendly spirit in the matter, and cheerfully concede the free right of way. It is expected that the surveys will be completed, and the specifications prepared in time to give out the work very early the ensuing Fall.

☞ The Grand Trunk Railroad of Michigan and the Grand Trunk Railroad of Northern Indiana, have consolidated, the new company taking the name of the Michigan Air Line Railroad.

Railroad Earnings.--Weekly.

The earnings of the Michigan Central Railroad for the 3d week in Aug., 1868, were... $92,571 85
Corresponding week of previous year.. 94,630 19

Decrease $2,058 34

The earnings of the Chicago and Rock Island Railroad for the third week in Aug., 1868, were..... $125,900 00
Corresponding week of previous year. 125,226 00

Increase $674 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week in Aug., 1868, were..... $101,344 10
Corresponding week of 1867..... 97,729 00

Increase $3,615 10

The earnings of the Chicago and Northwestern Railroad for the 3d week in Aug., 1868. $299,788 79
Corresponding week previous year .. 226,275 08

Increase $73,513 71

The earnings of the Marietta and Cincinnati Railroad the 3d week in Aug., 1868.. $31,022 00
Corresponding week previous year.... 24,996 00

Increase $6,026 00

The earnings of the Chicago and Alton Railroad for the 3d week in Aug., 1868.. $131,164 00
Corresponding period previous year . 112,000 00

Increase $19,164 00

The earnings of the Detroit and Milwaukee Railroad for the third week in Aug., 1868, were $39,674 34
Corresponding week of 1867..... 37,520 84

Increase..... $2,153 50

The earnings of the Western Union Railroad for the 3d week in Aug., 1868,..... $21,025 99
Corresponding week previous year.... 17,177 49

Increase $3,848 50

Canals and Government Roads in Ohio.

The Columbus *Ohio Statesman* gives the following statement of the length of canals and government roads in that State:

	Miles.
Ohio canals and appendages	342
Miami and Erie	316
Walhnoding	25
Hocking	56
Muskingum improvement	91
Total	830
Western Reserved and Maumee road	31
National road	191
Total	222

☞ Ground has been broken for the Short Cut Railroad, between Newburgh and Turner's, on the Erie Railway. The distance from Newburgh to New York *via* this road, will be nearly the same as by the Hudson River Railroad. The right of way for nearly the whole length of the route was ceded free to the company by the owners of the property through which the road passes.

☞ The town of Middletown, Conn., has voted, 468 to 70 to take $200,000 of the New Haven, Middletown and Williamantic Railroad stock, and appointed an agent to make the subscriptions.

☞ The Chicago, Rock Island and Pacific Railroad is now running fifty-two miles west of Des Moines, and will soon reach Council Bluffs.

From the Troy Daily Times.

The Bessemer Process.

PRODUCTION OF CHEAP STEEL IN AMERICA.—COMPLETION OF THE GREAT WORKS AT TROY.—DESCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY.—THE NATURE AND VALUE OF THE IMPROVEMENT.

The changes beheld by Rip Van Winkle when he last descended the Kattskills, are hardly remarkable when compared with the chemical and engineering wonders to which we have awakened after twenty years of comparative lethargy. All on a sudden, fresh fountains of force and new veins of precious material seem to have burst out of the earth; already they have possessed every artificial motion and structure, and are embodied in the organization of every-day life. Among the more remarkable of these changes—ocean telegraphy, steam transportation, and engineering construction—the most wonderful and far reaching—the realization of the alchemists' dreams, is Chemical Transformation. All the world is the stage upon which its wonders are the glittering spectacle, and we turn rather to the Arabian Nights than to sober history for an index to the coming acts. Yet the powers behind the scenes are neither furies nor fairies, but brains and brawn. It is neither magic nor alchemy, but straightforward inductive reasoning, and downright, patient, organized, costly work that lays open the great unknown and utilizes its treasures.

The modern revolution in metalurgy is, perhaps, less striking, but more wonderful than all the others. The wonder of ocean telegraphy is new every morning, while the furnace smokes silently and unobserved. But the smoke of the furnace will tell you tales of nature's secrets unlocked, of startling transformation, of fathomless search, of baffling experiment, of patient endeavor, of endless obstacles, of intellects gone mad, of money burned up, of a forlorn hope fighting against the Powers of the Air, but fighting to win.

Of all the agencies in the material progress of the times, iron, in its various forms and combinations, holds the first place. Its loss would be a calamity only surpassed by the loss of bread; while its cheaper, wider, and better production would electrify every human enterprise. But cheap iron is not to be had for the asking. Nature has surrounded it with every poison and subjected it to every malady. Sulphur, phosphorus, silicium, and endless impurities hang about it from the ore-mine to the market, and its medicines—Manganese, Chromium, Aluminium, and its various healthful alloys, are subtle and intractable. Too little carbon is as injurious as too much; combinations helpful for one use are hurtful for another.

And the production of cheap iron draws not only upon chemistry but on engineering for constant and vital aid. The production and maintenance of uniform and excessive heat; the quality and structure of vessels to resist it; the multiform and powerful enginery to handle and fashion the incandecent masses, the strength and quality of materials and proportion to resist the strain and wear; the toilsome and hazardous searches for knowledge; the education of labor; the liberal risks of money, the conservation of capital—these are some of the clashing and difficult problems that beset the production of iron in the form of cheap and useful alloys.

We have thus briefly referred to the grandeur and the difficulty of the great material problem of the age, not to account for failure, but to celebrate success. Among the many workers who have steadily advanced the art, a few strong men have revolutionized it; and the names of Cort, Neilson, Siemens, and foremost of all Bessemer, will be landmarks in its history wherever and as long as iron is used.

We purpose to allude briefly to the composition and production of iron and steel, and to the nature, conduct, value, and history of the Bessemer Process, and to describe in some detail the Bessemer works and manufacture in this country, and more especially as established in this place by our distinguished citizen, the Hon. JOHN A. GRISWOLD, upon the occasion of the first production of steel rails at his works.

THE OLD PROCESSES.

The ore of the mines is iron combined with an excess of oxygen and mixed with numerous impurities. The great body of white hot coal in the blast furnace not only melts the ore, but sublimates its volatile parts, liquefies others, and gives to others still the power to combine with the fluxes put in with the ore and to run away in slag. But in clearing one obstacle the iron thus set afloat grounds on another. The carbon of the coal only turns out the oxygen from the ore to sit down in its place; so that the crude or pig iron of commerce is a compound of iron with say five per centum of carbon and two or three of silicium and other metals and minerals, helpful or hurtful as the case may be, which the blast furnace process either put in or failed to remove. Cast iron is comparatively weak, fatally brittle, and utterly incapable of being wrought. To render it strong, ductile, and malleable, the carbon, silicium, and other impurities must be removed; but the poison of yesterday is the medicine of to-day, and we now put it into the bed of a reverberatory furnace and doctor it with oxygen, externally applied in draughts of air, and taken internally in powders of ore and forge scale. The patient is meanwhile kept very warm, about 3,000 degrees Fahrenheit, which so relaxes the hold of the disease that the oxygen easily spirits it away in the form of gases, and the squeezers and rolls bleed it off in the form of slag. This is puddling, and the rejuvenated product is wrought-iron, which is the nearest approach to pure iron that we have in the engineering arts.

Wrought-iron, however, is not cast into solid homogeneous masses of any dimensions like steel—it is only produced in small masses which must be welded together; but the high plastic heat necessary to squeeze the particles into contact, is also the temperature of spontaneous chemical change; so that the ever-lurking oxygen of the air again seizes the iron and reconverts its surface into a kind of ore, and therefore welds are uncertain. Wrought-iron is soft, it is not sound and homogeneous, and compared with steel, it is weak. To produce steel, then, we again retrace our steps and put in carbon, of which we just now had too much. The wrought-iron is broken up, mixed with carbon and manganese in a crucible, melted, and cast into ingots of steel—the highest refinement?—no, pure iron would be utterly unfit for the engineering arts: but the highest combination of natural substances known in the arts—steel, an alloy of iron, and from a quarter to a whole per centum of carbon, according to the hardness required, and traces of other metals.

You will thus observe that to make steel, you take a little iron and a little carbon and a few condiments, apply a hot fire, and there you have it—steel—as simple as the cookery book. But oh! the years of conflict with elements all too subtle and poisons all too willing, before the little niceties that make the difference between success and dead failure were found out at all—and the labor, the care, the skill, the fuel, the machinery, the power—not in a little labratory upon which you can turn the key, but throughout acres of bricks and mortar, boilers and engines, rolls and hammers, furnaces and crucibles, all surging with pent-up energy and fervent heat, day and night, year after year. So that the receipt for making steel would rather be, take great perseverance and equal portions of the knowledge of books and the knowledge of practice—mix them well with

no end of money, and then if you know how and have good luck, you can make a grand success of it.

THE BESSEMER PROCESS.

In the year 1855, Mr. Henry Bessemer of London, aware, indeed, of certain attempts at a cross-cut from pig iron to steel, but rather discouraged than stimulated by previous failure, determined to avoid the roundabout and costly process heretofore pursued. He said crude pig iron is iron and much carbon—steel is iron and little carbon. I will burn out the excess of carbon, and with it the other impurities; and the carbon itself shall be the fuel to burn them out. I will blow air into the liquid iron; the oxygen of the air at that temperature has greater affinity for the silicium and the carbon than it has for the iron, and so will take them away, and leave either pure iron, or iron carburized to any degree required, in proportion to the extent of the blowing, which is steel—steel of every quality, from hard and white for tools, to soft and gray for the ten thousand purposes of machinery.

To the hearing of practical iron workers, a man never told a more splendid nor a wilder dream than this. But he fought it out on that line. He spent a large fortune of his own, and the fortunes of his sanguine friends. He struggled with every variety of failure and embarrassment. He smarted under jeers and opposition. He saw rivals toiling on every hand to mend the weak places in his system, and call it their own. He has not, indeed, realized quite all he set out for, in its perfection, nor has he avoided nor ignored the help of other men. But although the Bessemer process to-day cannot turn every variety of pig iron into steel, it is applicable to three-quarters of the good irons of commerce; it is, with fair materials, less liable to uncertainty, and less dependant upon skill than the processes it avoids; it produces, at a slightly increased cost, a material twice as strong as wrought-iron, and what is of vastly greater importance, perfectly solid and homogeneous—a material singularly well adapted to rails, axles, shafting, boiler and ship plates, and heavy machinery. Already the product in various countries is some two hundred and fifty thousand tons per year.

EARLY DIFFICULTIES OVERCOME.

Before considering the conduct of the Bessemer process, it is necessary to bear in mind, 1st, that the grand value of Bessemer metal over puddled metal, is due to its being produced in a *fluid state*; 2d, that while cast-iron is easily liquefied at a temperature of 3,000 degrees, wrought iron or soft steel can only be kept liquid at a temperature of at least 5,000 degrees, which is quite beyond the convenient and practicable capacities of fuel and furnace material as ordinarily employed.

For nearly a century, the partial decarburization of pig iron has been accomplished by blowing air upon (and in some cases into) a melted mass of it. But the liquidity of the mass was only maintained by contact with an intense coal fire. The combustion of the carbon by the air was so slow and so limited in extent, that the iron was rather chilled than heated by it. This was the "finery" process, and was merely preparatory to puddling; the product was still cast iron.

Some years before Bessemer began his experiments, Mr. William Kelly of Kentucky advanced the finery process by a great stride, but left it still far short of practical steel making. He blew air into the iron just smelted from the ore, and lying in the hearth of a blast furnace, and partially decarburized it, but not without the liquefying agency of the mass of fuel above. He afterwards blew streams of air into melted iron contained in a covered brick vessel or chamber, without fuel. The almost invariable chilling of the iron, after repeated experiments with various forms of apparatus, and extending over several years, led to the suspension of further trial in this direction. The subsequent success of the Bessemer process, however, revived the claims of Mr. Kelly. The precise legal status of the two inventors has not, fortunately for the public as well as for the parties immediately interested, been brought to test, the various interests having been combined.

At this point we are prepared for the inquiry—What *is* the Bessemer process? If the old finery did not fulfill the theoretical specification, Kelly's certainly did. Here were carbon and silicium in the iron, but all ready to leave it upon the heated appeal of oxygen; here was plentiful oxygen spread over and bubbling through it, and here was the ample heat of three thousand degrees. Still the reactions were irregular, and impracticable.

Just here Mr. Bessemer introduced a radically new element, that made all the difference between failure and success. To describe his process as the introduction of oxygen into melted iron, is to play Hamlet without the prince. Bessemer's is not strictly a chemical process. The chemical reactions will look out for themselves, but they must have an adequate chance, and this is what Bessemer for the first time gave them, by mechanical means, viz.: *the mechanical force of numerous blasts*—not sluggish drafts, but roaring *blasts* of air, blowing the melted iron all into spray, so as to give the oxygen and the carbon hundreds of square feet of surface contact, so that every drop of iron should be enveloped with air. Thus, and thus only, the combustion is so perfect and rapid, and so diffused throughout the whole mass, that the two grand desiderata are attained—1st, the decarburization is effected without the use of other fuel; and 2d, the product is liquid and can be cast into homogenous masses.

To accomplish these results, Mr. Bessemer developed the radically new machinery and apparatus which, with various extensions and modifications, is everywhere used. It consists principally, of the converting vessels mounted on trunnions, and so shaped that the liquid metal can lie quietly in it while the tuyeres (air admission) and the entrance or mouth of the vessel lie above the metal line, and so that the mouth becomes a chimney and the tuyeres are brought beneath the metal, when the converter is turned upright. He also, after great trouble, developed a refractory material (chiefly silicious stone), and a mode of lining the converter adequate to the great heat and wear. The general arrangement of casting pit, ladle, ladle and ingot cranes, regulator and other plan to be hereinafter described, were rapidly developed by Mr. Bessemer. During ten years of his first practice, he advanced the machinery of the new art to a much higher degree of perfection than has yet been attained to in the old processes.

But Mr. Bessemer had no sooner conquered this difficulty than he encountered another and equally serious one. Except when a few of the choicer irons were employed, entire decarburization left the product "red-short," or incapable of malleability at a red heat, and therefore utterly useless. To stop the blowing at such a point as should leave in sufficient carbon to cure the red-shortedness and constitute a mild steel, was on the whole impracticable, because there is no adequate indication of *degrees* in decarburization, and the accuracy of blowing through a fixed time, would be impaired by varying heat and other circumstances. Here, then, were the impossibility of definite degrees of decarburization on the one hand, and the spoiling of the product by complete decarburization on the other hand.

In studying Mr. Bessemer's numerous patents and writings, we observe that he clearly understood this difficulty, and approached very near to its solution. Indeed, he rather vaguely described, in several patents, perhaps without seeing the end from the beginning, substantially the remedy afterwards patented by Mr. Robert Mushet.

The indications of complete decarburization by blowing air into melted iron, are as distinct as the time of day on a clock. The flame at the converter mouth suddenly decreases in volume and loses—not its own brightness, but its power of illuminating other things. But the product is valueless. Mr. Bessemer vaguely conceived, and Mr. Mushet definitely specified the finishing touch in the great art—*re-carburization*. A definite weight (three or seven per centum) of a pig iron, containing not only carbon but manganese (either Franklinite or Spiegeleisen), is melted and run into the decarburized iron. At this excessive temperature—not less than five thousand degrees—the oxygen and other impurities that make the iron red short, come out of it with great commotion, and enter into the carbon and manganese thus added, forming an intense flame and copious slag. A part of the carbon combines with the iron, thus producing steel. All this is the work of a moment, and the thorough reaction is due to the excessive temperature. The oxygen which is removed by the carbon (or chiefly by the manganese), was produced by the oxydation of some of the iron, by the blast of air. This, and the sulphur, and some other impurities, now removed by the manganese, were what made the product red-short before recarburization. The steel is now cast into ingots, which are malleable at a high heat.

But Mr. Bessemer's troubles did not end here. The product was still uncertain, though often uniform and excellent. Some subtle impurity was still lurking in some obscure corner—now appearing and now retiring. To find it, Mr. Bessemer put every iron and material employed, through a costly and thorough course of chemical analysis and so discovered phosphorous to be the arch-enemy. And to this day, irons containing above two hundreths of one per centum of phospherous cannot be employed to advantage. Experiments to remove or neutralize it are in progress, and greater obstacles than this have been overcome. Mr. Bessemer also determined the amounts of other materials—silicium, sulphur, etc—that affected his process, and with Mr. Mushet's assistance (satisfactorily acknowledged) has presented to the world, not merely a theory, but a perfected process and adequate machinery, for carrying it out. It will thus be observed, that however greatly the public is indebted to Mr. Bessemer's inventive powers, it owes still more to his indomitable *pluck*.

To be continued.

Welland Railway.

The annual meeting of this company was held in London, July 1. The revenue account showed that the receipts for the year 1867 amounted to 14,099*l*. The working expenses to 13,717*l*., and the loss on American currency to 1,019*l*., making 14,736*l*., showing a deficiency or loss on working the railway of 637*l*. The total receipts for propellers or steamboat service during the year amounted to 7,094*l*. The expenses on working them to 8,787*l*.. and the discount on United States currency to 1,999*l*., together 10,786*l*., showing a loss on working the (propellers) steamboats for the year 1867 of 3,692*l*., which, added to the loss on working the railway, amounted to 4,329*l*. The expenditure on capital account amounted to 329,608*l*. The report of the managing director stated that the decrease in the grain traffic over the line had been 1,569,554 bushels, representing 9,215*l* loss in receipts as compared with 1866, and also a decrease of 12,665 barrels of flour as compared with the quantity carried in 1866. The earnings of the company's steamboats for the past year as compared with 1866, showed a decrease of 12,007*l*.

☞ A special meeting of the Boston, Concord and Montreal Railroad Company will be held at Concord, N. H., on the 31st inst., to see if the Stockholders will vote to approve the arrangements proposed between this corporation and the White Mountains, N. H., Railroad, relative to aid by this corporation to that railroad to extend its road from Littleton toward Northumberland, as authorized by the Act of July 6, 1867, and to

take such action thereon as may be thought proper.

ENGINEERING.

AN ILLUSTRATED WEEKLY JOURNAL,

Conducted by

ZERAH COLBURN, LONDON.

This is the ablest Engineering paper published, and is edited by one of the best known scientific men of the day. It is finely and profusely illustrated and printed in the best manner, containing 32 p. folio.

It is promptly received here by weekly steamers.

Subscription price $10 per annum.

Numbers can now be furnished from July 1, being the commencement of Vol. 6.

D. VAN NOSTRAND,
Sole Agent for the U. S.,
192 Broadway.

RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

D. N. BEARDSLEY,
3m33 **251 West street, N. Y.**

To Railroad Contractors.

Sealed proposals will be received until noon of WEDNESDAY, Sept. 9, 1868, for the graduation and masonry of that portion of the SOUTH PACIFIC RAILROAD, in the State of Missouri, between the present terminus of Little Piney and a point fifty miles southwest of said terminus. The work to be contracted for by sections according to the plans of the Chief Engineer.

Work to be commenced forthwith, and payments to be made monthly in cash.

The Company reserves the right to reject any and all bids.

Proposals to be directed to ANDREW PEIRCE, Jr., Managing Director at the office of the Company, corner of 6th and Walnut streets, St. Louis, Missouri, where all profiles will be exhibited and information given by T. W. KISSOCK, Chief Engineer, or C. B. FISK, Vice President.

FRANCIS B. HAYES, President.

Boston, Aug. 22, 1868.

TO RAILWAY CONTRACTORS.

THE GRADUATION, MASONRY AND BALLASTING of the following enumerated sections of the

Pittsburgh and Connellsville Railroad,

Are advertised for contract, and proposals for the same will be received at the Company's Office, in Pittsburgh, up to the

20th of SEPTEMBER, inclusive.

Commencing at the Uniontown Branch Junction, about a mile east of Connellsville, Sections 59 to 64 inclusive. Then Sections 65, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 106, 110, 112, 115, 116, 117, 118, 119, 122, 128, 129, 130, 133, 140. All of these Sections are in the valley of the Youghiogheny River, up to Section 112 inclusive. Sections 115, 116, 117 are on the Summit, and embrace the Sand Patch Tunnel; and the remainder are in the valley of Wills Creek, Section 140 being about 5 miles from Cumberland.

Specifications of the work on the above Sections will be ready for delivery on the 1st of September, at the offices of the Company, at Pittsburgh and Cumberland, where contractors will obtain all necessary information to enable them to examine the line.

The Company reserves the right to reject all or a part of each bid.

B. H. LATROBE,
Civil Engineer.

August 10th, 1868. 5t34

WANTED IMMEDIATELY.—Three 33 inch eight-wheel railway cars, gauge 4 ft. 8½ inches. One passenger, one box and one platform freight car, new, or second hand if in good order, and of the best material and workmanship. Address "Cars," Post Office Box 3805, New York City, with full particulars as to description, price, and time and place of delivery. 33

OFFICES TO LET.

BROADWAY COR. WARREN ST.,
Opposite the City Hall Park.

To Let for a term of years—24 offices in the above Buildings singly, or in suits, each room communicating with the main Hall. For Light, Ventilation and Central Position unsurpassed by any in the city. Apply to JOHN LLOYD & SONS, 7 and 9 Warren street.

2t35* **DEVLIN & CO.**

A GENTLEMAN WHO HAS AN OFFICE IN New York, and doing business with Railroad Companies, desires an agency for the sale of Railroad Spikes, Chairs, Fish Plates, &c. Parties who can meet the market in the quality and price of their goods can address,

C. A. S.,
Railroad Journal Office,
1t35* **New York.**

PLATFORM CARS.

Ten new first class Platform Cars, 28 feet long—8 ft. 2 in. wide, with side and end boards—gauge 4 ft. 8½ in. ready for immediate delivery.

WILLIAMS, PAGE & CO.,
3t35 **91 Water st., Boston.**

THE

NOVELTY IRON WORKS,

NEW YORK,

Manufacture

Iron Piers and Bridges.

Works foot 12th street, E. R.
Office, 77 and 83 Liberty st.

Mathematical Instruments

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

T. H McALLISTER,
49 Nassau street, N. Y.

"English Copper Co." Rails.

2,000 TONS of this well known make, fifty-six pounds per yard "Erie" pattern, to arrive at this port, and for sale by

HEYERDAHL, SCHONBERG & CO.,
4t32 **33 William street, New York.**

"EBBW VALE" 50 lbs. Erie Pattern.

1,000 TONS for sale from yard, 26 feet and shorter bars.

HEYERDAHL, SCHONBERG & CO.,
4t32 **33 William street, New York.**

Godeffroy Brancker & Co.

42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARN[illegible]T & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

750 MILES

OF THE

UNION PACIFIC

RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **103**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is *the length of time they have to run.*

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

August 12, 1868.

THE

NOVELTY IRON WORKS,

NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

—o—

Stationary, River, Marine, Side-Wheel and Propeller Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Blowing and Pumping Engines;
Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;
Steam, Vacuum and Water Guages, Indicators, Registers, &c.;
Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
Burnett's Movable Cranes, Crane Engines, Hoisting Gear, &c.
Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

CAR PLUSHES.

Best French and German makes.

LOUIS WINDMULLER & ROELKER,
20 Reade street.

GERMAN STEEL AND HARDWARE,

For sale by

LOUIS WINDMULLER & ROELKER,
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SPECIFICATIONS

FOR

PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessees. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessees three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessees succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say $160,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party, in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgon for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisement, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of $5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O., O. and G. W. R. R. Co. harmless against any and all acts of theirs.

Sealed proposals will be received at the office of the Company in New Orleans, No. 69 Canal street, until the first day of September next, at 12 o'clock, M., the Company reserving the right of rejecting any or all bids.

For particular information apply to

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CHAS. PARSONS,
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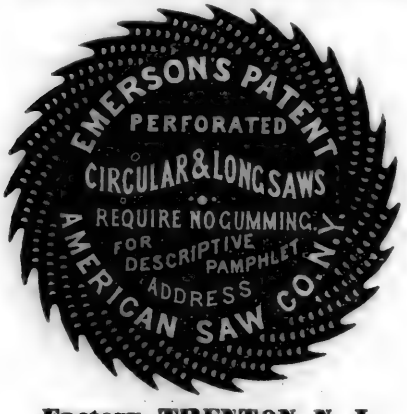
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American Railroad Journal.

New York Saturday, September 5, 1868.

The Steel Capped Rail.

The destruction of iron upon railways is enormous, and the cost of upholding the rails is the great drawback upon the profits and earnings of the railroad stockholders. Motives of economy as well as of safety are constantly urging railroad men to look for something better than the common T rail which is the best that was known until a recent period. Steel rails have been tested here and there as a matter of experiment, but not with satisfactory results. The cost is double that of iron, and when no longer useful as a rail the material is of little use for other purposes. It is wholly wasted. Steel rails are sometimes brittle, and in countries where the temperature runs low in winter they are quite as liable to break as iron.

Then what is to be done for rails? If what has already been invented will not present sufficient advantages to enable it to supercede the rails in present use, then ingenuity must be further taxed and continue to be taxed till it does yield what is demanded. We are persuaded that a rail has been invented that will meet the want in most or all respects. It is the Duplex Steel and Iron Rail, invented by our townsman, J. L. Booth. Mr. B. has an establishment for the production of this rail at Brighton village, three miles east of the city and at the junction of the two branches of the Central Railroad leading eastward. Here, at an expense of $15,000 or more, a building has been erected and supplied with the requisite machinery for compounding and finishing this rail. Curiosity led us recently to visit this establishment, and the undertaking was amply repaid by what was exhibited.

Mr. Booth's rail is nearly in the form of a common T rail. The bottom, upright standard and a small head is made of iron; over this head is laid a cap or tread-piece of steel, which forms the face of the rail, and is held in its place by clenching the head under on either side. These steel caps are rolled into place when the iron rail is cold, and are as firm as though the rail was one solid piece instead of two. If the caps are laid loosely upon the rail, experiment has demonstrated that the tread of the car wheels will in a short time make them tight. The iron rails and the steel caps are brought here from the factories and put together at the Brighton establishment, and the rail is finished ready for use. The bars are put into acid and the scale removed before they are put together. The ends are then ground and made true, thus producing a finished rail.

But in rails as most all else, theory is of little use without practice. This rail appears to be what is wanted, but will it stand the test of use? Some eighteen months since a couple of these rails were laid in the Central track near State street, where they would be subjected to much use. They are to-day apparently as perfect as when first laid, while the opposite rails of iron have been four times renewed. A similar experiment was made on the Lake Shore track at Buffalo with similar results. The caps of these rails are not laminated, and the ends are not flattened or depressed. Such results, with such tests, would seem to settle the question as to the value of this rail.

The economy of this rail is found in its long endurance. That it will wear five or ten times as long as the iron rail is already proven, but to determine how long it will last is impossible till years have passed away in making the test. Assuming that these steel caps may wear out at some day however distant, the iron part of the rail, the body, will be sound and fit for a new cap of steel, or if abandoned for rails it may be remolded under the hammer and rollers, into other forms while a steel rail cannot.

The cost of this rail is about fifty per cent. above that of iron, while all steel rails cost about one hundred per cent. above iron.

Viewed from the point of safety to the public, this rail must commend itself, for it is not likely that from frost or other cause, the iron body and steel cap would break at the same time or at the same place. If either broke, the other would sustain the car and keep the track in place.

Mr. Booth is turning out a quantity of these rails to fill a contract with the Central Railroad Company made last year before he had erected his works, but after the experiments made by that company had justified them in the opinion that it would be the best rail yet invented. Some of the most prominent railroad companies in the United States have signified a desire to introduce this new rail, and the facilities for making it will doubtless be largely increased, as they may be in a short time.—*Rochester Union.*

Chesapeake and Ohio Railroad.

At a meeting of the Commissioners of the States of Virginia and West Virginia at Green Briar Springs, West Virginia, on the 29th ult., a contract was concluded with the Virginia Central Railroad Company, by which that company, in consideration of a free gift of the State works on the Covington and Ohio line, agreed to complete the line of the Railroad from its present terminus at Covington to the Ohio River, making a total distance of 429 miles, with a branch line to Point Pleasant, 40 miles. The title of the Virginia Central Railroad Company by the Merger has been changed to the Chesapeake and Ohio Railroad Company. Operations will be commenced immediately, and the road will be completed in three years.

This is one of the most important railway enterprises on the American Continent, inasmuch as the line occupies the only remaining eligible pass across the Alleghany Mountains. The Baltimore and Ohio Company and the Pennsylvania Company control all the other passes. The Chesapeake and Ohio line is the shortest route from Chicago, St. Louis and Cincinnati to the Atlantic seaboard, and owing to its lighter gradients and longer curvatures has greater advantages for speed and economy of traffic than any line south of the New York Central, and it has advantages over that line, for the reason that the moderate climate of Virginia renders the working expenses and maintenance of way much less.

Exeter (N. H.) Railway.

A meeting of the corporators of the Exeter Railway was held at Exeter, N. H., on the 15th ult., at which the act of incorporation was accepted, and the following board of directors chosen: J. H. Butler of Nottingham, Stephen Kendrick of Franklin, Thomas J. Clark, of Salisbury, Albert Currier of Newburyport, W. A. Currier, N. G. Gilman and Nathaniel Gordon of Exeter. The route as projected will connect Amesbury and Salisbury with Exeter, and extend thence to some point, not

yet designated, on the Concord and Portsmouth Railroad. The distance will be about twelve or fourteen miles, and the cost two hundred thousand dollars.

Georgia Railroad and Banking Co.

The receipts from operations of this road for the fiscal years ending March 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$429,024 92	$288,365 28
" freight	676,509 31	694,321 38
" mail	30,607 72	21,037 00
	$1,136,141 95	$1,003,723 66
Expenses, viz:		
Conducting transp	$142,524 79	$129,228 87
Motive power	249,265 21	203,841 44
Maintenance of way	163,605 92	132,509 69
Maintenance of cars	67,677 34	46,254 28
	$623,073 26	$511,834 28
Net earnings	$513,068 69	$491,889 38

It will be seen that while the gross receipts have fallen off $132,418 29 as compared with the previous year, there has been a saving in operating expenses of $111,238 98, resulting in a reduction of net earnings of only $21,179 31. The operating expenses are about 51 per cent. of the gross earnings. The net earnings about 49 per cent., or 11 per cent. on the capital stock and bonded debt of the company.

The following payments have been made on account of new rolling stock, bridges, buildings, track, &c., in the restoration of the company's property—damages growing out of the late war, and Government tax:

Renewing locomotives	$59,914 31
New cars, and re-building cars	74,668 61
New round House at Atlanta	37,084 48
New tools for machine shops	17,471 48
New engines for water stations	3,450 00
New railroad iron, chairs and spikes	50,000 00
Timber	12,000 00
Labor and incidentals—laying new track	9,610 00
Expense of extra ditching	7,060 00
New bridges—balance	8,780 22
Government tax	16,486 15
Payment on damages caused during war	10,552 96
	$307,078 21

During the past year, we have laid down 12½ miles of *new iron* on the main line, and 2¾ miles on the Athens Branch—making in all 35 miles of *new iron* laid down since the close of the war. The track, while safe, is yet rough in many places, from the worn condition of old iron still in the track, which will be replaced with new iron as rapidly as can be done with due regard to necessary economy. If arrangements for re-rolling iron at Atlanta are promptly met, it will, to some extent, reduce the cost of renewing track in future. We have also arranged, with an expert, for the repairing of rails, (which has given eminent satisfaction on other roads where tried,) and hope soon to have the work under way on your road, which I doubt not will prove to be economy in the maintenance of track.

The bridges on main line are all in first class condition, as are the depots, except at some unimportant points, were we are still using temporary houses. During the past year, we have built a very substantial and useful round house at Atlanta, at a cost of about $40,000, which will answer all demands, from both the Georgia Railroad and the Atlanta and West Point Railroad, in which your road has so large an interest.

A larger and more convenient freight house is needed at Atlanta. Some of the trestle bridges on the branches will require extraordinary repairs during the next year.

During the year nine engines have been put in first class order, requiring, in most instances, almost entire rebuilding. Two have been thoroughly repaired, besides heavy ordinary repairs to other engines. Two freight locomotives had been ordered from the Rogers Locomotive and Machine Works, upon the most favorable terms, to be delivered in August, which are the first engines ordered by the company in the last eight years. Several of the old cars on hand at the close of the war have been rebuilt, besides which there have been turned out at the company's shops during the year 59 box cars, 1 first class passenger car, 2 baggage cars, and 3 second class passenger cars rebuilt.

The company have 43 engines, 23 passenger, 10 baggage, 269 box, 14 cab, 27 stock, 105 platform, 12 coal and 15 shanty cars. Miles run by engines, 657,607. Miles of road in use, 231. Bales of cotton transported, 112,708. Bushels of grain, 665,662. Barrels of flour, 14,059.

Since the close of the war, about 2½ years, beside the dividends paid to stockholders, about $700,000 of the circulation of the Bank have been redeemed, and $656,173 18 paid on account of reconstruction, or restoration of property, and taxes, all out of the net earnings of the road.

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company, on the 31st of March, 1868:

The road and its outfit		$4,156,000 00
Real estate		134,858 66
Banking house and lot		35,000 00
Road expenses		873,003 19
Incidental expenses and salaries		9,658 29
Interest on bonds		28,278 44
Tax on dividend No. 48		6,738 37
Materials on hand for road		84,547 68
Stock of other companies		1,081,989 97
Bonds of other companies		66,400 00
Discounted notes		3,023 11
Assessment on stock		262 50
National Bank of the Republic, New York		135 80
Bills receivable		26,654 44
Notes of Banks in Georgia & South Carolina		211,817 00
Cash—National currency	$67,284 85	
Specie	2,743 77	
		70,028 12
		$6,788,395 07
Capital stock		$4,156,000 00
Profit and loss	$963,188 35	
Income from railroad	989,071 90	
Transp. of the mails	10,518 50	
Interest account	12,530 07	
Dividends on stocks	71,361 18	
Rent account	1,537 75	
		2,048,207 75
Bonds of this company		389,500 00
Dividends unpaid		46,838 84
Due to other corporations & agents		12,438 11
Deposits		3,689 26
Income tax due United States		2,244 99
Circulation		129,476 12
		$6,788,395 07

President.—JOHN P. KING.

Directors.—E. E. Jones, B. H. Warren, John Bones, N. L. Hutchins, Edward R. Ware, Samuel Barnett, Antoine Poullain, James W. Davies, Richard Peters, Stevens Thomas, James S. Hamilton, Geo. T. Jackson, M. P. Stovall, Thos. J. Burney.

Superintendent.—E. W. COLE.

Treasurer.—J. MILLIGAN.

Chicago, Rock Island and Pacific Railroad.

The gross receipts of this company for the fiscal year ending March 31, 1868, were as follows:

From passengers		$1,181,563 67
" freight		2,934,504 15
" mails		36,743 15
" express		128,701 11
" rents, etc.		64,520 63
" interest on loans, etc		105,941 58
		$4,451,974 29
Expenditures:		
Repairs of road	$347,462 97	
Cost of iron for repairs	227,901 77	
Repairs of engines	204,625 40	
Repairs of cars	194,985 45	
Tools and machinery	12,974 58	
Repairs of bridges	44,325 73	
Repairs of buildings	29,330 70	
Repairs of fences	20,935 45	
Fuel account	251,854 80	
Handling freight, etc	157,518 14	
Loss and damage	89,178 55	
Oil and waste	27,975 10	
Train hands	257,381 18	
Station expenses	37,948 58	
Stationery	19,162 84	
Salaries of agents, etc	113,103 94	
Contingent account	32,761 08	
Car service account	1,266 11	
		2,020,192 07
Earnings less operating expenses		$2,431,782 22
Legal expenses	$23,593 95	
Taxes on real estate	107,929 89	
U. S. Government tax	32,110 54	
		163,634 38
Net earnings		$2,268,147 84
Rent of Peoria and Bureau Valley Railroad	$125,000 00	
Interest on bonds	576,240 00	
Dividends, April and October, 1867, 5 per cent. each and U. S. Tax	957,821 10	
		1,659,061 10
Surplus		$609,086 74
Of which there has been expended in construction repairs		82,174 69
Leaving a balance of		$526,912 05
Add balance April 1, 1867		624,753 12
Total, as in Balance Sheet		$1,151,665 17

There has been expended during the year on account of construction and equipment, the following:

Land and land damages	$68,022 45
Equipment	250,242 08
Engineering & contingent construction	34,881 99
Grading	660,420 96
Superstruction and bridging	475,739 45
Fencing	9,960 08
Station buildings, etc	57,335 75
New shops, Chicago	251,615 22
New passenger depot, Chicago	58,040 15
Construction repairs	82,174 69
	$1,943,422 82

The leading items of expenditure for renewal of track, during the year, have been:

156,931 ties	$80,932 29
1,355 19/20 tons new iron rails	129,516 75
1,878 1463/2240 tons re-rolled rails	71,808 59
22,020 lbs. wrought chairs	1,343 25
191,200 " railroad spikes	11,461 74
224,537 " fish bars	11,444 22
66,786 " fish bolts	5,202 76
	$311,709 60

The number of miles relaid during the year was

35, viz.: with new iron, 14½ miles; re-rolled iron, 20 miles; steel, 56-100 mile. The number of rails repaired at the company's shops was 23,508, costing $19,359 40—an average for each rail repaired of 85.32c. The report says:

Since the last report made to you, your railroad has been extended to Des Moines (the capital of the State of Iowa,) opened for business Sept. 9th, 1867, and has been successfully operated with satisfactory results. Contracts have been made for the grading and bridging of the line from Des Moines to the Missouri river, to connect with the Union Pacific Railroad, and the whole work is rapidly progressing.* The road is being constructed in the very best manner, and the work will be hastened to completion with as much rapidity as is consistent with with proper economy in its construction. It is believed that the road from the Missouri river to the Pacific ocean will be completed during the next year, that a bridge will be built over the Missouri river to connect your road with the Union Pacific, thus making an unbroken line of railroad from the Atlantic to the Pacific. It may be confidently asserted, that with the road completed, you will have, in proportion to its cost, one of the best railroad properties in the West.

The equipment upon the road has been increased during the past year, and it is designed to continue to add to it by construction and purchase as the increasing business of the road may require.

Thirty acres of land, situated about four and a half miles south of passenger depot, in Chicago, and adjoining the track, was purchased; the erection of shops began in the month of June. $251,615 22 have been expended towards their completion. The principal buildings will consist of machine shop, 336 feet long by 112 feet wide; blacksmith and boiler shop, 344 feet long by 80 feet wide; car shop, 253 feet long by 80 feet wide, and a wing 200 feet by 80 feet; round house, total diameter, 278 feet, with stalls for forty engines. Tools and machinery have been contracted for, and it is anticipated to occupy the shops this fall.

On the 17th of March a tornado passed over the new shops at Chicago unroofing a large portion of the machine shop, and destroying about 300 feet of main wall, demolishing the blacksmith and boiler shop. It will cost about $40,000 to repair this damage.

The company have 95 engines, of which 58 are coal burners and 37 wood burners. Three new engines have been purchased during the year, twelve have been changed from wood to coal burners, one has been re-built, new entire, with copper fire-box, eleven have been thoroughly repaired, adding new boilers, seventeen have had general repairs. Of the whole number, fifty-seven now have steel tires, nine have had new steel driving axles, and six, new driving wheels. The general condition of the engines has been fully kept up.

The company own 48 passenger coaches, 22 baggage, mail and express, 210 stock, 1,305 box, 491 flat, 1 pay and 3 drovers' cars. There has been purchased of this number, 50 box cars, and built at the company's shops, 2 new coaches, 7 re-built, 146 new box cars added, and 36 new to fill old numbers, 8 new stock cars added, and 7 new to fill old numbers, 23 new flat cars added, and 19 new to fill old numbers.

The number of miles run by locomotives with passenger trains was 575,213; with freight trains, 1,150,489; with wood and gravel trains, 171,235—total, 1,896,937, at an average cost per mile run for enginemen, firemen and wipers, oil, waste, fuel and repairs, of 32.64c.

The whole amount of freight transported during the year was 1,308,870,362 lbs., an increase over the previous year of 111,043,204 lbs. Number of loaded cars going east; 39,359; do., west 35,746—total, 75,105. Average tonnage to each car, 8.1427. Freight carried one mile, 87,522,492 tons. Average earnings per ton per mile 3.35c.

The number of passengers transported during the year was 560,304, of which 555,431 were first class, and 4,873 second class; of these 52,833 were through, and 507,471 way; 271,253 going east, and 289,051 west. Passengers carried one mile, 28,175,470. Average rate per mile for transporting passengers, 4.192c.

The number of lbs. freight transported over the Mississippi bridge during the year was 434,498,870—an increase over the previous year of 10,199,570. The number of loaded cars passing for the same time was 24,361. Number of foot passengers, 74,670. Number of boats, barges and rafts passing the draw, 2,096. New work charged to construction repairs, $82,174 69.

BALANCE SHEET.

United States Gov't Tax, (due January 1, 1867,)	$15,402 50
Railroad bridge Co	100,000 00
City of Davenport bonds	11,184 79
City of Peru bonds	8 04
Interest on Chicago and Rock Island bonds	6,300 00
Chicago, Rock Island and Pacific R. R. Co. of Iowa	590,852 75
Profit and loss account	1,151,665 17
Capital stock account	13,999,500 00
Chicago and R. I. R. R. Co. fractional stock cert.	500 00
Chicago & Rock Island mort. bonds	1,397,000 00
" " income b'ds	42,000 00
Mortgage sinking fund bonds	6,833,000 00
Fractional agreements	1,336 62
F. H. Tows, trustee for 1st division and Os. division M. & M. R.R. Co.	6,611 82
Int. mortgage sinking fund bonds.	5,419 80
	$24,160,781 49
Corn Ex. bank coupon, Chicago and R. I. R. R. Co.	$6,300 00
Corn Ex. bank	1,749,065 16
Treasurer C., R. I. & Pac. R.R. Co., trustee for guaranteed bonds	74,800 26
W. G. Purdy, Cashier	578,675 84
Stanton, Elliott and Wilson, committee	1,086 59
Bills receivable	2,721,370 00
Bond account, special res'n June 7, 1867	255,568 50
Trustee land grant division M. & M. R. R. Co	17,066 87
Chicago, R. I. & Pac. R. R. Co. coupon account	5,419 80
The Union National Bank of Chicago	1,500,000 00
Cost of road and equipment	17,251,433 47
	$24,160,781 49

President & Gen'l Sup't.—JOHN F. TRACY.

Directors.—Francis H. Tows, David Dows, William H. Appleton, Wilson G. Hunt, David Crawford, Jr., Rob't A. Forsyth, Oliver Charlick, John F. Tracy, W. F. Coolbaugh, N. B. Curtis, Ebenezer Cook, George L. Davenport, B. F. Allen.

Treasurer.—W. F. COOLBAUGH.

Secretary.—EBENEZER COOK.

Ass't Secretary.—FRANCIS H. TOWS.

Ass't Gen'l Superintendent.—P. A. HALL.

* At the present time (Aug. 1), the track is laid about 30 miles from Des Moines, and the grading and bridging completed to Middle river, about 22 miles further, to which point the track is expected to be completed by the 15th.

Georgetown and Leesburg Railroad.

The committee of the corporation of Georgetown have submitted to the directors of the Alexandria, Loudoun and Hampshire Railroad Company the following propositions, with the view of effecting an arrangement for the construction of a branch road from Leesburg to Georgetown:

We will make a connection with the Loudoun and Hampshire Railroad by the way of the Pimmit Run, and will for that purpose raise the sum of $300,000. We will subscribe to the common stock of the Loudoun and Hampshire Railroad the amount required: Provided, That the branch so built shall never carry freight or passengers to any point beyond Georgetown at any less pro rata tariff than to Georgetown. That the road shall not be extended beyond Georgetown, or connection made beyond that town, without the consent of the city. Freights to be as favorable to Georgetown as to Alexandria.

These propositions having been considered by the directors of the railroad company, a resolution was adopted agreeing that surveys and estimates of cost shall be made, jointly, by two engineers, (one to be appointed by the board and the other by the corporate authorities of Georgetown,) of the most advantageous route for a branch of the road to Georgetown; such route to be so located as to be as nearly as practicable equally beneficial to Alexandria and Georgetown; the expenses of such surveys to be equally defrayed by Georgetown and the company; and that the board adhere to their resolution of the 21st of November, 1867, in relation to equal charges upon persons and things carried to Georgetown and Alexandria from the point of divergence.

St. Louis, Vandalia and Terre Haute R. R.

Contracts have recently been ratified for the perpetual lease of the St. Louis, Vandalia and Terre Haute road, now under construction and to be completed in 1869 to the Terre Haute and Indianapolis; the Columbus, Chicago and Indiana Central; the Pittsburg, Cincinnati and St. Louis (known as the Pan-Handle route,) and the Pennsylvania Central. The through traffic is to be managed under a distinct organization over all these roads, and forming one unbroken line between St. Louis and Philadelphia (998 miles,) and New York, 1,074 miles.

Contracts have also been ratified for the perpetual lease of the new line now being built from Indianapolis to Vincennes and Cairo (known as Burnside's road) to the Indianapolis, Cincinnati and La Fayette, the Columbus, Chicago and Indiana Central, the Pittsburg, Cincinnati and St. Louis, and the Pennsylvania Central.

These contracts will probably secure to the roads in interest, taken in connection with the new line from Columbus to Chicago, a more complete and perfect system of through routes between the Atlantic cities and the West than is now possessed by any other of the great trunk lines.

☞ At a meeting of the friends of the Peachbottom Railroad, recently held at Peachbottom, York Co., Pa., it was decided to defer the opening of subscription books until the two different routes had been surveyed. It is the intention to have each route surveyed as soon as possible, the cost of each estimated, and reports published, so that a proper decision relative to the best route, can be arrived at.

yet designated, on the Concord and Portsmouth Railroad. The distance will be about twelve or fourteen miles, and the cost two hundred thousand dollars.

Georgia Railroad and Banking Co.

The receipts from operations of this road for the fiscal years ending March 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$429,024 92	$288,365 28
" freight	676,509 31	694,321 38
" mail	30,607 72	21,037 00
	$1,136,141 95	$1,003,723 66
Expenses, viz:		
Conducting transp	$142,524 79	$129,228 87
Motive power	249,265 21	203,841 44
Maintenance of way	163,606 92	132,509 69
Maintenance of cars	67,677 34	46,254 28
	$623,073 26	$511,834 28
Net earnings	$513,068 69	$491,889 38

It will be seen that while the gross receipts have fallen off $132,418 29 as compared with the previous year, there has been a saving in operating expenses of $111,238 98, resulting in a reduction of net earnings of only $21,179 31. The operating expenses are about 51 per cent. of the gross earnings. The net earnings about 49 per cent., or 11 per cent. on the capital stock and bonded debt of the company.

The following payments have been made on account of new rolling stock, bridges, buildings, track, &c., in the restoration of the company's property—damages growing out of the late war, and Government tax:

Renewing locomotives	$59,914 31
New cars, and re-building cars	74,668 61
New round House at Atlanta	37,084 48
New tools for machine shops	17,471 48
New engines for water stations	3,450 00
New railroad iron, chairs and spikes.	50,000 00
Timber	12,000 00
Labor and incidentals—laying new track	9,610 00
Expense of extra ditching	7,060 00
New bridges—balance	8,780 22
Government tax	16,486 15
Payment on damages caused during war	10,552 96
	$307,078 21

During the past year, we have laid down 12½ miles of *new iron* on the main line, and 2¾ miles on the Athens Branch—making in all 35 miles of *new iron* laid down since the close of the war. The track, while safe, is yet rough in many places, from the worn condition of old iron still in the track, which will be replaced with new iron as rapidly as can be done with due regard to necessary economy. If arrangements for re-rolling iron at Atlanta are promptly met, it will, to some extent, reduce the cost of renewing track in future. We have also arranged, with an expert, for the repairing of rails, (which has given eminent satisfaction on other roads where tried,) and hope soon to have the work under way on your road, which I doubt not will prove to be economy in the maintenance of track.

The bridges on main line are all in first class condition, as are the depots, except at some unimportant points, were we are still using temporary houses. During the past year, we have built a very substantial and useful round house at Atlanta, at a cost of about $40,000, which will answer all demands, from both the Georgia Railroad and the Atlanta and West Point Railroad, in which your road has so large an interest.

A larger and more convenient freight house is needed at Atlanta. Some of the trestle bridges on the branches will require extraordinary repairs during the next year.

During the year nine engines have been put in first class order, requiring, in most instances, almost entire rebuilding. Two have been thoroughly repaired, besides heavy ordinary repairs to other engines. Two freight locomotives had been ordered from the Rogers Locomotive and Machine Works, upon the most favorable terms, to be delivered in August, which are the first engines ordered by the company in the last eight years. Several of the old cars on hand at the close of the war have been rebuilt, besides which there have been turned out at the company's shops during the year 59 box cars, 1 first class passenger car, 2 baggage cars, and 3 second class passenger cars rebuilt.

The company have 43 engines, 23 passenger, 10 baggage, 269 box, 14 cab, 27 stock, 105 platform, 12 coal and 15 shanty cars. Miles run by engines, 657,607. Miles of road in use, 231. Bales of cotton transported, 112,708. Bushels of grain, 665,662. Barrels of flour, 14,059.

Since the close of the war, about 2½ years, beside the dividends paid to stockholders, about $700,000 of the circulation of the Bank have been redeemed, and $656,173 18 paid on account of reconstruction, or restoration of property, and taxes, all out of the net earnings of the road.

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company, on the 31st of March, 1868:

The road and its outfit		$4,156,000 00
Real estate		134,858 66
Banking house and lot		35,000 00
Road expenses		873,003 19
Incidental expenses and salaries		9,658 29
Interest on bonds		28,278 44
Tax on dividend No. 48		6,738 37
Materials on hand for road		84,547 68
Stock of other companies		1,081,989 97
Bonds of other companies		66,400 00
Discounted notes		3,023 11
Assessment on stock		262 50
National Bank of the Republic, New York		135 30
Bills receivable		26,654 44
Notes of Banks in Georgia & South Carolina		211,817 00
Cash—National currency	$67,284 35	
Specie	2,743 77	
		70,028 12
		$6,788,395 07
Capital stock		$4,156,000 00
Profit and loss	$963,188 35	
Income from railroad	989,071 90	
Transp. of the mails	10,518 50	
Interest account	12,530 07	
Dividends on stocks	71,861 18	
Rent account	1,537 75	
		2,048,207 75
Bonds of this company		389,500 00
Dividends unpaid		46,838 84
Due to other corporations & agents		12,438 11
Deposits		3,689 26
Income tax due United States		2,244 99
Circulation		129,476 12
		$6,788,395 07

President.—JOHN P. KING.

Directors.—E. E. Jones, B. H. Warren, John Bones, N. L. Hutchins, Edward R. Ware, Samuel Barnett, Antoine Poullain, James W. Davies, Richard Peters, Stevens Thomas, James S. Hamilton, Geo. T. Jackson, M. P. Stovall, Thos. J. Burney.

Superintendent.—E. W. COLE.

Treasurer.—J. MILLIGAN.

Chicago, Rock Island and Pacific Railroad.

The gross receipts of this company for the fiscal year ending March 31, 1868, were as follows:

From passengers		$1,181,563 67
" freight		2,934,504 15
" mails		36,743 15
" express		128,701 11
" rents, etc.		64,520 63
" interest on loans, etc		105,941 58
		$4,451,974 29
Expenditures:		
Repairs of road	$347,462 97	
Cost of iron for repairs	227,901 77	
Repairs of engines	204,625 40	
Repairs of cars	194,985 45	
Tools and machinery	12,974 58	
Repairs of bridges	44,325 73	
Repairs of buildings	29,380 70	
Repairs of fences	20,935 45	
Fuel account	251,354 80	
Handling freight, etc	157,518 14	
Loss and damage	39,178 55	
Oil and waste	27,975 10	
Train hands	257,381 18	
Station expenses	37,948 58	
Stationery	19,162 84	
Salaries of agents, etc	113,103 94	
Contingent account	32,761 08	
Car service account	1,266 11	
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Earnings less operating expenses		$2,431,782 22
Legal expenses	$23,593 95	
Taxes on real estate	107,929 89	
U. S. Government tax	32,110 54	
		163,634 38
Net earnings		$2,268,147 84
Rent of Peoria and Bureau Valley Railroad	$125,000 00	
Interest on bonds	576,240 00	
Dividends, April and October, 1867, 5 per cent. each and U. S. Tax	957,821 10	
		1,659,061 10
Surplus		$609,086 74
Of which there has been expended in construction repairs		82,174 69
Leaving a balance of		$526,912 05
Add balance April 1, 1867		624,753 12
Total, as in Balance Sheet		$1,151,665 17

There has been expended during the year on account of construction and equipment, the following:

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Equipment	250,242 08
Engineering & contingent construction	34,881 99
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Construction repairs	82,174 69
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The leading items of expenditure for renewal of track, during the year, have been:

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Thirty acres of land, situated about four and a half miles south of passenger depot, in Chicago, and adjoining the track, was purchased; the erection of shops began in the month of June. $251,615 22 have been expended towards their completion. The principal buildings will consist of machine shop, 336 feet long by 112 feet wide; blacksmith and boiler shop, 344 feet long by 80 feet wide; car shop, 253 feet long by 80 feet wide, and a wing 200 feet by 80 feet; round house, total diameter, 278 feet, with stalls for forty engines. Tools and machinery have been contracted for, and it is anticipated to occupy the shops this fall.

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Treasurer.—W. F. COOLBAUGH.

Secretary.—EBENEZER COOK.

Ass't Secretary.—FRANCIS H. TOWS.

Ass't Gen'l Superintendent.—P. A. HALL.

Georgetown and Leesburg Railroad.

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NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	114
" " " coupon		6	" "	1881	114½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	284,246,300	6	Jan. & July.	1881	114
" " " coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) registered	1,583,106,100	6	May & Nov.	1882	108½
" " " (5-20s) coupon		6	" "	1882	113
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	108½
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108
" " " (5-20s) coupon		6	" "	1885	111½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	109
" " " (5-20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	109
" " " (5-20s) coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. & Sept.	1904	104½
" " " (10-40s) coupon		5	" "	1904	105½
Pacific R. R. Bonds (currency)	32,210,000	6	Jan. & July.	'95-'97	100½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	17,843,175	---	presentation.	------	----
Gold Certificates of Deposit	22,414,000	---	presentation.	------	----
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,078	---	------	------	----
Three per cent. certificates	50,000 000	---	------	------	----
Fractional currency	31,867,818	---	------	------	----
Navy Pension Fund	13,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	90
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " " "	4 357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " " "	3,829,936	5	" "	1866	94
" — " " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " " "	415,000	6	May & Nov.	1870	----
" — " " " "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	696,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,963	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	802,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100½
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	I. A. J. & O.	1890	98½
" — " " (B. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currency.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	2,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	2,259,816	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2 000,000	6		1870	100
" — " " (Balt. & Susq. R.R.)	1,000,000	6	"	1870	100
" — " " (Bounty)	501,000	6	"	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,888	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'71	130
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	127
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	883,000	5	" "	1883	112½
" —Bounty Fund Loan	200,000	5	" "	1893	116½
" — " " " sterling	4,379,500	5	May & Nov.	1894	116½
" —Union Fund Loan	3,998,000	5	" "	1894	----
" — " " " (stg.)	860,000	5	Jan. & July.	'71-'73	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	92½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	93½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'86-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1864	1,194,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	600,500	6	April & Oct.	'67-'74	100½
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'62	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,159,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1873	101
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 697	5	Jan. & July.	pleas.	191
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	----
" — " " "	800,000	5	" "	1878	91
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	----
North Carolina—State Bonds	366,000	6	Various.	'69-'78	93
" — " " "	8,334,000	6	Jan. & July.	'81-'90	65
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	72½
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,800,000	6	" "	1875	100
" — " " "	4,095,300	6	" "	1881	101
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	102
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	----
" — " " registered	5,083,052	5	"	'68-'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct	1870	100½
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	120,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	----
" — " " 2d series	7,909,520	6	" "	1882	104½
" — " " 3d series	9,270,017	6	" "	1892	106½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	105
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	102½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100½
" — " " " 1863	264,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,896	5	J. A. J. & O.	'68-'70	100½
" —State Bonds (various)	3,276,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " " "	239,187	5½	" "	Var.	----
" — " " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	64½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	6	" "	long.	----
" — " " "	21,859,398	6	" "	long.	----
" — " " coupon	10,900,000	6	" "	long.	----
" — " (new) registered	1,379,500	6	"	1876	----
" — " (") coupon	489,300	6	"	1886	63
" — " " (") "	39,600	6	"	1890	----
Wisconsin—State Bond	405,100	6	Jan. & July.	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,628	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,525,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	633 150	599,670	474 056	389,573	5,696,110
1867	377,852	380,190	489,555	407.018	485.102	583,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	341,266	———	———	———	———	———	———
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,000	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,490	322,278	355,270	335,985	409,251	401,280	357 906	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	269,249	329,851	371,544	321,597	387.299	322,638	360,223	323,080	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,762	359,102	330 169	3,892,861
1868	259,539	296,496	261,590	270,386	335,510	373,461	405,616	———	———	———	———	———	———
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,958,267
1864	158,735	175,482	243,160	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	224,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	278,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	566,403	553,200	415,400	251,600	4,153,312
1868	383,600	281,900	262,800	288,700	308,891	366,200	329,800	———	———	———	———	———	———
Chicago and Northwestern:													
1863	———	———	———	———	———	366,100	281,334	296,169	473,186	551,122	435,945	407 668	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480.710	519,306	669,605	729,759	716 378	563,400	6,111,566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,652	754,671	54 7,812	7,976,490
1866	523,566	399,017	523,745	537,519	658,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,367	800,325	1 038,824	1,451,284	1,508,883	1,210,387	918,065	11,582,248
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,544	1,091,486	1,265,831	———	———	———	———	———
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	58,999	53,683	69,018	77,113	81,676	80,887	61,955	735,605
Erie:													
1863	848,695	839,949	956,445	948,059	848,788	770,148	781,243	687,092	816,801	985,294	1,024,649	1,036,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,412
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,713	1,421,891	1,041,646	14,139,300
1868	1,031,320	———	———	———	———	———	———	———	———	———	———	———	———
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571.028
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,957	518,068	7,181,208
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,626	576,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	467,754	496 666	543,019	509,156	———	———	———	———	———	———
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,243	107,525	104,603	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	61,181	96,288	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,893	1,286,971
1868	92,433	81,539	98,482	108,461	95,416	96,924	108,413	———	———	———	———	———	———
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	368,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,825 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	396,372	409,248	357,749	397,958	313,130	434,318	488,388	530,871	429,795	380,054	4,663,908
1868	362,021	338,335	381,497	456,983	400,486	363,550	301,495	———	———	———	———	———	———
Michigan Central:													
1863	242,073	245,858	226,432	238,495	256,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,665
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,694	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	395,993	464,778	506,296	412,934	330,372	4,371,073
1868	343,816	304,315	326,580	416,758	389,236	325,501	321,013	———	———	———	———	———	———
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,401,771	775,816	438,323	5,983,606
1868	368,487	350,884	333,281	495,829	565,718	458,094	423,247	———	———	———	———	———	———
New York Central:													
1862	749,163	631,966	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,093,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,816	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,197,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,854	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,255,911	1,480,929	1,530,518	1,211,106	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,781	934,536	1,101,093	1,388,915	1,732,673	———	———	———	———
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,444	224,963	223,242	268,177	302,596	332,400	273,008	246,243	275,950	3,211,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,349	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,428	281,643	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	342,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,466	———	———	———	———	———	———
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	406,557	454,826	4,068,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,565,510
1865	653,053	608,305	116,215	923,288	416,341	566,979	967,194	1,123,205	1,361,579	1,419,232	1,196,955	702,686	10,033,028
1866	738,061	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,386	833,742	887,796	874,974	456,980	10,637,124
1867	500,488	534,561	703,618	836,603	906,368	903,974	864,637	693,104	873,153	956,658	857,351	———	———
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	307,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,566	914,082	7,120,466
1865	690,144	678,504	857,582	733,866	637,186	646 996	654,523	712,495	795,988	858,501	712,363	680,964	8,499 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	562,378	648,201	654 926	757,441	679,726	556.222	7,467,217
1867	542,416	525,497	627,960	590,557	686,484	507,451	537,381	606,218	669,067	784,800	690,598	573,727	7,242,126
1868	492,694	502,753	684,190	774,103	611,914	601,246	571,824	———	———	———	———	———	———
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,986	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,763	222,786	207.301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	272,953	198,884	244,854	212,127	177,364	2,360,142
1867	149,658	149,342	174,153	188,162	171,736	156,086	172,933	220,788	219,160	230,240	205,095	180 971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	———	———	———	———	———	———	———
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132.111	134,272	152,585	106,554	116,379	170,595	151,052	134,563	111,339	1,489,796
1864	79,735	95,843	132,896	123,987	127,010	156,538	139,626	244,114	241,840	221,570	220,209	205,154	2,050,521
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,709	374,024	377,981	375,534	361,910	347,052	2,924,543
1866	228,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,055	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	282,996	406,766	361,750	332,480	3,909,353
1868	278,712	266,798	263,259	292,285	260,529	298,344	283,833	———	———	———	———	———	———
Western Union:													
1865	43,716	37,265	32,378	33,072	63,862	82,147	68,189	59,962	75,677	92,715	61,770	37,580	669,283
1866	45,102	36,006	39,301	43,332	86,918	92,918	85,276	66,998	84,462	100,313	75,243	54,466	814,035
1867	39,078	27,667	36,392	40,710	57 852	60,556	58,262	73,525	126,496	120 268	79,431	54,719	774 987
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	———	———	———	———	———	———

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,075,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,282,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	6,545,225		
Atlantic & Gt. Western .. 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,360,090	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000		Jan. '68 3
Bay de Noquet & Marq...100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jul.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,400		
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,000	J. & D.	Jun. '68 4
Boston and Maine.....100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,600,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*..100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 50	721,926	J. & J.	Jul.'68 3½
Catawissa, ... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna..* 50	589,110		Jul.'68 4½
Central of Georgia..... 100	4,666,900	J & J.	Jul. '68 7
Central of New Jersey...100	13,768,000	J.A J&O	Apl.'68 2½
Central Ohio..... 100	400,000	J. & D.	Jun.'68 3
Do. pref.....		J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S. Carolina...100	1,201,000		
Chemung*..... 100	380,000		July '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '68 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	13,180,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton 100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger...		J'n & J'ly	Jan.'68 2
" Street		J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M.'68, 1½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J AJ &O	July '68 2
Cleveland and Toledo* 50	4,841,600	J & J.	Jul.'68 3½
Col. & Indianapolis Cen....100	4,000,000	J.A.J&O.	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4½
Concord 10	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware*..... 50	466,132	J. & J.	Jul. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351		Jul.'68 3½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	664,600		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	16,470,100	F. & A.	Feb.'68 4
Do. pref.....100	8,535,700	Annual	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly		M & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Phila.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,243	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite..... 100		J. & J.	Jan. '68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	July '68 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River..... 100	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top .. 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central..... 100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.... 100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J.A J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....			Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J A J&O	Jul.'68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort 100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4½
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'68 4
Louisv., N. Alb. & Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000		Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central..... 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,185	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,035,340	August.	Aug. '68 4
" " guaranteed.100	586,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	868,200	F. & A.	Aug.'67 8
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3,627,000	J. & J	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,200		
Montgomery & W. Point..100	1,444,104	J & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July '68 6
Nashua and Lowell..... 100	600,000	M. & N	May '68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck..... 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey..... 100	5,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,756,281	J. & J.	Jul. '67 3
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh...100	3,06-,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester 100	2,368,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607,197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4.848,300	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3,581,000		
Panama..... 100	7,000,000	J.A J&O.	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,089,450		Jan.'68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,-00	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*..... 100	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby.. 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec...100	572,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,285,500	J. & J.	July'68 5
Rutland preferred..... 100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	655,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275		
South Shore 100	259,685		Jul.'68 3
South Western, Georgia....100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi..... 100	1,000,000		
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	600,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....	534,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central..... 100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	5,452,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon..... 100	1,340,213		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 2½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania.....	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'65 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....		J & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000		Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000		Sep.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'69-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	602,000	6	Jan. & July.	"	1880	98½
" " " 1855	894,260	6	Jan. & July.	"	1875	97
" " " 1834	321,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	80
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1878	98
"	200,000	6	April & Oct.	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	800,000	7	April & Oct.	New York.	1866	98½
Income (½ in '99, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	96
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,800	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	97½
" " $875,000	675,000	6	April & Oct.	"	1875	95
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	400,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1870	80½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	88
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	
Income	1,192,300	7	Jan. & July.		'87-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101
Convertible bonds	1,500,000	7	" "	"	1883	109½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	96
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,900	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1863	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.	"	1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	89
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	78½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	95
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	91
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	93
Consolidated Sinking Fund	3,040,000	7	F M A. & N	" "	1915	93
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	100½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	80
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	18·0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,608,000	7	May & Nov.	" "	1876	92
4th Mort. (M. L.) or 3d Extension	1,106,483	6	Jan. & July.	" "	1892	75½
Consol. S. F. mort. ($5,000,000)	136,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'65-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1886	100
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	519,900	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161.000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	99½
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	100
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1868	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	800,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	800,000	7	May & Nov.	New York.	1893	91
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	135,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		62
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1861	
Florida:—						82½
Internal Improvement (State)	1,855,000	7			1871	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	----	----	1891	----
Free Land, 2d Mortgage	200,000	8	----	----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	98
Elgin and State Line	189,000	7	Jan. & July.	" "	1870	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb & Aug.	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88½
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	77½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'75–'78	92½
Land Security	3,344.60	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69–'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	----
Construction	5,090,500	7	April & Oct.	London.	1875	----
Construction	2 499,000	6	" "	New York.	1875	120
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	363,000	7	" "	London.	1876	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	94
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1888	93
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1961	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	800,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95½
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69–'74	----
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	----
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	'68–'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68–'77	----
Lebanon Branch 1st Mortgage	600,000	7	----	----	'80–'85	----
Memphis Branch 1st Mortgage	267,000	7	----	----	'70–'75	----
Bardstown and Louisville	80,000	7	----	----	1870	----
City of Louisville bonds	1,074,000	---	----	----	'86–'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,002,900	6	----	----	'80–'81	----
Loan $400,000	314,100	6	----	----	'70–'71	----
McMinnville and Manchester.						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	Baltimore.	1891	92
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage	----------	---	May & Nov.	"	----	77
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	----
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio						
State [Tenn.] Loan	340,000	6	----	----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,254,000	7	May & Nov.	"	1880	----
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	117
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	116½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	116½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	100½
2d General Mortgage	2,693,000	7	" "	" "	1877	94½
Milwaukee and St. Paul:						
1st Mortgage	4,598.000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,500,500	7.	April & Oct.	" "	1884	89
Real Estate Purchase	135,500	--	----	----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	----
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----	1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	----	----
2d Mortgage	1,517,500	8	Feb. & Aug.	" "	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
1st Land Grant	3,612,000	7	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	167,000	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1892	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	----	----
" " " "		6	" "	Mobile	----	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862–'67	625,700	8	" "	Mobile.	'62–'65	----
" ten years	76,342	8	" "	"	----	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	----	----	'63–'65	----
Mortgage	61,500	8	----	----	1866	----
Bonds	100,000	---	Jan. & July.	----	1870	----
Bonds	299,200	---	" "	----	1876	----
Bonds	639,500	---	" "	----	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	----	88
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	----	----	----	----
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----	"	----	----
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	----
2d Mortgage Bonds	241,000	---	----	----	----	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mort. Construction	1,730,000	6	----	----	1889	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	96½
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	107
Exchanged St'ks [S. F.] B'ds	894,000	6	May & Nov.	" "	1883	----
" " " "]B. & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	166,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,516	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	95
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,520	---	----	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	90
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1875	
Northern Central:						
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	8[illegible]
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	83½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,060,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	79½
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	94½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	91
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	106
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1880	92½
" 1845, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	171,500	6	" "	"	1886	93
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	93
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	"	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	73½
Mortgage (Registered)	504,000	7	"	"	1873	70½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	650,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	155½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1876	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1886	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1875	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'89-'91	
Sterl. 8kg f'd b'ds after Jan.1,'70	2,612,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	20
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	83
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	84
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	262,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	79
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42½
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1850-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1965	55
Enlarged Mortgage	498,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	6	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1876	100½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden, Philadelphia.	1883	92½
2d Mortgage	780,000	7			1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage guaranteed	200,000	6	" "	"	1890	85
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Western Union: 1st mort.	5,155,400	7	Feb. & Aug.		1896	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	169,000	7	March & Sept.		1894	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
	170,777				1896	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands, &c.		4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's 3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	.....	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,182	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000				201,000	195,000			—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	18	6	5	78	Atlanta and West Point.....Alabama.	1,200,079	*	133,306	13,249	1,232,200	35,500	56,557	22,378	86.7	.....	.....	.....	391,477	68,881	7	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,909	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,800	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesco and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,054,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	123
Sept. 30, 1865	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—					Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	....
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,689	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—				80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,692	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	146½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,783	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	16,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	21½
Nov. 30, 1867	26.8	1.9	43.6	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	....
Nov. 30, 1867	74.3	8.8	54.4	—	42	67	20	909	Boston and Maine.....Mass., N. H. & Me.	4,087,397	627,717	.....	337,187	4,076,974	.....	.....	975,327	92.3	858,737	42,900,232	11,628,014	1,663,167	481,470	10	100	130½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	137½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	28.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—					Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0					Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.2	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—					Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	260,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	....
Sept. 30, 1867	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0					Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—					*Cedar Rapids and Missouri River*...Iowa.	9,777,000	*	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,668,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,165,948	2,072,493	6,504,823	1,185,299	13,788,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	121
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,000,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	35
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	—	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—				—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	58.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	438,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	....
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	143
Apr 30, 1867	370.0	30.0	100.0	—	111	95	—	2,285	Chicago, Burlington and Quincy..Illinois.	13,246,781	2,956,327	741,971	1,912,017	10,399,010	5,458,250	1,194,268	1,905,426	400.0	2,421,566	42,384,982	.....	6,083,138	2,797,949	10*	100	173
Dec. 31, 1867	30.0	—	....	78.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—				—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	100	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	85½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,453	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,695	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	103½
Jun. 30, 1867		Leases of San. & Cln.							Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13½	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7½	100	....
Dec. 31, 1867	20.5	6.7	4.3	—					Cincinnati and Indiana.....Ohio & Ind.	2,500,000	*	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—					Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	6	—	100	....
Mar. 31, 1868	45.1	—	....	—					Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Gainsville.....Ohio.	3,110,000	*	51,000	± 11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64 8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	304.8	2,101,519	.....	.....	3,391,025	1,087,176	8	100	81½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	(Leased	to Atl. &	Gt. W'tn	.....	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	50
Nov. 30, 1867	101.0	102.5	57.0	—	68	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	843,349	5,424,691	3,974,489	275,869	287,261	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	100	43½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	123,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	100½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	26,670,000	*	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	....
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	.....	674,592	62,043	1,786,200	248,000	80,667	86,846	.....	(Operat	ed in conn	ection with	Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	73
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,687	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1867	110.3	—	10.0	—	11	10	6	294	Connecticut and Passump. Riv.	Vermont.	3,093,996	*	95,741	.....	1,961 800	873,800	276,465	48,852	110.3	171,490	3,486,989	.....	493,705	184,652	—	100	....
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,354	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	....
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	(Leased	to Phila.	& Trent.)	.....	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	.....	.....	—	100	....
Feb. 29, 1868	58.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	58.0	(Op	ened Dec.	1867.	40,291	18,088	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,708,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	680,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	258.3	2,034,524	.....	.....	2,613,979	loss.	10	50	59½
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,920,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	73,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	(Leased	to Boston	& Maine.)	.....	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	....
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	689,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	60,271	—	100	....
Sept. 30, 1867	—	—	—	6..0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	(Leased	to Pennsy	lvania.)	.....	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	676	Eastern ¶	Massachusetts.	4,616,276	¢22,834	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	120½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	(Leased	to Delawa	re.)	.....	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	39..450	.....	.....	.....	392,550	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	28,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,409,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	588,734	145,825	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	166	East Tennessee and Virginia ¶	Tenn.	3,282,196	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	(Leased	to Northe	rn Central.)	.....	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	(Leased	to Northe	rn Central.)	.....	185,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	40,247,780	*	2,988,548	2,187,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	47½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	13.0	—	....	97 0	—	—	—	—	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	108.0	.....	.....	.....	161,136	30,812	—	100	....
Dec. 31, 1867	108.6	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,748,777	(Constructed by the Provincial Government.)							132.0	272,310	.....	.....	507,792	148,108	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,366,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	8.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30,898	5,828	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	.....	.....	—	50	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	38	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	384,744	9	100	132
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.5	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	less 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	170,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,767,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	..	24	Freehold & Jamesburg Agricultural	N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	52.0	—	....	—	—	—	—	—			.....	.....	.....	.....	.....	.....	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	232.0	585,338	.....	.....	1,003,723	491,889	7	100	....
Mar. 31, 1867	171.0	61.0	....	—	44	25	8	410	Georgia	Georgia.	4,156,000	*	2,572,368	60,027	4,156,000	389,500	1,253,824	989,071	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565 835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,873	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina	2,092,554	363,660	125,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	87
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,547	12,965,380	19,922,754	1,716,270	516,270	—	100	87
Oct. 31, 1867	36 0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	(Leased	to Penney	lvania.)	.....	.....	133,284	7	50	....
Aug. 31, 1867	61 4	14.1	70.3	—	29	43	14	491	Hartford and New Haven	Connecticut.	3,129,047	254,000	1,019,803	543,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	1,685 335	592,283	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,106,558	*	308,696	50,062	2 000.000	287,000	137,525	39,791	119.8	298,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	140½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	88	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	885,130	1,658,247	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,508	10	100	148
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	26½
Dec. 31, 1867	159.0	—	....	—	81	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	87,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,994	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,805	151,355	2,000,000	3,139,000	220,825	788,959	229.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicag	o and Alton.)	.....	152,927	7	100	....
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Central.)	.....	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155.250	800,000	.....	.....	.....	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	56	Keokuk and St. Paul	Iowa.	760,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	25	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. & E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	.....	(Opened Jan. 1, 1868, & operated by L. C & N.Co.			(Open. Jan.1,'68)		—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,896	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	56
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	29.525	7,186	514,646	63,000	113,330	.....	.....	(Operated by Louisv., Cinc. and Lex.)			53,309	7	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operated in connection with Col. & Xenia.)			53,309	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	896,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	100	....
Oct. 31, 1867	28.3	3.0	24.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased to Phila. and Read.)			.....	.....	4	50	45
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	9.0	.....	.....	.....	.....	57,382	8,036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,811	.....	.....	3,000,000	825,000	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1867	—	—	—	81.0	14	18	5	220	Louisville, Cincinnati and Lexington.Ky.	143.649	.....	258,784	593,781	48,638	833,000	18,106	96,470	94.0	284,321	.....	.....	510,319	153,217	—	100	....
Jun. 30, 1867	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,582,645	*	48.154	6,124	1,109,594	294,520	7,429	175,379	.....	(Operated by Louisv., Cinc. and Lex.)			118,079	7	100	....
Jun. 30, 1867	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469,757	3,989,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810,489	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)			.....	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	.....	.....	.....	.....	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)			.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	....
Jun. 30, 1867	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central †.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operated with Concord.)			97,925	9	100	....	
Mar. 31, 1867	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned and oper. by Conc.)			50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	18	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,283	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	—	22.0	.....	.....	.....	.....	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)			.....	.....	—	100	....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Memphis and Charles.Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,098	.....	.....	1,484,264	441,296	3	100	....
Dec. 31, 1867	83.0	—	....	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. †..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	.....	.....	.....	.....	Memphis and Ohio †.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	118½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	86½
Dec. 31, 1867	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	.....	.....	.....	.....	Millville and Glassboro.....New Jersey.	490,360	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased to West Jersey.)			59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	79
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	63.0	(Leased to Phila. and Reading.)			.....	.....	8	50	57½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	9	213	Missis. Cent. and Tenn. †..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee †..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	.....	116.9	170,707	.....	.....	449,007	187,402	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	32½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga †..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur †...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern†.Tenn. & Ky.	4,600,755	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operated by Pbg F.W.&C.)			178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	82	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operated partly by N. Y. & N. H.)			.....	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.†.L. & M.	6,240,662	1,482,954	.....	282,940	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †.La.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,640,209	888,921	28,537,000	12,069,820	638,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	127½
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,161	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	143
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	....
Sept. 30, 1867	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			60,000	6	100	....	
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg †.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	....
May 31, 1867	223.0	—	....	—	25	20	—	204	North Carolina †.....North Carolina.	4,950,756	*	269,845	69,835	4,000,000	339,000	354,832	596,603	223.0	.....	.....	.....	581,559	72,426	—	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....	Ala.											(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1867	102.0	—	....	—	12	12	6	95	North-Eastern ¶.....	South Carolina.	2,145,131	*	—	51,078	1,053,950	845,000	556,345	—	102.0	....	....	....	317,775	55,967	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....	Missouri.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....	Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	53	50	33
Dec. 31, 1867	94.3	8.0	....	—	18	20	3	349	Northern	Canada.	—	—	—	—	—	—	—	—	97.3	....	....	....	561,370	....	—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....	Md. and Penn.	9,667,414	1,648,096	1,080,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	47
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	116½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....	N. J. and N. Y.	495,044	*	—	26,201	159,100	300,000	62,145	—	35.3	128,394	....	....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶.	Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	91
Jun. 30, 1867	118.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....	Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0	....	....	(9 mos.)	155,098	22,699	—	—	....
Sept. 30, 1867	118.4	4.0	18.0	—	26	14	8	480	Ogdensburg and Lake Champlain...	N. Y.	4,954,779	1,070,154	—	—	3,077,000	1,182,000	—	—	122.4	521,932	5,009,432	26,664,145	908,645	86,515	—	100	70½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,218	Ohio and Mississippi	Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0	....	....	....	4,459,319	1,063,529	—	100	29½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....	Penn.	6,598,603	*	—	—	4,259,000	2,495,000	339,766	—	100.0	358,378	....	....	1,509,246	599,882	—	50	....
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..	Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	99½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶.....	Va.	....	....	....	118,775	....	2,687,762	976,353	—	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark	New Jersey.	—	—	—	—	—	—	—	—	9.0	....	....	....	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....	New York.	925,709	—	—	—	222,987	716,000	3,387	—	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	68	Oswego and Syracuse	New York.	1,160,940	139,834	—	112,320	482,400	573,500	4,875	—	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....	Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	—	283.0	1,405,886	....	....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	181	Panama.....	New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	—	47.6	....	....	....	....	....	24	100	364
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....	New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased to Erie.)			53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....	New Jersey.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....	New Jersey.	350,000	—	—	—	284,500	85,000	—	—	—	(Leased to Erie.)			26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular	Mich. Ind. and Ill.	—	—	—	—	400,000	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania	Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,840,156	4,256,856	6	50	53½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....	Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	....	....	....	....	....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....	Florida.	3,080,000	*	283,991	471,690	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased to Chic. R. I. and Pacific.)			125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...	Illinois.	1,100,000	—	—	—	550,000	550,000	—	—	71.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....	Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	—	92.3	....	....	....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	—	102.1	85,460	....	....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....	Pennsylvania.	—	—	—	—	—	—	—	—	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	25½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..	Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	....	605,590	275,442	10	50	71
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..	Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	82,175,181	410,092,054	9,106,497	2,039,761	10	50	46½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..	Pennsylvania.	1,666,115	—	287,418	.....	1,099,120	200,000	.....	—	33.3	....	....	....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore.	Penn.	10,219,072	*	1,788,938	459,087	9,068,300	1,835,000	485,231	1,088,568	102.1	892,376	....	....	2,432,581	890,730	9	50	55½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati.	Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	—	201.0	....	12,861,340	....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....	Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	—	71.1	339,804	....	....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..	P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	109½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.	Penn. & W. V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(Leased to Pbg., Col. and Cincinnati)			....	....	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....	Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....	New York.	—	—	—	—	—	—	—	—	23.0	....	....	....	48.776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....	Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....	Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	....	....	529,325	230,825	6	100	103
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord ..	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased to Concord.)				24.500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway.	N. H.	370,000	—	—	—	170,000	200,000	—	—	—	(Leased to Eastern.)			76.425	26.673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.	R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	—	14.5	42,600	....	....	92,950	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..	R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	....	Raleigh and Gaston ¶.....	North Carolina.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	....	Raritan and Delaware Bay...	New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	—	82.3	....	....	....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....	Pennsylvania.	1,806,418	206,483	71,477	25,144	505,798	1,000,000	603,719	—	48.0	158,533	....	....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....	N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	—	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	18.2	—	24	16	6	263	Richmond and Danville ¶.....	Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..	Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	—	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....	Virginia.	938,896	*	56,804	241,036	847,100	319,000	65,136	—	45.9	71,691	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	....	Richmond and York River ¶....	Virginia.	—	—	—	—	650,000	400,000	—	—	—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	....	Roanoke Valley.....	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	—	22.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	....	Rock Island and Peoria.....	Illinois.	—	—	—	—	—	—	—	—	12.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	18	467	Rome, Watertown and Ogdensburg.	N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	....	....	....	1,215,471	449,003	10	100	....
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland	Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	—	143.3	612,563	....	....	840,855	....	—	100	30
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.	Minn. & Wis.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.	Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	—	200.0	(Leased June 1, '67, I. & St.L.)			2,218,402	608,112	—	100	....
Dec. 31, 1866	80.9	—	....	—	—	—	—	....	St. Joseph and Council Bluffs...	Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	—	—	(Completed Jan. 1, 1868.)			....	....	—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....	Canada.	—	(Re-organized by 1st Mortgage bondholders.)						—	54.0	....	....	....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	....	*St. Louis and Iron Mountain* ¶...	Missouri.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	—	....	St. Louis, Jacksonville and Chicago...	Ill.	—	—	—	—	—	1,500,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).	Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	—	80.0	....	....	....	....	....	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	—	—	(Leased to West Jersey.)			209,534	87,404	—	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	881,471	82,542	.....	6,679	243,305	226,900	487	—	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....	Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	—	—	(Leased to Cin., Dayton and Eastern.)			125,000	—	50	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..	Ohio.	2,968,474	*	49,200	14,916	901,341	2,109,800	21,544	—	116.3	241,284	....	....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna	Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,218	—	54.0	143,124	....	....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....	Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leased to Phila. and Reading.)			....	....	5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.	Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	....	....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....	Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	—	119.3	....	....	....	312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..	Ala. & Georgia.	—	—	—	—	2,481,062	1,079,100	.....	—	135.0	164,118	1,922,936	5,093,900	363,684	—	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....	Penn.	1,568,450	—	—	—	869,450	700,000	—	—	—	(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	28.0	3	3	5	15	Sheboygan and Fond du Lac..	Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	—	20.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....	Indiana.	187,663	—	—	—	100,000	37,800	—	—	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....	Connecticut.	691,200	*	.....	.....	638,200	55,000	.....	—	50.0	165.280	....	....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	—	—	—	....	*Sioux City and Pacific*.....	Iowa.	—	—	—	—	—	—	—	—	71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.0	—	—	—	—	—	Somerset and Kennebec.....	Maine.	800,000	—	—	—	230,000	560,000	.....	—	—	(Leased to Portland and Kennebec.)			36,000	—	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....	New Jersey.	438,300	—	—	—	438,300	—	—	—	—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....	South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	....	....	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore	Massachusetts.	462,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.)	New York.	1,300,000	*	.....	.....	450,000	750,000	.....	—	34.0	....	....	....	....	....	—	100	....
Sept. 30, 1867	123.0	9.5	....	—	15	6	2	142	South Side (Petersb'g & Lynch'b'g) ¶.	Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota	Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	....	*SouthWest Pacific* ¶.....Missouri.									91.0								
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.									68.0	.....	.....	.....	1,006,953	408,959	9	100	....
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000				196,000	150,000									—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	18.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jun. 30, 1867	160.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	448,700					(Leased to Housatonic.)				31,409	7	100	....
Nov. 30, 1867	13.2	—	....	—					Stony Brook.....Massachusetts.	267,388			.....	267,300				13.2	(Leased to Nashua & Lowell.			17,700	14.118	5	100	....
Dec. 31, 1867	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.															—	50	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York. N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.															—	100	....
Nov. 30, 1867	78.0	—	23.0	—	27	21	11	899	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075 514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,558	600,700	52,511	26,502	3,765,116	2,872,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western. O. I. & Ill.	20,999,000	*	1,604,010	161,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,995	362,249	.....	.....	607,111	1,560,000	443,171	.....	55.3	364,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908				274,400					(Leased to Hudson River.)				19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield ¶.....Massachusetts.	2,086,640					680,000				(Operated by Vt & Mass., & T. & B.)				32,000	—	100	....
Sept. 30, 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238				30,000	310,000				(Owned by railroads centring in Troy.)					—	—	—
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000									(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000														—	100	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000				5,000,000	17,600,000									—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000				1,000,000	3,200,000									—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*			5,000,000	11,392,000									—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*			831,300								1,625,156		—	100	....
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000				693,712				34.9	83,168	1,882,670	656,074	150,376	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Mastachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	12.0						—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,895	1½	100	101
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	60
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	357,408	1,992,293	450,627	436,560	140.0						—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	35,759	147,208	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—					Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—					Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3				458,606	156,926	7	100	....
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	172,577				98,650	85,000	600	.....	10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & Georget. D. C. & Va.									7.0						—	100	....
Dec. 31, 1867	23.0	—	....	—					Washington County.....Maryland.			(In hands of receiver.)						23 0	(Opened Nov. 26, 1867.)					—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,688	180,693	10,000	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	375,680	165,260	—	100	....
Nov. 30, 1867	156.0	17.8	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	48.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	...	...	...	....	Western North Carolina..North Carolina.			.....	.....		2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	63.7	—	....	—					Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	.....	(Leased to Pennsylvania.)					—	50	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	550,588	4,917,350	.....	776,075	128,659	—	100	....
Dec. 31, 1867	87.5	—	....	—	7	18	8	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,689	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0					Whitehall and Plattsburg ¶...New York.			(Under construction.)												—	100	....
Mar. 31, 1868	20.8	—	....	—					White Mountains.....New Hampshire.	260,000				200,000										—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford. N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224.357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	800,882	171.0	.....	.....	.....	463.289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,666	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000				213,000					(Leased to Nashua and Lowell.)				13,645	6½	100	....
Dec. 31, 1867	38.0	—	....	—					Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0						—	100	....
Dec. 31, 1867	32.0	—	....	—					Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300,000	203,333	.....	.....		(Leased to Balt. and Ohio.)				27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—					Wrightsville, York and Gettysburg. Penn.	293,230		.....	.....	317,050	52,000	24,180			(Leased to Northern Central.)					—	50	....
									CANALS, &c.																		
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,483,350	.....	.....	.....	1,683,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal. Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	581,000	.....	.....	108.0				.....	.....	16	100	....
Dec. 31, 1867	48.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,351,251	*	.....	.....	2,521,300	(See Cam. & Amb. R.R.)		1,300,965	65.5				871,072	643,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,988	*	.....	.....	64,000	.....	.....	.....	161.0				120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,789,800	12,504,297	1,733,960	1,463,943	108.0				.....	247,603	8	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,563	61,091	101 0				449,652	162,972	—	100	....
Oct. 31, 1867	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0				262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2				1,099,013	.....	6	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,619,461	*	.....	.....	2,092,746	2,611,310	169,506	.....	45.0				155.872	42,170	—	50	....
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6				75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna..... Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0				211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0				132,037	33,921	4	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	365	38	—	Broadway, Boston	402,468	325,000	—	64,236	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	10	—
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,300	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	—	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	63
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,800	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.13	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	96,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	22.00	—	—	58	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep. '67	10.76	—	—	—	37	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	18.0	—	—	108	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,818	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep. '67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep. '67	21.00	—	—	57	22	Brooklyn Central & Jamaica	996,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.15	—	—	—	—	Buffalo Street	184,367	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,180	6,000	1,400	17,655	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N. & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	2.569	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,300	100,600	3,900	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,800	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	26,038	25,000	25,000	—	13,076	5,046	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453.404	1,170,000	1,280000	50,000	1,184945	222,222	12	100	—
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	—
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	201,268	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep. '67	2.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	220,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	33
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct. '67	34.25	—	367	59	—	Germantown	642,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,043	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,714	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,014	10	50	49
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	50	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct. '67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	62
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,868	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	52	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	15
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	266,348	42,591	7½	50	41½
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,892	10	50	66
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,649	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	99,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	100,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	—	1890	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	56,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:			J. & J.		
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	—	1883	—
Philadelphia City:			J. & J.		
1st Mortgage	140,000	6	—	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	---	----
Camden & Atlantic (preferred)	620,800	7	---	21
Catawissa (preferred)	1,150,000	7	---	3½
Chemung (guarantied)	330,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	---	69
Chicago & Alton (preferred)	2,425,400	7	7	145
Chicago & Northwestern (pref.)	14,789,125	7	7	85½
Coohecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,973,200	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	70
Hannibal & St. Joseph (preferred)	5,253,856	7	---	91
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,185	7	3	28
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,860	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	107
" " (2d pref.)	841,400	7	7	99½
Milwaukee & St. Paul (preferred)	7,370,900	7	---	85½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	3	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6½	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	7	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45½
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,667,343	6	J. & J	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	---	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1883	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85½
2d Mortgage	3,960,670	6	J. & J.	1882	69½
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	59
Preferred Interest b'ds.	227,560	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1888	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Mkt Price.
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,243,563	---	38½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	49½
Delaware and Hudson	100	10,000,000	10	129½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	----	----	---	----
Lehigh Navigation	50	6,968,148	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	70
North Branch	100	----	---	----
Sault Ste Marie	100	----	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	10
" " (preferred)	50	2,888,988	---	19½
Susquehanna and Tide Water	50	2,048,260	---	14½
Union	----	----	---	½
Union (preferred)	50	2,787,000	---	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	32

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

	Store Prices.
Pig, Scotch, No. 1 per ton	43 — @ 45 —
Pig, American, No. 1	40 — @ 42 —
Pig, American, No. 2	38 — @ 38 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	— — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	130 — @175 —
Ovals and Half-round	125 — @155 —
Sand	130 — @ — —
Horse Shoe	150 — @ — —
Rods, ½ @ 3-16 inch	105 — @165 —
Hoop	125 — @190 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia, Med. No.'s	— 13 @ — 14
Sheet, Single, D. and T. Common	— 5½@ — 6½
Rails, English (gold) per ton.	51 50 @ 52 50
Rails, American (at works)	80 — @ 81 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast.—(2d and 1st qlty.) per lb.	— 18 @ — 20
English Spring.(2d and 1st qlty.)	— 10 @ — 12½
English Blister.(2d and 1st qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery, do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — 42
Sheathing, &c., Old	— 18 @ — 20
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½@ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena per 100 lb.	— — @ — —
Spanish (gold)	6 35 @ 6 40
German Refined (gold)	6 35 @ 6 50
English (gold)	6 35 @ 6 87½
Bar (net)	10 — @ — —
Pipe and Sheet (net)	— — @ — 10½

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 26½@ — —
Straits (gold)	— 25½@ — 23½
English (gold)	— — @ — 24

	Gold.	Currency.
Plates, I.C.Charcoal,p.box.	8 37½@ 8 50	12 50 @ 12 75
Plates, I. C. Coke	7 — @ 7 62½	10 25 @ 11 50
Plates, Coke Terne	— — @ 6 25	9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12½	11 50 @ 12 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 14½@ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 19½
Refined, free, S. W.	— — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 31 @ — 30
Refined, in bond, Standard White	— 31½@ — —
Refined, in bond, prime White	— 30 @ — 30½
Naptha, Refined, (60 @ 63 gravity)	— 15½@ — 16
Residuum per bbl.	— — @ 3 80

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

	Th. 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.	W. 2
Atlantic M. S. S. Co.	----	----	10½	----	----	----
Boston, Hartford & Erie	----	----	----	----	22½	----
California 7s	----	134	----	----	----	----
Canton Co.	45½	----	----	----	46	----
Central of N. Jersey	119	----	----	----	120	120
Chicago & Alton	----	----	144	143	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	173	----	----	----	----	----
" " " 8 p.c.	112	----	112	----	----	----
Chi. & Gt. Eastern 1st m	78½	----	----	----	----	----
Chic. & Northwest'n	82½	82½	----	83½	84	84½
" " pref.	83½	83½	83½	83½	84	84½
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	97	----	----	----	----	----
" " Consol.	----	----	----	90	90½	----
Chicago & Rock Isl.	100½	100½	101½	102½	102	102½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896.	95	94½	94½	----	95	95
C., C., C. and Ind.	----	81	81	82	----	81½
Clev. and Pittsburg	86½	86½	87½	86½	87	87½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	75½	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	101	101	----	101½	102½	102
" "S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash	----	97½	----	98	98½	----
Cumberland Coal pref.	----	----	----	29	29½	----
Del. & Hudson Canal	125½	126	127	----	130	130
Del., Lack. & West.	----	118	118	----	118½	119
" "1 M. 8 p.c. '71-5.	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	48½	48½	46½	46	47½	45½
" pref.	70½	70	----	----	----	----
" 1 M. 7 p.c. '67	----	----	104	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	98½	98½	----	----	----	----
" 4 M. 7 p.c. '80	91½	----	----	----	----	----
" 5 M. 7 p.c. '88	89	----	----	----	----	----
Great Western 2d mort.	76½	77	----	77½	77½	77½
Hudson River	135	136	140	140	140	139½
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F.	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	----	----	----	----	----	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	----
" " pref	----	----	7	----	----	----
Michigan Central	118½	118½	----	----	----	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	84	84½	85½	85	85½	85½
" " 1 M. S. F.	----	100½	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	76½	76	----	76	77½	78½
" " pref.	83½	82½	84½	83½	84½	84½
" " 1st mort.	87	92½	92½	92	----	----
" " 2d mort.	----	----	89	----	----	----
Missouri 6s	----	92½	92½	92½	92½	92½
" iss. to H. & St. J. R.	92½	92½	92½	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	64	----	----	----	64	65
" " 1st mort.	100½	101	----	----	----	101
" " 2d mort	----	----	----	88½	----	88
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	126	124½	126	125½	126½	125½
" " 7s, S.F. '76	107	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '73	----	----	----	----	----	----
N. Y. and N. Haven	143	----	----	----	----	140
N. Carolina 6s ex-coup.	72	73	71	70½	71½	72½
" new	71½	71½	----	70	71	71½
Ohio & Miss.	28½	28½	29	28½	29	29½
" " pref.	78	----	----	----	----	----
" " 1st m.	96	----	----	95½	----	----
Pacific Mail S.S. Co.	103½	101½	101½	----	101½	102
Panama	360	----	368	----	364	364
Phila. and Reading	92	91	90½	91	----	91½
Pitts. Ft. W. & Chicago	108	108	108½	108½	108½	107½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
Quicksilver Mining Co.	20	21	21½	21½	----	----
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	82½
" " Inc. b'ds.	----	52	----	----	----	----
Tennessee 6s. ex-coup.	64	64½	----	65½	64½	65
" new	63	63½	63½	63½	64½	63
Tol. Wab. & Western	53½	53½	53½	----	----	53½
" Pref.	73	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	84	----	----	----	84
" " Int. b'ds.	----	----	----	82	----	----
Virginia 6s, ex-coupon.	53½	----	----	----	53½	----
" new	53	----	----	53½	----	52½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

	Th.27.	F.28	Sat.29	M.31.	Tu.1.	W.2
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	----	----	----	----	----	----
U. S. 6s, 1871, coup.	----	----	----	----	----	----
U. S. 6s, 1874, reg.	----	----	----	----	----	----
U. S. 6s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	108½	108¾	108½	109	105½x	105½
U. S 5s, 10-40s, reg.	----	----	----	104½	104½	104½
U. S. 6s, 1881, reg.	113¾	114	----	114	113¾	114
U. S. 6s, 1881, cou.	113¾	114½	114¾	114½	----	114½
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	108½	----	108½	----	----	----
U. S. 6s, 5-20s, c. '62	113¾	114½	114	114	113½	114½
U. S. 6s, 5-20s, reg. '64.	----	----	108½	----	----	----
U. S. 6s, 5-20s, c. '64	109¾	110	110	109¾	109¾	109¾
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	110¾	111¾	111¾	111¾	111¾	111¾
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	108
U. S. 6s, 5-20s, c. n. '65	108¾	108¾	108¾	108¾	108¾	108¾
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '67	108½	108½	108¾	108	108	108½
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	----	----
U. S. 6s, 5-20s c. '68	108½	108½	108¾	----	108½	----
U.S. 6s, Pac. R.R.issue	----	----	----	----	100½	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

	W.26.	Th 27.	F.28.	Sat.29.	M.31.	Tu.1
Catawissa	----	----	----	----	----	----
" preferred	33¾	----	----	33½	----	33
Camden & Amboy	129	129	129	----	129	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	88¾	----	----	----	----	----
" " 6s,'89	----	----	----	88¾	----	----
" mort. 6s,'88	----	96½	96½	96¾	----	----
Elmira & W'msport	----	----	----	----	----	30
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21¾	21¾	----	21½	20	----
" " 6s, '84	82½	82½	82½	----	----	----
" " Gold L.	----	----	87½	88	87¾	----
" " R.R. L.	85	----	----	84¾	----	----
Lehigh Valley R. R.	54½	54½	54¾	55	55	54½
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	45	45	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	56	----	57	57¼
Morris Canal	----	----	----	----	----	----
" " pref.	70	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	90	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	53½	53½	53½	53¼	53¾	53¾
" 1st m.	99	----	----	----	----	----
" 2d m.	----	----	----	----	----	98¾
Penn. State, 6s 1st series	----	----	----	104	----	104½
" " 6s, 2d series	----	----	----	106¼	----	----
" " 6s, 3d series	----	----	----	108	----	----
" " 6s, W. L.	102½	102½	102½	----	----	----
Philadelphia City, 6s	----	----	----	----	----	----
" " new	102½	103	103	103¼	103	----
Philad., Germ. & Nor.	----	----	----	----	----	70½
Phila. & Reading	45½	45½	45¾	45½	45¾	45½
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	25½	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	19½	19¾	----	----	----	----
" " 6s '82	70	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	14¼	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	49	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	----	52	----
Spruce & Pine, "	----	----	----	----	----	----
13th and 15th sts. "	----	----	----	15	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

	W.26.	Th 27.	F.28.	Sat.29.	M.31.	Tu.1
Baltimore City 6s, 1875	----	98	98¼	----	----	----
" " 1886	----	----	----	----	----	----
" " 1890	97½	----	97	----	----	97½
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	----	123
" " b'ds '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	98¼	----	----
Marietta & Cin. 1st m.	92	92	92	----	----	92
" " 2d m.	----	76½	----	----	76¾	77
Northern Central	----	47½	----	47	----	85½
" " b'ds, 1885	----	----	----	----	----	----
" " 1900	----	----	----	----	----	----
N. W. Va. 1st mort	----	----	----	----	----	----
" " 2d mort	----	----	----	----	----	----
" " 3d mort	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

	Th.27.	F.28.	Sat.29.	M.31	Tu.1.	W 2
Boston and Albany	----	----	146¼	146½	146¼	146½
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	136	----	137½
Boston and Providence	----	----	----	----	----	----
Boston, Hartford & Erie	21¾	22½	23	22½	22	21½
Cheshire, pref.	69½	----	69	----	----	69
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	----	121	121	121	----	120½
Fitchburg	132	----	132	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	119	118½
Northern, N. H.	----	----	116¾	----	----	116¾
Ogdens. & Lake Champ	71	----	71	71	71½	71½
Old Colony & Newport	99¾	99¾	----	99¾	99¾	99½
Ph., Wil. & Baltimore	----	----	----	----	55¾	----
Portl'd, Saco & Ports.	----	----	----	105	----	----
Vermont & Canada	----	----	100¾	101	----	101
Vermont & Mass.	59	60	60	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	100	99¾	----	----	----	99½
Metropolitan "	----	----	65½	----	----	64¾
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	19½	----	----	----	----
Franklin "	----	----	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	7½	----	7½
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	20½	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Aug. 14 and 21:

	Aug. 14.	Aug. 21.
United States, 5-20s, 6 per cent 1882	71 @ 71¼	71¼@ 71¼
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	70 @ 70¼	70¼@ 70¼
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	32 @ 55	33 @ 35
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	65 @ 70	65 @ 70
Do. do., 2d mort., 1882	60 @ 65	60 @ 65
Do., consolid. mort. bonds, 1890	38 @ 40	37 @ 38
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Erie shares, $100 (all paid)	35½@ 36¼	30½@ 31
Do., sterlg. 6 p. c. conv. bonds	72 @ 75	71 @ 73
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	92 @ 93	90½@ 91¼
Do., 7 p. c., 1875	78 @ 80	78 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	105 @107	105 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	95 @ 97	95 @ 97

American Railroad Journal.

Saturday, September 5, 1868.

Stock Exchange and Money Market.

The Money Market has been working in favor of borrowers, since our last. The offerings of capital have been on the increase, and lenders have been more eager to place balances in a temporary form, even at the low rates, now current in the street. The West has ceased, at least, for the present, to draw on this point for currency, to any considerable extent, and no further important remittances to the interior are likely to be made before the middle or close of the month. The demand for and from speculative sources has been moderate, and has been freely met at from 3@5, generally at 3@4 per cent. per annum. There has been comparatively little activity in the discount line. The available supply of prime short date business paper has been quite moderate, while the inquiry for it has been light at from 6@7 per cent. per annum. The U. S. Sub-Treasury augmented its cash reserve over 6¼ millions, during the week. The city banks, on the other hand, reported a decrease of $6,100,759 in deposits, $2,819,573 in the specie hoard, and $2,000,269 in the legal tender reserve. They reduced their loans nearly 3½ millions, and their circulation $25,488. The banks now owe on account of deposit, and circulation $244,446,785, while they hold of gold and legal tender notes, the sum of $84,706,484, or about 23½ millions more than the amount required by law to be kept in reserve, to meet anticipated claims.

The specie reserve of the city banks is now $16,949,108, against $7,271,595 same time last year. The city bank deposits are now $210,334,646, against $190,832,315 week ending Aug. 31, 1867. The legal tender reserve amounts to $67,757,376, against $67,932,571 same time last year. The circulation now stands at $34,112,139, against $23,715,128 same time last year. The loans are now $271,780,726, against $247,877,662 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $80,130,844 a day, against a daily average of $101,718,092 the preceding week, and $80,422,325 the week ending with Aug. 15, 1868. The current week's exchanges average about $78,000,000 a day. The city banks, last week, lost $2,819,573 of specie, $2,000,269 of legal tender, and $6,100,759 of deposits. They reduced their loans, $3,465,055; and their circulation, $25,488.

The New York Gold Exchange Bank reports for the week ending Saturday, the 29th day of Aug., 1868, the average amount of loans and discounts as $1,145,504; average amount of specie, $594,893; average amount of deposits, $1,177,547.

The Philadelphia Bank movement the past week shows an increase in loans of $103,750; a decrease of $2,918 in specie; a decrease in legal tenders of $197,370; a decrease of $474,870 in deposits; and a decrease of $779 in circulation. The Bank Clearings show a decrease of $1,355,402, and the balances, an increase of $491,581.

The outstanding amount of coin certificates on the 1st of Aug., was $22,414,000, against $20,298,180 on the 1st of June, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $407,000, and retired $2,911,881 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during August, reached $9,075,920.

The U. S. Sub-Treasury receipts, week ending with Aug. 29, were $14,009,491, including $3,039,881 from customs duties; payments, $7,722,382, including $165,000 of coin interest; balance at the close of the week, $92,163,852, against $85,876,692, at the close of the preceding week, showing an increase of $6,287,159. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,350,944 including $533,000 from customs; and payments, $5,959,342; on Tuesday, receipts, $1,467,580 including $533,854 from customs, and payments, $1,094,253. The balance at the close of business on Tuesday stood at $87,298,778, against $90,416,660, a week previous; and $88,693,437, on Aug. 19, 1868. The aggregate receipts of the office from all sources in August, were $81,253,235; aggregate payments, $78,830,968. The balance on the 1st inst., was about 7¼ millions more than on the 1st ult., which amounted to $80,133,186.

National Bank notes to the amount of $83,600 were issued last week by the Treasury Department, making the total issue to 1,673 banks

thus far, amount to $309,465,606, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,567,036, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,898,570. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,823,-300; and for the public deposits, $38,052,350—making a total of $379,875,650. The Treasury Department last week redeemed and destroyed $500,500 of worn and mutilated fractional currency, and issued $411,591 of new. The outstanding amount of fractional currency on the 1st of August was $31,867,818, against $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been fairly productive, through the past week, in both forms of excises and customs. The excises, last week, yielded some 4½ millions; customs at the port of New York, $3,039,881, and at the outports about $1,-000,000 (in coin) more, making the grand total income for the week equal to about $10,358,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $34,000,000.

Gold has been much less freely dealt in, and there has been less buoyancy in the speculation. The demand from importers for custom house purposes has been the main regular call for coin. The export inquiry has been quite limited, and there has been very little doing on speculative account. The extremes of the week have been 143⅞@145¼, and the latest quotations were 144¾@144⅞. Government withdrew over three millions of coin and coin certificates, from the open market, in the form of customs. It disbursed only $165,000 of coin interest. During the current week it has been paying the September interest on the 10-40 loan, amounting to near five million dollars. The specie exports, last week, were only $492,034, thus far, this week, $350,000. The California steamer delivered here on Saturday $502,376 in gold. On Tuesday the 1st inst., the Government Office disbursed about 1¼ millions of coin interest.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $4,999,333, against $2,149,809 same time last year. The customs demand for Gold last week, averaged $506,647 a day; thus far, this week, it has been equal to $533,-000 a day, or equal to a weekly aggregate of $3,198,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $43,324 and from California, $502,376. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $77,971,966, against $83,054,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $28,862,-424, against $19,939,520, in 1867, showing an increase thus far in 1868, of $8,862,904. The exports of specie, from this port, last week, were $492,-034, against $103,792 same week last year; total, since Jan. 1, 1868, $64,379,144, against $39,-975,963 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $165,000; since Jan. 1, 1868, $60,130,581, against $40,558,765. The specie exports from San Francisco, from Jan. 1, to Aug. 13, 1868, were $25,-762,879, against $26,458,350 same time last year.

Government received $5,173,736 from customs at the port of San Francisco, from Jan. 1, to Aug. 13, against $4,612,598 same time in the preceding year.

Foreign exchange has been in fair supply and light demand at less firm prices. Bankers' prime sixty day bills on London closed on Wednesday at 108⅞@109⅛, and on Paris to 5.22½c.@5.17½; sight bills on London to 109¼@109½, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,827,891, against $2,558,807, same week last year; total, since Jan. 1, 1868, $111,458,100, against $124,978,938 in 1867.

Government securities have been fairly active, throughout the week, and were particularly so on the closing day, at generally well supported prices. On Tuesday there were few orders of any considerable magnitude executed, and under a temporary pressure to realize, partly on *short* account, the market yielded a fraction. The following day's transactions were on an extensive scale, particularly in the later issues of the Five-twenties leading to a fresh advance of ¼@⅛ per cent. from the lowest figures of the week. Washington advices intimate that the public debt exhibit, for September 1, will show an increase of about five or six millions in the aggregate of the National obligations.

U. S. sixes of 1881 closed here on Wednesday at 114¼@114⅜; U. S. Five-twenties of 1862, 114@114¼; U. S. Five-twenties of 1864 at 109½@109¾; U. S. Five-twenties of 1865 at 111⅝@111¾; U. S. Five-twenties of 1865, consolidated, 108½@108⅝; U. S. Five-twenties of 1867, 108⅛@108¼; U. S. Five-twenties of 1868, 108⅜@108⅝; U.S. Ten-forties at 105¼@105⅜ ex Sept. interest; U. S. Six per cent. currency bonds, 100@101. The brokers are buying the outstanding compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

September, 1865..118¾ | October, 1865....118¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 19.	Aug. 26.	Sept. 2.
Consols	94⅛	94¼	94
U.S. 5-20's of 1862	71⅝	71¾	71⅝
Erie	31¾	32	31
Ill. Central	91¼	91¾	91½

Railway and miscellaneous stocks have been more confidently dealt in, as a rule, since our last, at generally buoyant prices. The most notable rise and widest fluctuations were in the Western stocks, which were quite freely dealt in. New York Central was firmer, and in much more general request. Erie was unusually variable, and on the whole, weak in price. Outside of a particular clique, few street operations evinced any disposition to deal in it at all.

There has been less activity in domestic produce. Breadstuffs closed in favor of buyers. Provisions have been quoted rather firmer. Cotton has been unusually steady. Middling upland cotton closed pretty briskly on Wednesday at 30½ cents per lb. The stock of cotton now here is estimated at about 24,000 bales. The receipts at the port this week, have averaged only about 400 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,228,194 bales, against 1,892,000 bales same time last year; exports, same time 1,676,000 bales, against 1,555,-000 bales same time last year; stock on hand at latest dates, 40,000 bales, against 80,000 bales same date last year. At the Live Stock market, this week, Beeves have been more active at from 11@17½c. per lb.; week's receipts, 4,967. Veal calves have been in fair request at from 7½@12c. per lb.; receipts, 1,447. Sheep and lambs in good demand, ranging from 3@7c., and 7@8⅜c., respectively; receipts, 31,458. Swine have been quite active at from 9¾@11 15/16c. per lb., all live weight; receipts, 15,242. Foreign merchandise has been more sought after, but buyers have had any existing advantage. The total imports of foreign dry goods, last week, were $3,126,200, and the total amount marketed $3,338,311. The value of foreign merchandise imported last week, was $3,072,307—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $6,198,507, against $6,362,-630 same week last year; from Jan. 1, 1868, $171,-341,129, against $179,3164 48 same time in 1867. The freight market has been fairly, and rates have been quoted rather firmer. For Liverpool we quote flour at 1s. 4½d. by sail, and 1s. 6d. @1s. 7½d. by steamer, per bbl.; grain at 3d. by sail, and 4@4½d. by steamer, per bushel; cotton at 1/16d.@3/32d. by sail, and 3/16d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 458.

The New York exports, exclusive of specie, for the week ending Sept. 1, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$2,558,807	$2,827,891
Prev. reported	122,420,131	108,630,209
Since January 1	$124,978,938	$111,458,100

The imports for the week ending August 31, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$3,311,311	$3,126,200
Gen. merchandise	3,051,279	3,072,307
Total for the week	$6,362,590	$6,198,507
Previously reported	164,815,468	162,176,815
Since January 1	$171,178,058	$168,375,322

The balance in the Sub-Treasury on Wednesday was $87,301,306 13.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Peoria and Warsaw 1st mort., W. D., 82¼; do., E. D., 83; Milwaukee and St. Paul 8s, 102⅛; Chicago and Milwaukee 1st mort., 89; Clev., Col. and Ind. Central 1st mort., 78; Dubuque and Sioux City 1st mort., 91; Jersey City W. L., 94; Alabama 8s, 86; Hannibal and St. Joseph R. R., 87; do., pref., 87¾; Norwich and Worcester R. R., 91; Adams' Ex-

press, 49½; Wells-Fargo Exp. Co., 26⅛; Merchants' Union Exp., 22; U. S. Exp., 41; American Exp., 41; Western Union Telegraph, 84⅛; do., 7s, 90; Brunswick City Land Co., 7½; Boston Water Power Co., 15½; Bank of Commerce, 121; Park Bank, 145; Continental Bank, 102½; Fourth National Bank, 104½; Central National Bank, 108; Bankers' and Brokers' Ass., 106; Am. Ex. Bank, 120; Tenth National Bank, 100½; Bank of Commonwealth, 116; Merchants Bank, 122; Manuf. and Merchants Bank, 100½; Phœnix Bank, 106; Mechanics Bank, 129; Metropolitan Bank, 138½; Ninth National Bank, 109½; N. Y. County Bank, 165; Buchanan Farm Oil, 0.48; Consol. Gregory Gold, 4.00; La Crosse Gold, 0.30; Montana Gold, 0.53; New York Gold, 0.90; Nye Gold, 1.00; Owyhee Mining, 18.00; Quartz Hill Gold, 0.85; Smith and Parmalee, 4.10; United States petroleum, 2.55.

Philadelphia.—West Jersey R. R. 6s, 92¼; Belvidere Delaware 3d mort., 80; Elmira and Williamsport 5s, 62; West Phila. R. R., 65; Delaware Division Canal, 49½; Phila., Wil. and Balt. R. R., 55¼; Phila. and Trenton R. R., 128; Allegheny County 5s, 74; New Jersey 6s, 103¼; Ocean Oil, 1; Big Mt. Coal, 5¾; N. Y. and Middle Coal Fields, 3⅜; St. Nicholas Coal, ½; New Creek¼; Fulton Coal, 5¾; Girard Bank, 61; Mechanics' Bank, 31½; Seventh National Bank, 103; Bank of Northern Liberty, 115; Central National Bank, 121; Farmers' and Mechanics' Bank, 128½. The latest quotations are: City 6s, 100½@101; do., free of tax, 103⅛@103¼; State 5s, reg., 100@100; do., coupon, 98@98; do., 6s, W. L., 102½@103; do., 1st series, 103¾@104⅛; do., 2d series, 106½@107; do., 3d series, 108@109; Reading, 46@46⅛; do., 6s, 1870, 105@106; do., bonds, 91½@92; Camden and Amboy, 128¾@129; do., mort. 6s, 1889, 96½@97; do., 1883, 88@89; Penn. R. R., 53⅜@53½; do., 1st mort., 99@100; do., 2d mort., 98@99; Little Schuylkill R. R., 44@45; Morris Canal, 33@50; do., pref., 70@70½; do., bonds, 90@90; Wyoming Valley Canal, 32@35; do., 6s, 80@81; Susquehanna Canal, 14@15; do., 6s, 58@59½; Sch. Nav., 10@11; do., pref., 19@20; do., 6s, 1882, 69½@70; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 30@31; do., pref., 41@45; do., 7s, 1878, 93@94; do., 5s, 61@63; Lehigh Coal and Navigation, 21⅜@21½; do., R. R., Loan, 84½@84⅞; do., Gold Loan, 87½@87¾; North Pennsylvania, 34½@—; do., 6s, 90@90; Philadelphia and Erie, 25½@26; do., 6s, 91@91¾; Minehill, 57@57½; Catawissa, 9@10½; do., pref., 33¼@33⅛; Lehigh Valley, 54⅞@55⅝; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 51@52; West Philadelphia, 64@66; Spruce and Pine, 23½@23⅛; Green and Coates, 31@—; Chestnut and Walnut, 48@49; Thirteenth and Fifteenth, 15@15⅛; Girard College, 25½@26⅛; Tenth and Eleventh, 71⅛@72; Union, 42@—; Hestonville, 9⅞@10¼.

Boston.—Boston, Hartford and Erie 7s, 1900, 61⅞; Vermont Central 1st mort. consolidated, 80⅛; do., 2d mort., 40; Eastern R. R. 6s, 1874, 97¼; Central Pacific R. R. 7s, 109½; do., 6s, 101; Cedar Rapids and Missouri River R. R. 7s, 1916, guar., 92⅜; Burlington and Missouri River R. R. 7s, 1893, 92⅞; do., 8s, 1878, 109¾; Kalamazoo and Grand Rapids 8s, 95; Cheshire R. R. 6s, 1880, 96; Rutland and Burlington 1st mort., 155½; Salem and Lowell 6s, 1878, 89⅞; Northern (Ogdensburg) 2d mort., 69; Old Colony and Newport 6s, 97; Ogdensburg and Lake Champlain pref., 105; Summit Branch R. R., 25; Boston Water Power Co., 15⅜; Cary Imp., 10⅜; Short Mt. Coal, 14½; Ophir (N. S.) gold, 1; Maine 6s, 1871, 100¼; New Hampshire 6s, 1873, 100⅛; Connecticut 6s, 1884, 100⅛; Massachusetts 5s, 1883, gold, 112½; St. Louis City 6s, 1888, 86½; Portland 6s, 1871, 97; do., R. R. Loan, 94¼; Cincinnati 7-30s, 1878, 103⅛; St. Louis County 6s, 1878@1880, 84¾; Chicago 6s, 1882, W. L., 86¼; do., 7s, 1880, sewerage, 99¼; Salem 6s, 1883, W.L., 100¼; Cook Co., Ills. 7s, 96; Bath 6s, 1870, 97½; do., 1891, 92¾; Fall River 5s, 1878, 86½; Bunker Hill National Bank, 124¾; Eliot National Bank, 114; Everett National Bank, 110; Hide and Leather National Bank, 98½; Howard National Bank, 114; Hamilton National Bank, 128; Merchants' National Bank, 126¾; North National Bank, 120⅜; National Bank of Commerce, 125⅜; National Bank of Redemption, 124; National Bank of North America, 109⅛; Revere National Bank, 140; State National Bank, 108½; Traders' National Bank, 103½; Tremont National Bank, 125¼; Webster National Bank, 116¾; Allouez Mining Co., 8¾; Hancock, 4¼.

Baltimore.—Virginia 6s, 1866, reg., 50; do., 1867, 48; do., old, 48; St. Louis 7s, W. L., 103; George's Creek, 52½; Mechanics' Bank, 11¼; Bank of Baltimore, 118; Bank of Commerce, 26½; National Exchange Bank, 101; Marine Bank, 35; Third National Bank, 106½. The latest quotations are: Balt. and Ohio, 123½@124; do., 6s, 1875, 97@—; do., 1880, 98½@—; do., 1885, 99@—; Northern Central, 47@47; do., bonds, 1885, 85@85; do., 1900, 84@85; Parkersburg Branch, 25@27; N. W. Va., 1st mort., 96¼@—; do., 2d mort., 91½@92; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 92¼@92½; do., 2d mort., 76¾@77; Central Ohio, 35@36; do., 1st mort., 84@—; Western Md. 6s, 1890, 83@83; do., guar., 92@94; Richmond and Danville bonds, 72½@73½; Baltimore 6s, 1875, 98@98¼; do., 1886, 97@97; do., 1890, 97⅛@97¼; do., 1893, 98@97; do., 5s, 1838-'70, 80@—; City Passenger R. R., 18@19; George's Creek, 52@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

Rockford, Rock Island and St. Louis R. R.

First mortgage, 50 years, 7 per cent. Convertible Sinking Fund, Bonds of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in Gold, free of Government tax.

For sale at 95 and accrued interest in currency, at the office of the Company, 12 Wall st.

Governments and other securities received in exchange.

H. H. BOODY,
Treasurer.

Michigan Air Line Railway.

This company is formed by the consolidation of the Grand Trunk Railway Company of Indiana and the Grand Trunk Railway Company of Michigan, each share of the Michigan company to count for one, and each share of the Indiana Company for two in the new association. The road is to be constructed from Port Huron, Mich., to Chicago, 283 miles.

Louisville, Harrodsburg & Virginia R. R.

An adjourned meeting of the commissioners named in the charter of this road was held in Louisville on the 1st inst. The object of the meeting was to hear the report of the engineer, who has just completed an exploration of the proposed route from that city to Cumberland Gap, and hear an interchange of views in regard to the enterprise. The report of the engineer, Mr. H. M. Patton, was submitted and read by the secretary. On motion, an executive committee was appointed, consisting of several gentlemen from the city of Louisville, and the counties of Jefferson, Spencer, Nelson, Washington, Anderson and Mercer, with instructions to order a reconnoissance of railroad routes from Lancaster to Pound Gap and other gaps in the direction of Abingdon and Wytheville, Va., with a view of ascertaining the relative advantage of the proposed connection with Virginia roads. It was also ordered that the Executive Committee immediately proceed to have books opened to take subscription of stock, and lay the matter before the Levy Courts of the countries.

Albany and Susquehanna Railroad.

The following gentlemen have been elected directors of the Albany and Susquehanna Railroad Company for the ensuing year: Joseph H. Ramsey, Jeremiah J. Austin, Jacob Leonard, Wm. A. Rice, of Albany; Charles Coulter, of Cobleskill; John Westover, of Richmondville; John Cook, of Worcester; Azro Chase, of Chaseville; David Wilber, of Milford; Elinkim R. Ford, of Oneonta; Samuel North, of Unadilla; Ira E. Sherman, of Sydney Plains, and Alonzo Everts, of Binghamton. President, Joseph H. Ramsey; Vice President, Jonathan H. Herrick; Secretary and Treasurer, Wm. L. M. Phelps.

Wilmington and Reading Railroad.

This road, which is to connect with the Philadelphia and Reading Railroad at Birdsboro', nine miles south of Reading, is progressing rapidly, the grading of the entire line being nearly completed. The distance is about 60 miles. The road will, for the present, terminate at West street, Wilmington, but it is designed to extend it to the mouth of the Christiana river, where extensive piers are to be erected.

☞ The Pottsville *Standard* says a heavy force has been put to work on the Hazleton Railroad between Sunbury and Hazleton, and the construction is progressing in the most satisfactory manner. It is proposed to have the grading finished by the first of January. By next spring it is probable that cars will be running over the entire length of the road.

☞ A meeting of the stockholders of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company will be held in Cleveland, Ohio, on the 9th inst., to take into consideration and determine as to the propriety of this company's aiding in the construction of a railroad from Indianapolis, Ind., to some point on the St. Louis, Alton and Terre Haute Railroad, in the State of Illinois.

☞ The Boston *Journal* says that every mile of the Boston, Hartford and Erie Railroad, from Boston to Fishkill, is now under contract, and it is confidently asserted that the western end will be completed before the close of 1869.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st Aug., inclusive, during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1867..	83,100	498,000	8,838,800	62,100
1868..	150,600	5,156,000	10,744,900	326,900
Inc..	67,500	4,658,000	1,906,100	264,900

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 999,100 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of Aug., in the years indicated:

	1866.	1867.	1868.
Canal opened—	May 1.	May 6.	May 6.
Flour, bbls.	136,200	83,100	150,600
Wheat, bushels..	1,763,600	498,000	5,156,000
Corn, bushels...	14,989,900	8,838,800	10,744,900
Barley, bushels.	142,300	62,000	326,900
Oats, bushels...	3,686,500	1,933,100	4,719,900
Rye, bushels....	616,500	156,000	161,600
Malt, bushels...	224,800	177,900	310,000

☞ The Reading *Eagle* says the work on the Port Clinton and Topton Railroad is progressing. The section along the Blue Mountain is nearly finished, and the next is under way. The greater part of this road has been already graded from its eastern terminus, leaving the heaviest sections yet to be graded, which are at its western end, one of which includes a tunnel of about half a mile.

☞ The Commissioner of Patents has granted an extension of seven years to each of the following patents: Haywood's India rubber patent, Tuck's rubber packing for steam engines, and Halliday's improved governor for regulating the motion of windmills.

☞ Seven miles of the Chartiers Valley Railroad, commencing at Mansfield, have been surveyed, and are now ready to be put under contract. The road is expected to be in operation from Pittsburg by the middle of next Summer.

☞ The directors of the Virginia Central Railroad Company have contracted with Mr. Edward McMahon, and others, for the extension of the road from Covington to the Springs, by the 1st of May, 1869.

☞ The Paterson and Newark Railroad is pushed forward as rapidly as the peculiar difficulties in the way of grading will permit, and the contractors are making every effort to have it completed by January 1, 1869.

☞ The double track on the Boston and Albany Railroad has been completed, the last rail being laid between Chester and Middlefield, on the 27th of August.

☞ The track of the Alexandria, Loudoun and Hampshire Railroad is now laid some distance beyond Leesburg, Va. It will reach Bowler Crossing, it is thought, about the first of October.

☞ It is expected that the trains on the European and North American Railway will be running to Lincoln by January next.

☞ The first meeting of the corporators of the New Hampshire Central Railroad will be held at ntre Harbor on the 8th of September.

The Bessemer Process.

PRODUCTION OF CHEAP STEEL IN AMERICA.—COMPLETION OF THE GREAT WORKS AT TROY.—DESCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY.—THE NATURE AND VALUE OF THE IMPROVEMENT.

Continued from page 841.

The Bessemer patents in England are some twenty in number, and embrace not only the process, but the essential machinery, and many collateral subjects and defensive claims. In European countries the more important features have been secured by letters patent. Complete protection has been obtained in the United States, not only for all the essential parts of the Bessemer plant and process, in ten separate patents, but of the Kelley and Mushet inventions, and of various improvements by Holley and others. All these patents have been combined by purchase and compromise, and are held by Messrs. Winslow, Griswold, and Morrell, trustees for the parties interested. Under them, licenses have been granted to the various establishments to be hereinafter described, viz:

The Bessemer Steel Works, Troy, New York; Messrs. John A. Griswold & Co. Z. S. Durfee, Manager.

The Pennsylvania Steel Works, Harrisburg, Penn.: S. M. Felton, President. A. L. Holley, Chief Engineer.

The Freedom Iron and Steel Works, Lewistown, Penn.; John A. Wright, President, R. H. Lee, Superintendent.

The Cleveland Rolling Mill Company, Cleveland, Ohio; A. B. Stone, President. John C. Thompson, Superintendent.

The Wyandotte Steel Works, Wyandotte, Michigan; E. B. Ward, President.

The National Iron Armor Company, Chester, Penn.; William B. Reaney, President.

The Cambria Iron Works, Johnstown, Penn.; Charles S. Wood, President. George Fritz, Chief Engineer.

The foreign Bessemer works are as follows: In Great Britain, Henry Bessemer & Co., Sheffield; John Brown & Co., Sheffield; Charles Cammell & Co., Sheffield and Penistone; Weardale Iron Co., Tow Law, Durham; Thompson & Armstrong, Normanton; J. M. Rowan, Glasgow; Samuel Fox & Co., Deepcar; Lloyds Forster & Co., Wednesbury; Bolton Steel Works, Bolton le Moors; London and North Western Railway Works, Crewe; Lancashire Steel Company, Gorton; Mersey Steel and Iron Works, Liverpool; Manchester Steel and Railway Plant Company, Ashbury; Barrow Hæmatite Steel Company, Barrow; Guest & Co., Dowlais; Ebbw Vale Co., Ebbw Vale; Bessemer & Sons, Greenwich. In France there are five works; in Belgium one; in Prussia seven, including the celebrated establishments of Krupp and of the Bochum Co.; in Austria ten; in Sweden twelve; in Russia one; in India one. The whole number of converters in use is from one hundred and thirty to one hundred and fifty of various sizes, from one ton to ten tons, and the total annual capacity of them all is not less than half a million of tons.

THE TROY WORKS—HISTORY AND ORGANIZATION.

The Bessemer patents were purchased in England for Messrs. Winslow & Griswold, by Mr. A. L. Holley, and the Mushet patents for other parties (now represented by the Trustees), by Mr. Z. S. Durfee, at about the same time. Mr. Holley built the experimental works at Troy, started them in February, 1865, and completed the new works, or "five-ton plant," early in 1867, Mr. John C. Thompson then being superintendent of manufacture. Mr. Holley then took charge of the Pennsylvania Steel Works, and Mr. Thompson soon after, of the Cleveland works. Mr. Durfee having previously built experimental works at Wyandotte (afterward run with success by Mr. R. W. Hunt, now of the Cambria works), then took the management of the Troy works, built the forge and introduced various improvements to be farther referred to.

SITUATION.

The location of the Troy works upon tidewater and the Erie and Champlain canals, and, therefore, accessible to coal and the general market by of the cheapest transportation, in the centre of a remarkable and varied iron supply, from the Hudson and Housatonic valleys, from Vermont and Lake Champlain, from the promising Adirondack region, and from the markets of the South and West; this general location is not more eligible than the immediate sites of the works controlled by Mr. Griswold. The Bessemer Works are situated on a level plot, some fifteen acres in extent, with a rock bottom for foundations, well above high water, and bounded on one side by one thousand feet of tide-water, and on the other by the same length of Hudson River Railway. The more remarkable feature of such a site, is a constant water-power of one hundred horse, with thirty-four feet fall, supplied by an underground, four and a half feet trunk, from a line of ponds and reservoirs extending for miles above, and conducted from the wheel-pit to the river by a covered brick race-way.

BUILDINGS.

The Bessemer building is of brick, one hundred and seventy-eight feet long by sixty-five feet wide, and twenty-two and a half feet high in the clear. A pair of five-ton converters and their appurtenances occupy one hundred and ten feet of its length. The remainder contains the experimental two-ton converter and its apparatus, and is of sufficient size for a pair of two and a half or three ton converters, soon to be erected. The cupola building, joined to the East or railroad side of the Bessemer building, is a brick structure forty-four by twenty-four feet, and thirty feet high in the clear. At one end of the Bessemer building, and forming a continuation of it, is a wooden building one hundred and sixty feet long by seventy-five feet wide, and twenty-two and a half feet high, designed for hammers and other machinery for working up ingots. The converting building and forge are roofed with slate, and mounted by a continuous lantern three hundred and thirty-eight feet long and twenty-one feet wide. At the other end of the converting building is a four story brick structure sixty-five by thirty-six feet, and thirty-nine feet high from the ground in the clear, covered with a hipped slate roof and a lantern twelve and a half by forty-one feet. The basement contains a fifty horse Collins turbine, employed to drive the machinery and blowers above; also, a machine for grinding stone for converter linings (a nine foot pan and two six feet rolls), and a seventy pound tilt hammer for testing ingots. The second or ground floor is a machine shop fitted with the necessary lathes, planers and tools for the maintenance of the works. The third and fourth floors are for the storage of tuyeres and the miscellaneous materials employed in the manufacture. A power lift operates from cellar to attic. A No. 6 Root pressure blower and a five foot Dimpfel fan and their driving machinery for supplying blast to the cupolas and furnaces, and a No. 2 Bogardus mill for grinding the finer fire materials, are placed upon the third floor.

The above described buildings form a continuous structure of eighty-nine feet maximum width, and four hundred and seventy-four feet length. Upon the West, or river side of these buildings (a sixty feet street lying between), stands a wooden building sixty by sixty-five feet, and sixteen feet high in the clear, with a high attic for storage, and a continuous lantern above. Here are the boilers and the blowing and hydraulic engines. These buildings, with the offices, store bins, and railways, form a complete establishment, capable at present of producing forty tons of ingots per day, or sixty to seventy tons per day of ingots, and a considerable amount of forgings and finished work, when the two ton experimental converter is replaced by a larger plant and the forge is fully occupied.

MACHINERY.

The blowing engine consists of two forty-eight

inch air cylinders, four feet stroke, lying at the two ends of a heavy bed plate, forty-three feet long, five and three-quarter feet wide, and one and three-quarter feet high, and connected to a common crank upon one end of the steam engine shaft. The steam cylinder lies by the side of one of the air cylinders, upon a framing of its own, and is thirty inches in diameter. Its piston, of four feet stroke, is connected to a crank on the other end of the main shaft. The air cylinders being connected to one crank, operate like a single cylinder, and cause a pulsation in the blast, which is in other engines avoided by cranks at right angles. But the large air receiver, eight feet in diameter by eighteen feet high, so equalizes these pulsations that the pressure gauge shows less than a pound variation, and does not at all embarrass the indications at the converter mouth by which the decarburization is determined. The tendency to irregular motion, due to a single steam cylinder, is also corrected by a fly-wheel of twenty-one feet diameter and twenty and a half tons weight. These are valuable results, as they will lead to economy in construction. The steam engine was constructed upon the plans of Mr. Geo. H. Reynolds, and embraces some novel features, among others, a framing peculiarly strong in the line of strain, and a condenser and air pump below the cylinder, formed between the frames; the air pump is double acting, and is driven by an arm from the cross-head. The injection water comes from the reservoirs before referred to. The valve motion is the long slide, with fixed independent slike cut-off. The boilers, four in number, are fifteen feet long by five feet in diameter, having forty-two four and a half inch return flues, five by five and a half feet grate, and three by four feet domes, and form a battery, inclosed in brick, with cast iron fire fronts of novel and good construction. The smoke stack is of sheet iron. The blowing machinery was constructed at the Delamater Iron Works in New York.

The pumping engines for working the cranes and hydraulic machinery in the Bessemer Building is a Worthington "Duplex" with fifteen inch stroke, two twenty inch steam cylinders, and two seven and a quarter inch water cylinders, working at three hundred and fifty pounds pressure per square inch. The feed pump for the boilers is also a Duplex. This is probably the most trustworthy and economical class of hydraulic machinery known.

THE EXPERIMENTAL BESSEMER PLANT

has been variously changed, and has developed a vast amount of useful knowledge concerning irons, materials, and processes, besides producing some thousands of tons of marketable steel. It consists of a two ton vessel, or converter, five feet in diameter, rotated by hand-gearing, and supplied with melted iron by a No. 2 Mackenzie cupola, having a moveable bottom, and thus being *the* equivalent cupolas. The main crane is worked either by hand or by a hydraulic cylinder attached to the crane chain, and lifts the ladle crane as well as the ingots and moulds. The recarburizing material is melted in crucibles instead of air furnaces. This change, developed by Mr. Durfee, promotes the uniformity of the product, and does not greatly, if at all, increase its cost.

The "five-ton plant" consists, firstly, of two cast-iron converters, fourteen and a half feet high by eight feet ten inches diamater, standing side by side. In their rear is the wall of the converting house, pierced with arches leading to the melting house, and supported by heavy buttresses, upon which stand the hoods and chimneys to conduct the flame from the converters. In their front is a circular casting pit, thirty-four feet in diameter and thirty inches deep (having deeper covered pits for large ingots,) with a ladle crane in the centre and three ingot cranes at its sides, upon the general level. The ladle crane, of fifteen tons capacity, is a hollow cast-iron post or ram, standing in a fifteen-inch cylinder (six feet stroke,) and reaching to a support in the roof. It carries a fifteen and a half feet jib, consisting of two wrought-iron arms held up by diagonal tie rods, and forming a railway upon which the carriages supporting the ladle are moved, radially by a rack and pinion. The ladle is removable by one of the ingot cranes (for repairs of lining after each heat,) and is about four feet high and of this same diameter for a five-ton charge, or double the size when it is to receive the product of both converters. It is mounted on trunnions, and rotated by a worm attached to the carriage. It is lined with loam, dried in an oven standing in one corner of the building, and heated by being turned over a small furnace in the pit. The steel is let out of a hole in the bottom of the ladle, into the ingot moulds, by means of a fire-clay nozzle, two inches in diameter, and a fire-clay stopper, operated by a slide and lever fastened to the outside of the ladle. The ladle crane is rotated by hand gearing, and is moved very easily, as it rests upon frictionless water.

The two side ingot cranes are constructed like the ladle crane, except that they have a single carriage on the horizontal jib, with a chain depending. The ram is of twelve inches diameter, the stroke nine feet, the length of jib twenty-two feet, and the capacity eight tons. These cranes swing over the respective converters and over one-third of the pit each, and over a considerable floor space, and are chiefly used for lifting ingots and moulds. The central ingot crane has an eighteen feet jib, a nine-inch ram, and lifts three tons.

All the cranes are operated from a raised platform or "pulpit," by means of geared hand-wheels, opening brass three-way and four-way cocks, like gas cocks, only seven inches in diameter, and thus admitting or exhausting water at the three hundred and fifty pounds pressure of the pumping engine before mentioned. From the same "pulpit" are operated the valves of two hydraulic lifts of twelve inches diameter, fifteen inches stroke, and eight tons capacity, standing under the converters for taking them apart, and also the two eight-inch screw valves for admitting air to the converters, and also the valves of the seventeen inch (six feet stroke) hydraulic cylinders for revolving the converters on their trunnions by means of racks, and pinions of three feet diameter, twelve inch face and five and one eighth inches pitch. The air and water are conveyed from their respective engines to the regulator under the "pulpit," and from the regulator to the cranes, etc., by underground pipes. A boy working the regulator handles can thus not only perform the work of some fifty men, but he can do it with perfect precision and promptness. In fact, men enough could not be got into position to do the work or stand the heat. The hydraulic cylinders are arranged to be "blown out" in freezing weather, by admitting air instead of water.

A railway, with sidings in the building and yard, joins the Hudson river railroad track.

The meeting house contains a No. 6 Makenzie cupola with three revolving bottoms, and is the equivalent of three cupolas. An eight ton crane built like the ingot cranes, but having eleven and a half feet lift, raises a platform with barrows of iron and coal from the ground level (which on this side of the works is four and a half feet higher than the converting floor) to the level of the cupola and air furnace charging floor. The melted iron is tapped out into one of two ladles standing on eight ton scales. When a ladle is filled, it is weighed, so that the exact per centage of the recarburizer may be ascertained, and then raised by the same crane that lifts the materials to the cupola. The ladle hanging by its trunnions in a frame is then turned over by a worm attached to the frame and emptied into a spout that conducts the melted iron to the mouth of the converter. The air furnaces for melting the recarburizer are placed over the oven, at one end of the converting building, in a line with the converters, and at the level of the cupola charging floor. The recarburizer (melted manganesian pig iron) is tapped into a ladle which runs upon an overhead railway from the furnace to the converters.

"*A blow.*"—However interesting the foregoing facts may be to steel makers, or however dull to general readers, a "blow"—the thing itself—is remarkable alike to the scientific and the unprofessional observer, especially at night when the spendor of this intense and concentrated combustion is not rivalled by sunshine, and when the imagination invests each ponderous machine with mysterious life and awful energy. The cavernous room is dark, the air sulphurous, the sounds of suppressed power melancholy and deep; halt revealed monsters with piercing eyes crouch in the corners, spectral shapes ever flit about the walls, and lurid beams of light anon flash in your face as some remorseless beast opens its red-hot jaws for its iron ration. Then the melter thrusts a a spear between the joints of its armor, and a glistening yellow stream spirts out for a moment, and then all is dark once more. Again and again he stabs it till six tons of its hot and smoking blood fill a great cauldron to the brim. Then the foreman shouts to a thirty foot giant in the corner who straightway stretches out his iron arm and gently lifts the cauldron away up into the air and turns out the yellow blood in a hissing, sparkling stream which dives into the white hot jaws of another monster—a monster as big as an elephant with a head like a frog and scally hide. The foreman shouts again, at which up rises the monster on its haunches, growling and snorting sparks and flame.

What a conflict of the elements is going on in that vast laboratory. A million balls of melted iron, tearing away from the liquid mass, surging from side to side, and plunging down again only to be blown out more hot and angry than before—column upon column of air, squeezed solid like rods of glass by the power of five hundred horses, piercing and shattering the iron at every point, chasing it up and down, robbing it of its treasures only to be itself decomposed and hurled out into night in roaring blaze.

As the combustion progresses, the surging mass within the converter grows hotter, throwing out splashes of liquid slag—and the discharge from its mouth changes from sparks and streaks of red and yellow gas, to thick, full, white, howling, dazzling flame. But such battles cannot last long. In a quarter of an hour the iron is stripped of every combustible alloy, and hangs out the white flag. The converter is then turned upon its side, the blast shut off, and the recarburizer run in. Then for a moment the war of the elements rages again; the mass boils and flames with higher intensity, and with a rapidity of chemical reaction, sometimes throwing it violently out of the converter mouth; then all is quiet, and the product is steel—liquid, milky steel, that pours out into the ladle from under its roof of slag, smooth, shining, and almost transparent.

To be continued.

White Mountain Railroad.

At a special meeting of the stockholders of the Boston, Concord and Montreal Railroad, held in Concord, N. H., on the 31st ult., it was voted nearly unanimously to ratify the contract made by the Directors for extending the White Mountain Railroad from Littleton toward the Grand Trunk Railroad at Northumberland. The stockholders of the White Mountain Railroad also held a special meeting, and ratified the action of their Directors for the same object.

☞ The Menomonee (Wis.) *Herald* says there is a fair prospect of the extension of the Chicago and Northwestern Railroad, from Fort Howard to Menomonee River, and that the people there are ready to subscribe to the stock.

☞ Parties representing the Virginia and Tennesse, Southside and Petersburg and Norfolk railroads have recently had a conference at Yellow Sulphur, and virtually agreed to a consolidation of the three lines.

Railroad from Tremont to the Lehigh Valley Railroad.

The surveys of the new line of railway from Tremont to the Lehigh Valley, have been completed so far as to enable the engineers to proceed with the location of the road, which will commence next week, and it is expected that grading will be commenced on the heavier parts of the work in October. Great care has been taken to avoid heavy grades and short curves, and we are informed that the maximum grade running east will not exceed twenty feet to the mile, and the grade running west will not exceed fifty feet to the mile. As the heavy freights will be all eastward, the road will thus possess all the advantages practically of a twenty feet grade. Starting from Tremont, the principal points intersected in Schuylkill will be New Mines, Forestville, Wolf Creek, Mount Laffee, Wadesville, St. Clair (crossing near Johns' breaker,) Windy Harbor, Silver Creek, Kaskawilliam, Tuscarora and Tamaqua (passing between Tamaqua and the old Donaldson shaft,) and thence to intersect the Lehigh Valley road at a point near Lehighton. The length of the road will be 36 or 37 miles, and it is proposed to construct and equip it as a first class coal road. In the surveys, special attention has been given to securing such a level as will best accommodate the present and prospective coal developments of the region lying south of the Mine Hill Mountain. This has been secured to such an extent, we are informed, as will enable every operation in what is known as the Southern coal basin to connect at an easy grade; while the route is such that nearly all the larger operations are either immediately on the line of the road, or within a convenient distance, thus avoiding the expense of long lines of laterals. The managers of this road have done but little talking, but have been pushing the work along as rapidly as the care with which they desire it to be done will admit of. In fact, so little have they made public of their intention that it has only been through the courtesy of a friend (who by the way is accurately posted,) that we have been enabled to get hold of sufficient material for a newspaper paragraph. Of one thing, however, we are fully assured—the road will be built, and will be operated independently of and in competition with all other lines that reach the same territory.—*Pottsville Standard.*

Connecticut Western Railroad.

Although little has been said about this new railway, whose termini will be Fishkill, N. Y., and this city, probably, the project has been pushed steadily along, and there is now fair prospect of an early commencement of the work. In accordance with the provision of the road's charter, the town of Winchester, Ct., has subscribed $116,000 in the stock, and this amount will be increased by private subscription to $200,000. The money to construct the road from the State line to the point of connection with the Dutchess and Columbia road, in New York, has already been pledged, and the town of Salisbury will raise enough to build it from the State line east to Norfolk, 14 miles. President W. H. Barnum is working energetically, and says that the portion of the road from Winsted west can be put under contract by the first of October. The surveys have not yet been completed and the line of the road definitely fixed, but that the eastern terminus will be this city or Hartford is certain.—*Springfield Republican.*

☞ The Boston *Advertiser* says that this proposed route of the Connecticut Western Railroad will extend from Hartford to Millerton, N. Y., on the Harlem road, and will pass through Farmington, the edge of Canton, Winchester, New Hartford, North Canaan, Norfolk and Salisbury.

☞ The Utica, Chenango and Susquehanna Valley Railroad was completed and opened to Smorburne, in Chenango Co., a distance of 43 miles from Utica, on the 19th ult.

Portland and Ogdensburg Railroad.

The enabling act of the Vermont Legislature, requires that the towns in that State, proposing to aid the Portland and Ogdensburg Railroad, shall obtain a majority of the legal voters, a majority of the tax payers, and a majority of the taxable property represented by the entire ownership, male and female. This triple majority has, however, been secured in nearly every town in the State through which the road will pass if constructed.

☞ The proposed Somerset Railroad, from West Waterville to Caratunk Falls, on the Kennebec, in Maine, will cost $600,000—$450,000 of which are subscribed by the towns on the route. The Maine Central Railroad Company have agreed to lease the road, when completed, for fifty years, and pay six per cent. interest on its cost, not to exceed $20,000 per mile.

☞ At a meeting of the Mononahela Valley Railroad Company at West Brownsville on the 29th ult., it was announced that $81,000 had been subscribed leaving $23,000 yet to secure the charter, which was guaranteed by one person before the next meeting. The meeting adjourned to meet in Birmingham, September 11th.

☞ At a recent meeting of the directors of the Erie and Genesee Valley Railroad Company, it was decided to build the road from Mt. Morris to Dansville. Measures will at once be adopted to secure the aid of the several towns through which the road will be laid.

☞ The Little Rock (Ark.) *Gazette* says a company has recently been organized under the provisions of the general railroad law, passed at the last session of the general assembly, for the purpose of constructing a railroad on the most feasible route to be found on the south side of the Arkansas river between Little Rock and Fort Smith.

☞ The contracts for the grading of the Knox and Lincoln Railroad have been made, and the work is to be finished by the middle of June, 1870.

THE LATHE AND ITS USES.

JOHN WILEY & SON,
No. 2 Clinton Hall, Astor Place, New York,
Have just published:

THE LATHE AND ITS USES; or Instructions in the Art of Turning Wood and Metal, including a description of the most modern appliances for the ornamentation of plane and curved surfaces, with a description also of an entirely novel form of "Lathe" for Eccentric and Rose engine turning—a Lathe and Turning Machine combined, and other valuable matter relating to the art. 1 vol. 8vo, copiously illustrated, cloth, $6 50.

*** Mailed and prepaid on receipt of price.

"The most complete work on the subject ever published."—*American Artisan.*

WANTED.—A MASTER MECHANIC to take charge of a Locomotive and Machine Shop. One well accustomed to managing men required.
4136* Address Box 116, N. Y. P. O.

TO RAIWAY CONTRACTORS. Sealed proposals will be received until noon of Tuesday, September 15, 1868, for the building of the Somerset Railway complete and ready for the rolling stock.

Also, separate proposals for the graduation, masonry, bridge work and ballasting of the same.

The line of said railway extends from West Waterville, Maine, to Carratunk Falls in Solon, about 34 miles. Work to be commenced immediately.

The directors reserve the right to reject any and all bids.

Proposals to be directed to the undersigned at West Waterville, Maine, where the plans and profiles can be seen and information had concerning the general extent and character of the work.

JOHN AYER, for the Directors.
West Waterville, Me., Aug. 31.

780 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **103**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is *the length of time they have to run.*

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,
And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
Sept. 1, 1868.

THE

NOVELTY IRON WORKS,

NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

Stationary, River, Marine, Side-Wheel and Propeller Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Blowing and Pumping Engines;
Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;
Steam, Vacuum and Water Guages, Indicators, Registers, &c.;
Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
Burnett's Movable Cranes, Crane Engines, Hoisting Gear, &c.
Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

TO RAILWAY CONTRACTORS.

THE GRADUATION, MASONRY AND BALLASTING of the following enumerated sections of the

Pittsburgh and Connellsville Railroad,

Are advertised for contract, and proposals for the same will be received at the Company's Office, in Pittsburgh, up to

30th of SEPTEMBER, inclusive.

Commencing at the Uniontown Branch Junction, about a mile east of Connellsville, Sections 59 to 64 inclusive. Then Sections 65, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 106, 110, 112, 115, 116, 117, 118, 119, 122, 128, 129, 130, 133, 140. All of these Sections are in the valley of the Youghiogheny River, up to Section 112 inclusive. Sections 115, 116, 117 are on the Summit, and embrace the Sand Patch Tunnel; and the remainder are in the valley of Wills Creek, Section 140 being about 5 miles from Cumberland.

Specifications of the work on the above Sections will be ready for delivery on the 1st of September, at the offices of the Company, at Pittsburgh and Cumberland, where contractors will obtain all necessary information to enable them to examine the line.

The Company reserves the right to reject all or a part of each bid.

B. H. LATROBE,
Civil Engineer.

August 10th, 1868. 5t34

To Railroad Contractors.

Sealed proposals will be received until noon of WEDNESDAY, Sept. 9, 1868, for the graduation and masonry of that portion of the SOUTH PACIFIC RAILROAD, in the State of Missouri, between the present terminus of Little Piney and a point fifty miles southwest of said terminus. The work to be contracted for by sections according to the plans of the Chief Engineer.

Work to be commenced forthwith, and payments to be made monthly in cash.

The Company reserves the right to reject any and all bids.

Proposals to be directed to ANDREW PEIRCE, Jr., Managing Director at the office of the Company, corner of 6th and Walnut streets, St. Louis, Missouri, where all profiles will be exhibited and information given by T. W. KISSOCK, Chief Engineer, or C. B. FISK, Vice President.

FRANCIS B. HAYES, President.

Boston, Aug. 22, 1868.

American Natural Oil Company

No. 7 Broadway, New York City,

SOLE PROPRIETORS OF THE CELEBRATED

American Natural Lubricating Oils

Prepared expressly for all classes of MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the UNITED STATES AND EUROPE.

American Natural Paint Oils

At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.

Post-Office Box 4781, New York City.

LUBRICATING OILS.

FIRST PREMIUM. 1867.

Awarded by the American Institute to CHESEBROUGH & CO., 132 Maiden Lane, New York.

"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,

HORACE GREELEY, President.

Perfectly pure (not mixed,) absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market. 3m25

FOR SALE.

6 FIRST CLASS PASSENGER CARS.
10 " " BOX "

JACKSON & SHARP,
Wilmington Car Works,
1t36* **Wilmington, Del.**

RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

D. N. BEARDSLEY,
3m33 **251 West street, N. Y.**

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern** and **Southern Pine, Oak** and **Spruce** for **Railroad Cars, Bridges, &c., &c.**

BRADFORD & RENICK,
71 Broadway, New York.

Steel and Iron Rails,

American, English & German,

FROM WORKS, YARD OR

EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
93 William st., New York.

G. COPELAND,

BANKER,

72 WALL STREET.

Buy and sell Town, City, State, Railroad and other Securities. 3m36

PLATFORM CARS.

Ten new first class Platform Cars, 28 feet long—8 ft. 2 in wide, with side and end boards—gauge 4 ft. 8½ in. ready for immediate delivery.

WILLIAMS, PAGE & CO.,
3t35 **91 Water st., Boston.**

OFFICES TO LET.

BROADWAY COR. WARREN ST.,
Opposite the City Hall Park.

To Let for a term of years—24 offices in the above Buildings singly, or in suits, each room communicating with the main Hall. For Light, Ventilation and Central Position unsurpassed by any in the city. Apply to JOHN LLOYD & SONS, 7 and 9 Warren street.

2t35* **DEVLIN & CO.**

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON,
R. B. MANNING. G. W. NORTON.

Godeffroy Brancker & Co.

42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

VAN ANDEN RAIL CHAIR COMPANY,



359 MAIN STREET,
POUGHKEEPSIE, N. Y.,

By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

☞ *All orders will receive prompt attention. Samples sent on application.*

PATENTED SEPT. 18th, 1866.

Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN*, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

ESTABLISHED 1821.

RAILROAD UPHOLSTERY GOODS.

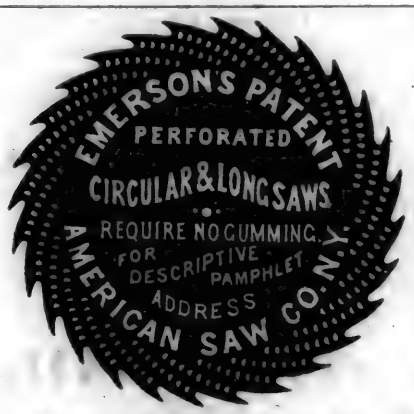
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American Railroad Journal.

New York Saturday, September 12, 1868.

Baltimore and Potomac Railroad.

A meeting of the stockholders of this road was held at Upper Marlboro', Prince George's County, Md., on the 2d inst. Hon. Samuel H. Berry in the chair. The report of the directors was presented by Hon. Oden Bowie, President of the company. It is stated that the general condition of the affairs of the company is at this time much better than ever before, and the immediate completion of the whole road to the Potomac River is claimed to be assured. The difficulties encountered in the last twelve months are said to have been permanently relieved. Mr. Bowie states that no route has been selected for the road through Charles County to the Potomac, there being two under consideration, and he suggests that "the constitution having conferred upon the three lower counties five hundred thousand dollars for internal improvements, it is suggested to, and urged upon, the people of Charles County to appropriate their third of this amount to the building of this road *within their county limits.*" It is also stated that in Charles County "several gentlemen have each offered, in addition to the right of way, all the necessary land for depot grounds, sidings, switches, wharfage, &c., free of cost, to the extent, in some cases, of ten acres, if their property shall be selected as the terminal point."

Since the last annual report the engineering corps has been kept engaged in preliminary surveys and location, or divided into resident construction corps in charge of such sections of the work as were under contract and being graded. Of those gentlemen having contracts for grading, Mr. E. G. W. Hall, and Heistend & Co., have nearly finished the different sections for which they had contracted in Prince George's County, both on the main stem and Washington branch. Messrs. Hammond & Co. were making excellent progress in Anne Arundel County, but were recently compelled to stop further work because of difficulties about right of way on sections for which they had the contract. But those difficulties having been satisfactory settled, they will actively and immediately resume work. The right of way from the Annapolis and Elk Ridge road to the Patuxent River has all been secured either by gift, purchase, arbitration or condemnation, which also enables Criswell & Co. to resume work, which they, too, had been compelled for a like reason to suspend. Arrangements have been made for all other parties having contracts of last year to vigorously prosecute their work, and subcontracts are now ready to be awarded on the whole main stem from Baltimore to Marlboro', and the branch to Washington on which work will be immediately commenced.

The stockholders elected the following directors for the ensuing year: Governor Oden Bowie, Colonel William D. Bowie, of Prince George's County, Md.; Hon. James C. Clarke, of Baltimore County, Md.; Capt. Samuel Cox, of Charles County, Md.; Hon. Eli J. Henkle, of Anne Arundel County, Md.; George W. Miller, Esq., of Buffalo, New York, and Wm. T. Walters, Esq., of Baltimore City.

Intercolonial Railway.

"If the Railway Commissioners are appointed next week, it is expected they will be ready by the first of November to call for tenders for the construction of such portions of the Intercolonial Railway as Mr. Sanford Fleming shall have reported on, and as may be approved by the Privy Council. The number of miles of contract to one individual will, it is said, not exceed 25 miles. As the contract will not be given out until the beginning of December, there will be really no work done this year, except in the way of preparation for next summer's operations. It is said the Railway Commissioners will first hold their meetings at Ottawa, but that when the railway works are commenced they will sit at Quebec."—*Toronto Globe.*

Solid Lever Bridge Co.

This company have just completed a Solid Lever Bridge for the European and North American Railroad Company, whose road will connect St. John and Bangor, Me. This bridge is designed to span the Costigan Brook. It is the first of the kind ever manufactured; has a span of 50 feet, is 15 feet wide, and contains but a little more than 5 tons of iron. It is composed of two levers which join in the centre and are held in position by means of weight or balance power on the abutments. Upon these is then put a common truss-arch, whose heel centres on or strikes the lever back of the fulcrum, which has the effect of balance power or raising the lever in the centre. While on exhibition, 27 tons weight were placed upon it, covering a space of 9 or 10 feet, which would be equal to 86 tons or more distributed over the whole space. The bridge was built by projection, without staging, and is furnished at about one-third the cost of other iron bridges. It is considered by competent judges to be a perfect success. CHARLES PARKER, engineer of the company designed and superintended the building of this bridge.

Union of Lakes Huron and Ontario.

It is stated the project of uniting Lake Huron and Lake Ontario bids fair to be a reality. Able engineers have decided that the work is feasible and that it will not cost more than $40,000,000. It was proposed to raise $20,000,000 of this in the United States, and $20,000,000 in England. These loans were to be secured by a grant of 10,000,000 acres of land by the Canadian government. Mr. Frederick Capreol, of Toronto, has undertaken the financial management of the enterprise. Some time ago he succeeded in obtaining guarantees from American capitalists that they would furnish $20,000,000 if the balance should be subscribed in Europe and the land secured. For several months he has been in England, and it is said that his prospects of success in securing the other $20,000,000 are very satisfactory. When that is secured it will only be necessary to obtain the land grant before work can be commenced.—*Cleveland Leader.*

Flour and Grain Trade of Buffalo.

The receipts of flour and grain at Buffalo by Lake and Grand Trunk Railway for the month of August, 1866, 1867 and 1868, have been as follows:

	1866.	1867.	1868.
Flour, bbls....	102,558	161,938	161,001
Wheat, bush...	484,885	890,420	1,077,779
Corn " ...	4,641,657	2,893,564	3,277,790
Oats " ...	985,038	1,127,242	1,269,614
Barley " ...	.....	5,450	35,843
Rye " ...	51,951	93,412	123,157
Peas " ...	255	.....	350
Total, bush....	6,163,786	5,010,088	5,785,533

And from January 1, to September 1—

	1866.	1867.	1868.
Flour, bbls....	575,655	419,146	582,558
Wheat, bush...	3,415,059	1,763,728	3,218,274
Corn " ...	18,861,042	10,699,456	11,846,102
Oats " ...	7,464,033	3,160,897	4,744,679
Barley " ...	206,958	166,454	84,805
Rye " ...	560,785	188,339	162,562
Peas " ...	50,792	55,483	28,867
Total, bush...	30,558,669	16,044,357	20,095,289

CANAL EXPORTS.

The following will show the Canal Exports of flour and grain from the opening of the canal May 1st, 1866, May 6th, 1867, and May 4th, 1868, to Sept. 1st:—

	1866.	1867.	1868.
Flour, bbls....	13,906	399	474
Wheat, bush...	2,133,428	788,402	2,255,655
Corn " ...	16,518,146	8,934,393	9,674,290
Oats " ...	6,068,898	2,201,118	2,719,726
Barley " ...	174,457	55,060	13,960
Rye " ...	436,246	168,160	37,975
Total, bush....	25,331,175	12,147,123	15,701,606

RECEIPTS AT FOUR WESTERN LAKE PORTS.

The following will show the receipts of flour and grain at the ports of Chicago, Milwaukee, Toledo and Cleveland, from January 1, to August 29:

	1866.	1867.	1868.
Flour, bbls....	2,031,650	1,746,823	2,074,869
Wheat, bush...	12,235,774	9,208,062	12,491,378
Corn " ...	29,111,394	21,719,371	24,275,552
Oats " ...	8,368,539	6,215,703	8,993,390
Barley " ...	425,428	695,420	594,933
Rye " ...	1,195,034	818,021	619,880
Total, bush....	51,331,370	38,656,577	46,975,133

Platteville and Calamine Railroad.

The Grant County (Wis.) *Witness* says that a meeting of the stockholders in this road was held on the 24th ult., for the purpose of adopting measures to complete the railroad to Platteville by the 1st of January. The agent, Mr. Sam Moore, stated that the grading was finished to within six and a half miles of Platteville, and that means were provided to complete the road up to the Belmont Station, but that would exhaust all that was due of the first installment of the preferred stock. He proposed that if the stockholders would pay up the second installment in four equal monthly payments that he would have the road graded and ready for the cars to run upon by the first day of January next. A motion was made to that effect and it was voted unanimously that the money should be so paid.

About forty thousand dollars will be needed to complete the grading and furnish the fish plate, ties, spikes, etc., for the remaining six and a half miles. The second installment of stock subscribed amounts to about nineteen thousand dollars. To raise the balance besides what can be raised on the town orders, a committee was appointed for the purpose of canvassing and procuring such additional aid as may be obtained. One hundred additional men will be put on the work and the road pushed forward with all possible speed.

Boston and Maine Railroad.

The earnings of this road for the years ending May 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers.....	$976,683 97	$907,133 23
" freight.....	581,996 28	603,355 62
" rents	23,290 18	28,909 01
" mails.....	10,839 78	13,671 58
" interest	17,866 45	12,392 94
" P., S. & P. R. R.	10,000 00	.....
	$1,620,676 66	$1,565,462 38
Expenses, viz:		
Repairs of road.....	$145.212 25	$169,222 11
" bridges	39,384 54	30,639 25
" fences, etc..	5,691 51	6,749 11
" stations, etc.	88,348 82	68,689 99
" locomotives.	79,627 06	80,478 54
" cars	67,106 95	102,690 96
Removing ice and snow	6,233 78	2,622 57
Switch, gatemen, etc..	40,442 77	43,428 57
Passenger expenses ..	117,421 26	126,067 46
Freight expenses.....	114,661 73	109,222 11
Wood.....	75,779 76	63,929 61
Sawing wood; expense of & pumping water	27,428 89	25,773 59
Oil and waste.....	17,197 50	15,970 96
Damages and gratuities	3,776 53	5,478 44
General expenses.....	35,842 96	24,108 76
Taxes.....	87,673 27	94,466 56
Insurance.....	4,023 83	5,847 83
Danvers railroad rent.	7,500 00	7,500 00
Coal for locomotives..	70,599 12	59,362 55
Renewal of rails.....	53,426 37	87,433 75
	$1,085,678 40	$1,129,682 32
Earnings less exp..	$534,998 26	$435,780 06
Deduct tax on dividend and surplus.		21,786 67
Net profits.....		$413,993 89
From which deduct two dividends of five per cent. each.....		413,470 00
Leaving a balance of.....		923 89
To which add balance from previous year.....		975,093 72
Total, as in General Balance Sheet.		$976,017 10

The above balance of $976,017 10 is invested as follows: in Newburyport Railroad bonds, $300,000; in Danvers Railroad bonds, guaranteed by this corporation, $73,000; in the Danvers Railroad contract and stock, $27,330—and the remainder in expenditures on the road, rolling stock, etc. It is, therefore, only an element indicating, in some measure, the value of the stock above par; but it is not available for the payment of debts or dividends. The report says:

It will be perceived that the receipts have been $55,214 28 less than in the previous year. By deducting the sum of $10,000, received from the Portland, Saco and Portsmouth Railroad, in the former but not in the latter year, the actual receipts from the same elements will appear to have decreased only $45,214 28.

The amount received from passengers is $69,550 74 less, and from freight $21,359 34 more than in the former year.

The diminution in passenger receipts is mostly from the regular local business. This is accounted for, in a great measure, by the reduction of fares from the basis of three and one half cents per mile, alluded to in the last Annual Report.—

It may be proper to remark here, that the number of our season ticket passengers is steadily on the increase.

We have now more than 2,250 such, who have the right to be carried on the road, once each way, daily.

The expenses attending the operations of the road exceeded those of the previous year by the sum of $38,497 09.

The principal cause of the increased expenditure last year was the article of rails. The outlay on that account was $87,400. This is $35,000 more than for any preceding year. During the last ten years we have laid down 9,470 tons of rails, costing, after deducting the value of old rails exchanged or sold, $355,900,—averaging 947 tons, and costing $35,590 per annum.

In no one year, of the first six of the above named term, did the expenditure for rails exceed the sum of $28,000, while the increase for the last four years has been very great. During the last year there were laid down more than 2,000 tons (including 100 tons of steel rails) at an expense of $87,400, as above stated.

Several causes have contributed to produce this result. We have had in use, until recently, considerable iron that was laid when the road was first constructed. It was found necessary to replace that with new iron. This has been done to a considerable extent.

Another cause has been the poor quality of the rails laid down for a few years past.

Furthermore, the great increase in the quantity of freight carried, and also, in the aggregate amount of miles run by the trains, during the past few years, have very materially increased the wear of the rails. These last remarks will apply equally to the sleepers, wheels, axles, tires, &c., all of which need repairs and replacing in nearly the exact ratio to the service rendered.

During the last year, the wooden freight house in Boston, opposite the Fitchburg Depot, has been raised, repaired, and extended in length. A new wooden freight house, extending from Travers to Causeway Street, has been erected. This is principally used as a depot for hay. These have added to our facilities in Boston for transacting the large and constantly increasing freight traffic over our road.

A new passenger depot, at Highland Station, in Melrose, has been built.

The passenger depot at Andover has been raised, thoroughly repaired and painted. The arrangements at Haverhill have been completed. The new station buildings at Exeter, consisting of a brick passenger depot, containing a spacious and elegant dining room, a brick freight house, a brick building for the water tank, steam engine, &c., a wood shed, and a coal shed, together with facilities for the supply of wood and water to passing engines, have all been finished. These buildings are abundantly ample and convenient.

They give great satisfaction to the travelling public and to the patrons and friends of the road in Exeter.

The shops at Lawrence have been so far rebuilt, that all necessary repairs upon the cars are made with expedition and economy. Many new four-wheel freight cars have been built there for the coal and brick traffic especially, which will keep up our rolling stock in that department.

The bridge over Charles street, in Dover, has been finished and covered. The improvement here gives perfect satisfaction.

Contracts have been executed for reconstructing and extending the Passenger Depot in Boston. It is an important work, and considerable time will be required to accomplish the undertaking.

New station buildings have been erected at Rochester, both for passengers and freight. They are built of brick, and slated, and are ample for the accommodation of the business of that flourishing place.

Considerable has been done at Alton Bay in erecting a new passenger depot, and in other alterations and improvements.

A line of telegraph has been erected over the Dover and Winnipiscogee Railroad.

This has been long needed, and will prove to be very beneficial in operating that road in connection with the main line.

In carrying out your views, as expressed at the last annual meeting, the directors have caused surveys to be made, with a view of avoiding Ward Hill, or lessening the grades over it, in anticipation of completing the double track between North Andover and the bridge over the Merrimac. The results of the surveys, thus far, have not been perfectly satisfactory, and no progress has yet been made in construction.

There has been no change in our relations with the Portland, Saco and Portsmouth Railroad Company. We have not received any remittance from that road during the past year. All the surplus earnings have been laid out in the permanent improvements upon that road, that were referred to in our last annual report.

The amount credited to us on the books of that corporation, on the 31st of May, 1868, was $179,-237 82. This sum, together with the amount due the Eastern road, is an acknowledged debt due from the Portland, Saco and Portsmouth Road. These amounts will be considerably increased before the improvements, begun at Portland, and in contemplation, shall have been finished. In view of this fact, measures were taken by the directors of that road to meet the subject in such a manner as would be agreeable to the Boston and Maine and Eastern Railroad Companies. An act was obtained from the Legislature of Maine, authorizing an increase of the capital stock from its present amount of $1,500,000 to $2,000,000. This matter was brought before the stockholders at their last annual meeting, and they voted to accept the act, and authorized their directors, "with the consent of the Eastern Railroad Company and the Boston and Maine Railroad Company, to issue, from time to time, so many shares as may be necessary to pay for permanent improvements, made and to be made, in the erection of structures, increasing the equipment of the road, and putting it in the working condition of a first class railroad, so as to furnish accommodations for the increasing demands of the public; that such new shares, with the consent aforesaid, shall be disposed of by the directors of this corporation, in accordance with the terms of said act, and shall have the same rights as those already issued."

This subject, which is of great importance to the stockholders of this corporation, will come before the annual meeting for their corporate action.

It was stated in the last annual report, that there was a discrepancy between our accounts in respect to the haulage of freight between Boston and Portland.

This has not yet been adjusted. The action commenced against us, to which reference was made in the same report, has been tried before a single Justice. The questions of law, which are to determine the issue, are reserved for the decision of the full Bench.

During the last two years we have added to our rolling stock 6 new locomotives, 12 new passenger cars, of elegant style and workmanship, 175 new freight, and several baggage cars, at an expense of $275,000.

In addition to this, many of our cars of the old pattern have been refinished in the modern style. We have now more than 40 with the Monitor top, so called.

The tables in the appendix will well repay a careful perusal. By examining them you will perceive, that more service has been accomplished —more freight hauled and more miles run—than in any previous year.

The road has been kept in good running order, notwithstanding the severity of the past season. The usual examination of the treasurer's accounts has been made, under the direction of a committee. The Auditor reports them to be correct.

The new stock, authorized to be issued at the last annual meeting, has generally been taken by the stockholders.

The company have 43 locomotives, 73 passenger, 21 baggage, 869 merchandise and 107 gravel, hand, and other cars. Miles run by passenger trains, 581,058; by freight trains, 288,125; by gravel trains, 15,442; by extra trains, 9,036—total miles run, 893,661. Number of passengers carried, 3,148,988; do., carried one mile, 42,096,255. Tons of merchandise carried, 344,136; do., carried one mile, 12,886,085.

CONDENSED BALANCE SHEET.

Construction		$4,128,738 04
Equipment		658,019 27
Property accounts—materials		139,463 63
Cash	$47,332 55	
Notes	59,550 00	
Freight bills, etc.	24,328 04	
Open accounts	19,077 96	
		150,288 55
Boston and Maine Railroad stock, 500 shares bought as an investment of surplus		50,000 00
Danvers Railroad bonds, endorsed by us, taken at par		73,000 00
Great Falls and Conway Railroad bonds, guaranteed by Eastern Railroad in New Hampshire		20,000 00
Newburyport Railroad account		300,000 00
Danvers Railroad account		27,330 00
Land and improvements, Dover and Win. R. R.		19,722 98
Amount expended on Boston passenger station		16,151 96
		$5,582,714 43
Capital stock		$4,076,974 52
Payments on account of new capital stock		222,750 00
Tax bills—estimated		37,574 13
Sundry balances		49,624 71
Deposit on account Newburyport R. R. bonds		2,160 00
Amount payable on account Newburyport Railroad bonds		1,490 00
Tax on dividend and surplus		10,838 97
Dividend payable July 1, 1868		205,285 00
General Reserve Account—being undivided earnings to date		976,017 10
		$5,582,714 43

President.—F. COGSWELL.

Directors.—Francis Cogswell, Peter T. Homer, Nathaniel G. White, E. J. M. Hale, George C. Lord, Amos Paul and John E. Bickford.

Treasurer.—A. BLANCHARD, JR.

Superintendent.—WILLIAM MERRITT.

Reverse Repeater Rails.

Mr. C. H. James, of Cornwall, Canada, has taken out a patent for a new and useful machine which he calls the "Dominion Reverse Repeater Rail." It is to be used for assisting and conducting engines and railroad carriages back to the rail when they jump off or are pulled off by accident.

Mr. James proposes that his Rail will return the cars back to the rail in eight or ten minutes. This will be a great saving both in time and money to the railroad companies and the travelling public. The Reverse Repeater Rail can be carried on every train, as two men can move it to any point required.

☞ A correspondent of the Baltimore *Sun* writing from Annapolis, Sept. 7th, says: In a few days work will begin on that part of the Baltimore and Potomac Railroad that intersects the Annapolis and Elk Ridge. This intersection is made about fourteen miles from Annapolis, and when the Potomac road is completed the distance to Baltimore from this city will be twenty-six miles. It is now thirty-eight.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States August 1, and September 1, 1868:

DEBT BEARING COIN INTEREST.

	August 1, 1868.	Sept. 1, 1868.
Five per cent. bonds	$221,588,400.00	$221,588,400.00
Six per cent. bonds of 1881	283,677,300.00	283,677,300.00
Six per cent. Five-twenty bonds	1,583,106,100.00	1,591,226,050.00
Total	$2,088,371,800.00	$2,096,491,750.00

DEBT BEARING CURRENCY INTEREST.

Six per cent. Pacific R. R. bonds	$32,210,000.00	$35,314,000.00
Three-year compound interest notes	21,604,890.00	10,595,410.00
Three per cent. certificates	50,000,000.00	62,205,000.00
Navy pension 3 p. ct.	13,000,000 00	13,000,000.00
Total	$116,814,890.00	$121,114,410.00

MATURED DEBT NOT PRESENTED FOR PAYMENT.

Three years Seven-thirty notes, due Aug. 1, 1867, June and July 15, 1868	$3,433,800.00	$4,650,000.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, 1868	6,013,910.00	5,033,490.00
Bonds (Texas indemnity)	256,000.00	256,000.00
Treasury notes, (acts July 17, 1861, and prior thereto)	154,511.64	154,111.64
Bonds April 15, 1842, Jan. 28, 1847, and March 31, 1848	1,925,941.80	1,258,200.00
Treasury notes, March 3, 1863	555,492.00	555,492.00
Temporary loan	746,520.00	744,920.00
Certificates of indebtedness	13,000.00	13,000.00
Total	$18,099,175.44	$12,665,213.64

DEBT BEARING NO INTEREST.

United States notes	$356,021,073.00	$356,021,073.00
Fractional currency	31,867,818.37	31,902,218.37
Gold certificates of deposit	22,414,000.00	25,161,620.00
Total	$410,302,891.37	$412,984,911.37
Total debt	$2,633,588,756.81	$2,643,256,285.01

AMOUNT IN THE TREASURY.

Coin	$83,409,917.93	$92,570,901.21
Currency	26,644,358.21	15,071,070.77
Total	$110,054,276.14	$107,641,971.98
Debt less cash in the Treasury	$2,523,534,480.67	$2,535,614,313.03

By comparing this with the statement of August 1, it is shown that the debt bearing coin interest has increased $8,119,950; the debt bearing currency interest has increased $4,299,520; the matured debt not presented for payment has decreased $5,433,961 80; and the debt bearing no interest has increased $2,682,020—making the increase in the total debt since August 1, 1868, $9,667,528 20. The amount of coin in the Treasury during the same period has increased $9,160,983 28, and the amount of currency has decreased $11,573,287 44—leaving the amount of debt less cash in the Treasury September 1, $12,079,-832 36 more than on August 1st.

McGregor and Sioux City Railway.

The Minneapolis *Tribune* says that the Milwaukee and St. Paul Railway Company are about commencing the construction of the line known as the McGregor and Sioux City Railway, which runs across the State of Iowa a distance of 175 miles. The entire length of the road is located, and from Calmar to Charles City, 47 miles, is under contract, to be completed within a year.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Sept. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	—
Loan of March 31, 1848 registered		6	" "	1868	—
" " " coupon		6	" "	1868	—
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	—	presentation.	Dec.	—
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113¾
" " " coupon		6	" "	1881	113¾
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	—
Loan of July 17, 1861 registered	264,246,300	6	Jan & July.	1881	113¾
" " " coupon		6	" "	1881	113¾
Loan of Feb. 25, 1862 (5-20s) registered	1,891,226,050	6	May & Nov.	1882	108¾
" " " (5-20s) coupon		6	" "	1882	113¾
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	108¾
" " " (5-20s) coupon		6	" "	1884	109¾
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108
" " " (5-20s) coupon		6	" "	1885	111¾
" " 2d series (5-20s) registered		6	Jan. & July.	1886	109
" " " (5-20s) coupon		6	" "	1886	108¾
" " 3d series (5-20s) registered		6	" "	1887	109
" " " (5-20s) coupon		6	" "	1887	108¾
Loan of March 3, 1864, (10-40s) registered	194,560,400	5	Mar. & Sept.	1904	103¾
" " " (10-40s) coupon		5	" "	1904	104¾
Pacific R. R. Bonds (currency)	35,314,000	6	Jan. & July.	'96-'97	100†
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	—
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	—
Matured Debt not presented	12,400,213	—	presentation.	—	—
Gold Certificates of Deposit	25,161,620	—	presentation.	—	—
Compound Interest Notes 1864 '65	10,595,410	6	At maturity.	3 y'rs	—
United States Notes (greenbacks)	356,021,073	—	—	—	—
Three per cent. certificates	62,205 000	—	—	—	—
Fractional currency	31,892,218	—	—	—	—
Navy Pension Fund	13,000,000	3	—	—	—
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	—
" — " " (funded coup.) "	437,850	5	" "	1887	—
" — " " (sterling) "	648,000	5	Jan & July	1876	—
" — " " (") "	688,000	6	" "	1876	—
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	—
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	—
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 "	198,500	7	" "	1880	—
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	—
" — " " Nov., 1863	2,000,000	6	" "	1883	100¾
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	—
" — " " May, 1865 (free)	2,000,000	6	" "	1886	—
Florida—State Bonds coupon	370,617	3	Jan. & July.	var.	—
" — " " "		7	" "	var.	—
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	91½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July	1886	—
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	—
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	—
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,687	6	" "	1870	—
" —State Bonds coupon	948,910	6	" "	'60-'70	—
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	—
" — " " "	3,829,936	5	" "	1866	97
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	—
" —War Loan Bonds "	300,000	7	" "	1881	—
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	—
" —War Loan Bonds "	500,000		" "	'76-'81	—
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " "	1,421 000	6	April & Oct.	'70-'71	—
" — " " "	415,000	6	May & Nov.	1870	—
" — " " "	253,000	5	April & Oct.	'67-'73	—
" —Military Bonds "	636,000	6	various.	'80-'95	—
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	—
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	—
" — " " (Levees) "	1,000,000	6	various.	1886	—
" — " " (New) "	892,800	6	"	'86-'87	—
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'71	—
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	—
" — " " 1857-'61 "	171 000	6	various.	'75-'78	—
" —War Loan of 1861 "	800,000	6	"	1871	100¾
" — " " 1863 "	525,000	6	Mar. & Sept	1883	100¾
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100¾
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100¾
Maryland—State Bonds (Balt. & Susq. R.R.)	815,000	3	I. A. J. & O.	1890	88¾
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	—
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	—
" — " " (C. and O. Can.) sterl.	1,406,507	5	" "	1889	—
" — " " (R.R. various) "	120,000	5	" "	1889	—
" — " " (") currcy.	159,974	5	" "	'89-'90	—
" — " " (B. & O. R.R.) sterl.	3,277,388	5	" "	1890	—
" — " " (C. and O. Can.) "	3,259,816	6	" "	1890	—
" — " " (Ches. & Ohio Can.)	2,090,000	6		1870	100
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6	"	bt.'74	—
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	—
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	—
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	—
" — " "	21,000	5	" "	1870	—
" —General Statutes Loan	150,000	5	Jan. & July.	1870	—
" —Funding Loan	17,000	5	June & Dec.	1872	—
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	—
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	—
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	—
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	127
" —Lun Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	—
" —Coast Defense Loan	888,000	5	" "	1883	112¾
" —Bounty Fund Loan	200,000	5	" "	1893	115½
" — " " "	4,379,500	5	May & Nov.	1894	115½
" — " " " sterling	3,996,000	5	" "	1894	—
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (ster ing)	4,319,520	5	April & Oct.	'68-'71	—
" —Eastern R.R. Loan	275,000	5	Jan. & July.	69-'71	—
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	—
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88-'90	—
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	—
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	—
" —War Loan Bonds	1,111,500	7	" "	1886	90
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	—
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	—
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	—
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6		'41-'71	—
" — " " (Union Bank)	5,000,000	6		Var.	—
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	93½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	92½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	92½
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	—
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	—
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	—
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	—
" —Platte County R.R.	700,000	6	" "	1887	—
New Hampshire—War Loan of July 1, 1864	1,194,100	6	Jan. & July.	'67-'78	100½
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100½
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	—
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	108
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " registered	27,726,500	7	" "	1877	108
" —General Fund Bonds	1,189,780	6	" "	pleas.	—
" — " " "	500,000	6	" "	1868	—
" — " " "	800,000	6	" "	1878	—
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1873	101
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 697	5	Jan. & July.	pleas.	191
" — " " "	442,960	5	May & Nov.	1868	—
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	—
" —Canal Fund Bonds	1,168,000	5	J. A. J. & O.	1868	—
" — " " "	167,000	6	" "	1871	—
" — " " "	4,500 000	5	" "	1874	—
North Carolina—State Bonds	366,000	6	Various.	'69-'78	95
" — " " "	8,334,000	6	Jan. & July.	'81-'90	65
" — " " "	650,000	6	April & Oct.	'90-'91	—
" — " " (new)	3,500,000	6	Jan. & July.	1900	—
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	104
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	101
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	102
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	—
" — " " registered	5,033,052	5	"	'68-'70	99
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	100½
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	—
" — " " 2d series	99,480	5	" "	1882	—
" — " " 3d series	720,983	5	" "	1892	—
" — " " 1st series	4,907,150	6	" "	1877	—
" — " " 2d series	7,909,520	6	" "	1883	104½
" — " " 3d series	9,270,017	6	" "	1892	106½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	108
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	102½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100½
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	100½
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	—
" — " " (new)	1,210,803	6	" "	1887	—
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " " "	239,167	6	" "	Var.	60½
" — " " "	1,706,000	6	" "	1868	—
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	—
" — " endorsement	2,207,000	6	" "	Var.	—
" —New Bonds	6,000,000	6	" "	1892	—
Vermont—State War Bonds	1,567,500	6	June & Dec	'71-'78	99½
Virginia—State Bonds (sterling)	1,885,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	—
" — " " registered	108,000	5	" "	long.	—
" — " " "	21,489,398	6	" "	long.	—
" — " " coupon	10,900,000	6	" "	long.	—
" — (new) registered	1,379,500	6		1876	—
" — " (") coupon	489,300	6		1886	53
" — " " (")	39,600	6	"	1890	—
Wisconsin—State Bond	405,100		Jan & July	'77-'89	—

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,406	401,108	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,366	5,825,336
1866	475,641	433 279	385,991	412,521	464,507	493.243	466,898	568.589	533.150	599,670	474.056	388,873	5,596,119
1867	377,852	380,190	489,555	407 018	466.102	383,596	400,550	461,879	483,177	483,917	476,134	360,641	5,167,271
1868	404,467	398,251	408,847	388,654	355,258	359,184	341,366	407,833	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,272	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,806	162,723	178,786	206,090	224,257	312,166	354,554	320,879	307,803	252,016	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,097
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,299	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157 832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,742	350,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	406,616	470,853	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,996	170,937	139,142	160,306	210,729	216,030	198,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,965	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	339,489	307,523	270,073	201,779	3,315,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	280,283	251 916	261,483	274,800	404,600	566,408	585,200	416,400	351,600	4,153,913
1868	283,600	281,900	262,900	288,700	308,891	366,200	329,800	478,600	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	231,334	296,169	473,186	551,122	435,945	407,653	2,811,544
1864	273,876	317,859	390,355	421,363	466,830	565,145	490,710	619,306	669,605	729,759	716,378	663,400	6,114,506
1865	541,006	482,164	499,296	468,358	585,623	747,944	702,661	787,598	946,707	932,682	754,671	547,512	7,976,490
1866	523,566	399,917	523,745	537,519	853,948	924,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,357	800,325	1 038,824	1,451,284	1,508,383	1,210,287	918,088	11,532,348
1868	741,926	800,787	856,611	1,068,959	1,206,796	1,167,644	1,091,466	1,265,851	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	90,588	73,140	50,296	580,371
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	80,867	61,955	735,005
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,901	965,294	1,024,849	1,035,321	10,469,481
1864	984,837	934,183	1,114,508	1,099,607	1,072,293	1,041,975	994,317	1,106,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1.458,455	1,153,461	1,177,372	1,202,180	1,331,046	1,336,615	1.438,589	1,522,472	1,429,765	14,434,775
1866.....including Buffalo Division...	1,185,746	987,985	1,070,917	1,153,441	1,101,682	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,412
1867.....including Buffalo Division	906,795	917,639	1,139,523	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,831	4,571,028
1864	327,900	416,588	459,762	426,797	406,378	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,068	7,181,208
1866	603,053	506,266	506,466	411,605	569,250	567,679	480,626	578,253	571,248	661,971	588,219	504,066	6,545,741
1867	647,120	624,871	417,071	440,271	477,027	516,493	525,242	709,327	758,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579 560	621,685	576,458	764,138	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,288	108,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,626	96,535	106.594	114.718	121,217	142,923	132,387	123,383	1,286,971
1868	92,433	81,520	98,482	108,461	95,416	95,924	108,413	126,856	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,681	267,126	316,258	278,891	356,862	402,219	407,107	448,234	411,806	4,120,152
1865	363,996	366,361	413 974	366,180	351,489	387,095	301,613	418,575	488,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,856	384,401	429,177	496,655	429,546	362,218	4,650,328
1867	305,557	311,088	396,372	409,248	357,749	307,968	313,130	434,318	488,288	530,871	429,795	380,034	4,662,808
1868	362,021	338,335	381,497	455,988	400,486	363,550	301,495	435,781	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,436	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865	306,324	279,137	344,228	287,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,970	4,520,550
1866	282,439	265,796	337,168	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,094	283,661	376,210	362,783	333,962	284,977	313,021	398,993	464,778	506,294	412,934	330,378	4,271,073
1868	343,316	304,316	326,580	415,758	369,236	326,591	321,013	392,942	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,585	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	458,094	423,247	522,845	.....	.....	.....	.....	.....
New York Central:													
1862	749,168	621,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,593,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,046,401	1,157,818	11,069,853
1864	921,881	836,587	969,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,456,076	1,227,113	1,187,505	1,116,829	13,257,709
1865	957 869	613,381	955,650	1,346,734	1,255.521	1,132,701	1,162,024	1,495,759	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,103	935,857	14,142,215
1867	901,571	845,853	1,076,773	1,227,286	1,098,781	934,536	1,101,093	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,342	268,177	302,596	332,400	278,006	246,243	275,850	3,211,077
1865	269,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	360,348	372,618	412,562	284,319	3,793,004
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	276,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,533	322,521	366,371	379,267	336,066	272,053	3,459,219
1868	211,978	231,851	266,906	252,149	204,920	217,082	194,465	287,557	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,094	463,873	466,557	454,826	4,088,537
1863	235,686	261,834	296,771	429,929	505,517	464,909	451,884	574,436	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	986,188	711,457	1,170,241	1,125,636	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	138,061	725,967	779,198	861,604	1,109,287	1,140,201	996,841	1,252,388	833,742	887,793	874,974	434,990	10,637,194
1867	500,488	534,561	703,618	836,603	985,358	903,974	864,687	993,104	873,153	966,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	307,525	401,200	364,334	370,983	3,745,210
1863	337,360	366,596	461,965	462,987	427,094	396,845	350,753	407,077	463,509	506,814	456,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	482,911	506,641	625,847	675,380	701,352	691,556	914,082	7,129,466
1865	660,144	678,504	857,583	733,866	687,186	646,925	584,523	712,495	795,988	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	554,378	648,201	654 926	757,441	679,735	556,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	607,451	537,381	606,218	669,067	784,800	690,598	673,727	7,242,126
1868	492,894	602,753	684,190	774,103	611,914	601,246	571,834	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,786	207,301	162,994	2,240,744
1866	178,120	155,893	192,138	170,486	168,699	162,582	166,015	222,953	196,884	244,834	212,127	177,264	2,259,142
1867	149,658	149,342	174,153	158,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	156,388	130,545	140,408	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,370	120,595	151,052	134,563	111,339	1,439,798
1864	79,785	95,843	132,890	123,987	127,010	146,533	139,626	244,114	243,840	221,570	220,209	206,154	2,080,423
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,960	194,167	256,407	270,300	316,433	325,891	304,917	396,248	349,117	436,065	354,831	287,150	3,717,286
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,501	364,724	382,906	406,766	351,759	333,490	3,909,283
1868	278,712	266,793	263,259	292,285	260,529	295,344	283,883	434,208	.....	.....	.....	.....	.....
Western Union:													
1865	42,716	37 265	32,378	33,972	63,862	52,147	66,159	59,562	75,677	92,715	61,770	37,520	669,238
1866	45,102	36,005	39,301	43,833	56,913	62,916	55,276	60,695	84,462	109,213	75,348	54,468	814,686
1867	39,078	27,667	36,892	40,710	57 852	60,558	53,262	73,525	126,495	120 265	79,431	64 719	774 651
1868	46,415	40,703	39,196	49,231	70,163	77,389	59,762	84,607	.....	.....	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....160	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,960,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000		Jan. '68 3
Bay de Noquet & Marq...100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jul.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,900		
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,530,300	J. & D.	Jun. '68 4
Boston and Maine.....100	4,076,974	J. & J.	July '68 5
Boston and Providence ...100	3,660,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*.100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,500	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jul.'68 3½
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna..* 50	589,110		Jul.'68 4½
Central of Georgia.....100	4,666,800	J. & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....		J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S. Carolina...100	1,201,000		
Chemung*.....100	380,000		July '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '68 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	15,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger...		J'n & J'ly	Jan.'68$2
" Street.....		J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M.'68, 5½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	July '68 2
Cleveland and Toledo* 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord.....50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul.'68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware*.....100	406,182	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,369		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351		Jul.'68 3½
Eastern (Mass.).....100	3,878,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,536,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834		
Fitchburg.....100	4,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly 100		M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		J. & J.	Jan. '68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	July '68 3
Hannibal and St. Joseph.100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River 100	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,390		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,886,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....			
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y. '67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Jul.'68 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami.....50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200.000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000		Apl. '68 4
Mahanoy & B'd Mount n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July '68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,066,340	August.	Aug. '68 4
" " guaranteed.100	588,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	
" " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 8½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell.....100	600,000	M. & N	May '68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	788,588		
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '68 3
New Jersey.....100	5,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	156,000		May '67 4
Northern of N. Hampsh..100	3,063,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	July '68 5
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	8,607,197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. & J.	Jul.'68 2½
Old Colony & Newport ...100	4.848,200	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3.581,000		
Panama.....100	7,000,000	J.AJ&O.	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 1½
Do. Do. preferred. 50	1,551,700	J. & J.	Jul.'68 1½
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*.....100	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City 50	100,000	J. & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	500,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Frod. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome,Watert. and Og'nb..100	2,385,500	J. & J.	July'68 5
Rutland preferred. 100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800,000		
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,078	M. & N.	Nov.'67 3
Sand.,Mansf. and Newark.100	900,000		
Saratoga and Hudson R....100	1 020,000		
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts.* 50	869,450	F. & A.	Feb.'68 3
Shore Line.....100	6 5,200	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3.203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	287,300	M. & N.	M'y'68 2½
Summit Branch.....50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Boa.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,452,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Aug.'65 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester...100	1,130,470		
Wilm. and Weldon.....100	1,340,233		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 6
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2.888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,550		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....		J. & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000		Sep.'66 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000		Sep.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'68 3
Wells, Fargo & Co. Exp...100	10,000,000		

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	"	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos	'68-'70	
Baltimore and Ohio:						
Maryland Sterling Bds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,744,600	6	April & Oct.	Baltimore.	1885	100
" " " 1850.	602,000	6	Jan. & July.	"	1880	97½
" " " 1855.	894,250	6	Jan. & July.	"	1875	98
" " " 1834.	821,281	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	483,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	88
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	80
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98
"	200,000	6	April & Oct.	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	280,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	96
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct.	"	1875	95
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	409,000	7	April & Oct.	"	1879	80½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	88
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	101
Convertible bonds	1,500,000	7	" "	"	1883	109½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75 '80	96
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort a.M	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1863	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort a.M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,100,000	7	April & Oct.		1883	94
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	89
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	78½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	95
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	91½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	93
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	92½
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	100½
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	89
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	1880	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,300	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,608,000	7	May & Nov.	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	75½
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	100
Columbus and Indiana Central						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1876	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	90½
2d Mortgage	1,668,000	7	March & Sept.	" "	1891	100
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1893	91
Construction bonds, 2d Div'n	986,000					92½
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	68-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,199,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	94
Five per cent bonds	570,000	5	April & Oct.	"		61
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

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Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	---- ---- ----	---- ---- ----	1891	----
Free Land, 2d Mortgage	200,000	8	---- ---- ----	---- ---- ----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug	New York.	1892	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1854	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb & Aug.	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	80
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	73
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'78-'79	92½
Land Security	3,344.60	7	April & Oct	" "	1891	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	89
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	---- ---- ----	---- ---- ----	----	----
Mortgage	125,000	7	---- ---- ----	---- ---- ----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,902,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	----
Construction	5,080,500	7	April & Oct.	London.	1875	----
Construction	2 499,000	6	" "	New York.	1875	120
Redemption bonds	2,565,000	6	" "	" "	1890	----
Sterling Redemption bonds	363,000	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	93
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	300,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	260,000	7	---- ---- ----	---- ---- ----	----	----
2d Mortgage (convertible)	1,000,000	7	---- ---- ----	---- ---- ----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1880 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	----
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	'68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7	---- ---- ----	---- ---- ----	'80-'85	----
Memphis Branch 1st Mortgage	267,000	7	---- ---- ----	---- ---- ----	'70-'75	----
Bardstown and Louisville	30,000	7	---- ---- ----	---- ---- ----	1870	----
City of Louisville bonds	1,074,000	---	---- ---- ----	---- ---- ----	'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6	---- ---- ----	---- ---- ----	'80-'81	----
Loan $400,000	314,100	6	---- ---- ----	---- ---- ----	'70-'71	----
McMinnville and Manchester.						
State [Tenn.]	372,000	6	---- ---- ----	---- ---- ----	----	----
Mortgage	24,000	7	---- ---- ----	---- ---- ----	----	----
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,386	7	Feb. & Aug.	Baltimore.	1891	92
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage	----------	---	May & Nov.	"	----	77
Scioto & Hocking Val. R. mort.	800,000	7	" "	"	1888	----
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6	---- ---- ----	---- ---- ----	----	----
Memphis and Ohio						
State [Tenn.] Loan	340,000	6	---- ---- ----	---- ---- ----	----	----
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,264,000	7	May & Nov.	"	1880	----
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	117
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	116½
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	116½
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	93
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	101
2d General Mortgage	2,693,000	7	" "	" "	1877	94
Milwaukee and St. Paul:						
1st Mortgage	4,598.000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	89
Real Estate Purchase	135,500	---	----------	----------	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	----
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	------	----
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	---- ---- ----	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	------ ---- ----	New York.	------	---
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
1st Land Grant	3,612,000	7	----------	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	167,860	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,000,100	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	------	----
" " " "		6	" "	Mobile	------	----
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	----
" ten years	75,342	8	" "	"	----------	----
Mongomery and West Point:						
Mortgage (due 1862 and '65	80,500	6	----------	----------	'63-'65	----
Mortgage	61,500	6	----------	----------	1866	----
Bonds	100,000	---	Jan. & July.	----------	1870	----
Bonds	299,200	---	" "	----------	1876	----
Bonds	639,500	---	" "	----------	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	------	88
Muscogee:						
1st Mortgage	249,000	7	---- ---- ----	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1866	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	----------	"	------	---
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1895	----
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	----
2d Mortgage Bonds	241,000	---	----------	----------	------	----
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	850,000	6	---- ---- ----	----------	------	----
New Orleans City Subscription	1,500,000	5	---- ---- ----	----------	------	----
1st Mort. Construction	1,730,000	8	---- ---- ----	----------	1889	----
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	107
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	----
" " " B. & N. F.	77,000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	458,000	7	Feb. & Aug.	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	96
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch	186,400	7	Jan. & July.	"	1891	----
Sterling Bonds	3,875,520	---	----------	London.	1875	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	108
Consolidated	1,000,000	7	Feb. & Aug.	" "	1903	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1876	97
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

significs that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (see'd 2d mort.b'ds)	165,000	8	May & Nov.	"	1876	
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	83½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	380,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July	New York.	1872	96½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	79½
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100½
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July	New York.	'68-'70	94½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept	New York.	1898	91
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'76	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
2d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	105½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	93
" 1844, "	804,000	6	" "	"	1890	92½
" 1848, "	101,000	6	" "	"	1880	92½
1849, "	67,000	6	" "	"	1880	92½
1857, (convertible)	171,500	6	" "	"	1886	93
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	93½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	155,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	550,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1860	

Description	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	73½
Mortgage (Registered)	504,000	7	"	"	1873	73½
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	155½
2d Mortgage	937,500	7	" "	"	1863	56
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	
Sandusky, Dayton and Cincinnati						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1876	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,220,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	137,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		60-'91	
Steri. 8kg t'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	278,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,108,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	67½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	84
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	84
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	262,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73½
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42½
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	94
Virginia Central:						
Mort., guarantied by State of Va	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	53,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	214,500	6	" "	" "	1865	55
Enlarged Mortgage	498,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	938,500	6	" "	Boston.	1875	100½
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	92½
2d Mortgage	780,000	7		Philadelphia.	1906	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage guaranteed	200,000	6	" "	"	1890	85
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond	1895	
Western Union: 1st mort.	3,165,400	7	Feb. & Aug.		1898	
Wilmington and Manchester.						
1st Mortgage	696,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	164,000	7	March & Sept		1884	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
"	179,777				1884	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	28.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	18	6	5	78	Atlanta and West Point.....Alabama.	1,200,079	*	133,306	13,249	1,232,200	35,500	56,557	22,378	86.7	.....	.....	.....	391,477	68,881	7	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	123
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	26½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,689	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	147
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,464	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	23
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	328,671	15,029,600	12,054,236	998,068	234,805	8	50	....
Nov. 30, 1867	74.3	8.8	54.4	—	42	67	20	909	Boston and Maine.....Mass., N. H. & Me.	4,087,397	627,717	.....	337,187	4,076,974	.....	.....	975,327	92.3	858,737	42,900,232	11,628,014	1,603,167	481,470	10	100	136½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,380,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	137½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,290	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,099	*	.....	.....	1,103,043	1,024,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	....
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,366,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,788,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	122
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,000,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	35
Dec. 31, 1867	138.0	—	10.0	568.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina...N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	....
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	150½
Apr 30, 1867	370.0	30.0	100.0	—	111	95	—	2,285	Chicago, Burlington and Quincy..Illinois.	13,246,781	2,956,327	741,971	1,912,017	10,399,010	5,458,250	1,194,268	1,905,426	400.0	2,421,566	42,334,983	.....	6,083,138	2,797,949	10	100	173
Dec. 31, 1867	30.0	—	....	72.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	100	....
May 31, 1867	716.0	—	....	—	248	138	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	86½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,999,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,288,148	10	100	101½
Jun. 30, 1867		Leases	ees	of 8	an.	&	Cin	n.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	564,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	(Leased to Ind., Cin. and Laf.				54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Gainsville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	..	100	79½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoni ng .....Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	(Leased	to Atl. &	Gt. Wtn.	.....	.....	.....	8	100	....
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning.....Ohio.	3,599,000	.....	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	50
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.Ohio & Penn.	3,882,090	986,337	.....	.....	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	43
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,216	932,497	14	100	100¼
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	Gr. Etn.)	—	100	....
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	26,670,000	*	.....	.....	.....	.....	.....	.....	.....	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	.....	674,592	62,043	1,786,200	248,000	80,667	85,840	.....	.....	.....	.....	941,321	146,888	8	50	73
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	.....	.....	—	100	....
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont.New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1867	110.3	—	10.0	—	11	10	6	294	Connecticut and Passump. Riv..Vermont.	3,093,996	*	95,741	.....	1,961,800	873,800	276,465	48,852	110.3	171,490	3,486,989	.....	493,705	184,652	—	100	....
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	....
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania..Maryland.	1,703,498	955,719	.....	.....	1,500,000	808,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	100	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,624	.....	.....	2,613,979	loss.	10	50	260
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,697,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	94
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties....N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	(Leased	to Pennsy	lvania.)	.....	.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	812,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,416	8	100	119½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	(Leased	to Delawa	re.)	.....	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	(Leased	to Phila.	& Reading.)	.....	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,684	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30 0	....	—	18	11	3	209	East Tennessee and Georgia ¶..Tenn. & G.	3,466,211	*	273,910	138,944	2 369.730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandalgua.N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Northe	rn Central.)	.....	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Central.)	.....	165,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	2,933,548	2,137,934	35,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	47
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	604,300	1,270,200	644,551	298,271	100.7	388,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97 0	....	....	....	....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(C	onstructe	d by th	e Provin	cial Gov	ernment.)	.....	108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	58	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsville.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	132
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.5	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	58.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	*	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	55,591	11,382	6	100	....
Mar. 31, 1867	171.0	61.0	....	—	44	25	8	410	Georgia.....Georgia.	4,156,000	*	2,572,368	60,027	4,156,000	389,500	1,253,824	989,071	232.0	585,358	.....	.....	406,461	.....	—	100	....
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	1,003,723	491,889	7	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,867	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶....S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	87
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	.....	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	....
Aug. 31, 1867	61.4	14.1	70.3	—	29	43	14	491	Hartford and New Haven.....Connecticut.	3,129,047	254,000	1,019,303	543,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	1,685,335	592,283	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,056,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,062	2 000.000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,937	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	140½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*.....Illinois.	31,328,473	*	8,458,199	1,775,008	23,415,780	10,544,500	7,802,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	144
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	*	.....	.....	302.5	.....	.....	.....	.....	.....	—	50	26½
Dec. 31, 1867	159.0	—	....	—	51	39	—	398	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,839	4,456,485	106,746	6,185,897	8,232,807	*	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	—	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	36,000	20,950	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	....
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Central.)	.....	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	13,792	.....	.....	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	8	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	55
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	29,525	7,186	514,646	63,000	113,330	.....	.....	(Operat	ed by Lou	isv. Cinc.	and Lex.)	53,309	7	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	398,378	196.2	1,110,055	29,979,623	.....	.....	.....	—	100	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,486,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	45
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8,036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1867	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	143,649	.....	258,784	593,781	48,638	833,000	18,106	96,470	94.0	284,321	.....	.....	510,319	153,217	—	100	....
Jun. 30, 1867	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	48,154	6,124	1,109,594	294,520	7,429	175,379	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	118,079	7	100	....
Jun. 30, 1867	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469,757	3,989,285	334.0	830,181	23,078,589	27,504,811	2,158,876	810,469	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415.000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,660,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	....
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,283	4,183,385	660,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Memphis and Charles.Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,098	.....	.....	1,484,264	441,296	3	100	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶...Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased	to Louisv	ille and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	949	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	84
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	88½
Oct. 31, 1867	98.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	57½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	9	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429.653	.....	.....	1,002,774	439,705	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.6	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	.....	116.9	170,707	.....	.....	449,007	187,402	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	284,547	3½	50	32½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶.Tenn. & Ky.	4,600,455	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	28,289	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	....	....	—	—	—	—	—	Newcastle and Frenchtown.....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,204	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	133
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	282,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,226	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	124½
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,568,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	143
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	24	100	80
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	....
May 31, 1867	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,756	*	269,845	69,835	4,000,000	339,000	354,832	596,603	223.0	.....	.....	.....	581,559	72,426	—	100	....

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	----	----
Camden & Atlantic (preferred)	620,800	7	----	21
Catawissa (preferred)	1,150,000	7	----	33½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	67½
Chicago & Alton (preferred)	2,425,400	7	7	152
Chicago & Northwestern (pref.)	14,789,125	7	7	86⅝
Cochecho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref)	1,273,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	7	7	40⅝
Erie (preferred)	8,536,910	7	7	69
Hannibal & St. Joseph (preferred)	5,253,856	7	----	89
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Konnebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	28
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,860	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	107
" " (2d pref.)	841,400	7	7	99½
Milwaukee & St. Paul (preferred)	7,370,900	7	----	90
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	8	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6½	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	7	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	73
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	----	----
" " (2d pref.)	908,400	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	45½
Vermont & Canada, (guarantied)	1,600,000	8	8	102⅞
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	96
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	611,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	131,980	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	82½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1866	----
Morris:					
1st Mortgage	466,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	80
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85½
2d Mortgage	3,980,670	6	J. & J	1882	69⅝
Improvement	1,601,670	6	M & N.	1876	80
Susqueh'a & Tide Water					
Maryland Sterling Loan	816,000	5	J. & J	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	50
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N	1883	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	77

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	----	38½
Chesapeake and Ohio	100	8,226,595	----	----
Delaware Division	100	1,633,350	----	49½
Delaware and Hudson	100	10,000,000	10	129½
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	20½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	33
" (preferred)	100	1,175,000	10	70
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	----	9
" " (preferred)	50	2,888,988	----	19⅜
Susquehanna and Tide Water	50	2,048,260	----	14½
Union	----	----	----	----
Union (preferred)	50	2,787,000	----	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	32

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON.—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	43 —	@ 45 —
Pig, American, No. 1		41 —	@ 43 —
Pig, American, No. 2		36 —	@ 39 —
Bar, Refined, English and American		85 —	@ 90 —
Bar, Swedes, assorted sizes	(gold).	87 50	@ 90 —
		Store Prices.	
Bar, Swedes, ordinary sizes		— —	@155 —
Bar, English and American, Refined		— —	@100 —
Bar, English and American, Common		— —	@ 90 —
Scroll		130 —	@175 —
Ovals and Half-round		125 —	@155 —
Band		130 —	@ — —
Horse Shoe		130 —	@ — —
Rods, ⅜ @ 3-16 inch		105 —	@165 —
Hoop		135 —	@190 —
Nail Rod	per lb.	9½	@ — 10½
Sheet, Russia, Med. No.'s		— 13	@ — 14
Sheet, Single, D. and T. Common		— 5½	@ — 6¾
Rails, English	(gold) per ton.	51 50	@ 52 50
Rails, American (at works)		80 —	@ 81 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast	(2d and 1st qlty.) per lb.	— 18	@ — 23
English Spring	(2d and 1st qlty.)	— 10	@ — 12½
English Blister	(2d and 1st qlty.)	— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German	(2d and 1st qlty.)	— 14	@ — 16
American Blister, "Black Diamond"		— 10½	@ — 16
American, Cast, Tool,	do.	— 19	@ — —
American, Spring,	do.	— 10	@ — 13
American Machinery,	do.	— —	@ — 13
American German	do.	— 10	@ — 13

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 29 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 33
Bolts		— 33	@ — —
Braziers'		— 33	@ — 42
Sheathing, &c., Old		— 18	@ — 20
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 26
American Ingot		— 23½	@ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 35	@ 6 40
German Refined	(gold)	6 35	@ 6 50
English	(gold)	6 35	@ 6 87½
Bar	(net)	10 —	@ — —
Pipe and Sheet	(net)	— —	@ — 10½

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½	@ — 27
Straits	(gold).	— —	@ — 24
English	(gold).	— —	@ — 24

	Gold.		Currency.	
Plates, I.C. Charcoal, p. box	8 25	@ 8 50	12 50	@ 12 75
Plates, I. C. Coke	7 —	@ 7 62½	10 25	@ 11 50
Plates, Coke Terne	— —	@ 6 25	9 25	@ 9 50
Plates, Charcoal Terne	7 75	@ 8 12½	11 50	@ 12 25

PETROLEUM.—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 16½	@ — 17
Crude, 40 @ 47 gravity (in shipping order)		— 21	@ — —
Refined, free, S. W.		— —	@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 30
Refined, in bond, Standard White		— 31½	@ — 32
Refined, in bond, prime White		— 31	@ — 33
Naptha, Refined, (60 @ 63 gravity)		— 16	@ — 17½
Residuum	per bbl.	— —	@ 3 80

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	Th. 3.	F. 4	Sat. 5.	M 7	Tu 8.	W. 9
Atlantic M. S. S. Co	----	----	19½	----	20	----
Boston, Hartford & Erie	----	----	----	23	----	----
California 7s	----	----	----	----	----	----
Canton Co	46½	46½	46½	46½	46½	----
Central of N. Jersey	121	121	121	122	----	122
Chicago & Alton	142	144	146	150	149½	150½
" " pref.	----	----	----	150	151	152
" " I M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	94
Chicago, Burl. & Q.	----	----	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	78½	78½	----	79½	78	78½
Chic. & Northwest'n	86½	85	85½	87	87½	86
" " pref.	86½	85	85½	87½	87½	86
" " 1st M.	91	----	----	----	91½	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	92	----	----	----	----	92½
Chicago & Rock Isl.	103½	102½	103	103½	103½	101½
" 1st M. '70	101	101	----	----	----	----
Chi., R. I. & Pa. 7s 1896	95	----	96	----	----	----
C., C., C. and Ind	81½	82	80	80	79½	----
Clev. and Pittsburg	87½	87	----	87	86½	85½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	103½	102½	----	102½	----	101
" S. F. 7 p.c.	100	----	----	----	----	----
Clev., Painesv. & Ash.	100	101	----	100	----	----
Cumberland Coal pref.	30	----	30	30½	30½	----
Del. & Hudson Canal	129½	128	----	128½	129	129½
Del., Lack. & West	119	----	120	----	120	----
" 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	47½	46½	47	46½	47½	46½
" pref.	70	----	69	69	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	100½	----	----	----
" 3 M. 7 p.c. '83	----	96	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort	77½	----	----	77½	78	
Hudson River	140½	140	----	140½	141½	140
" 1 M. 7 p.c. '69	----	----	----	----	----	----
" 2 M. S. F. 3	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	146	146	----	----	144	----
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Michigan Central	119	----	----	119	----	----
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	86½	85½	86½	85½	84½	84
" " 1 M. S. F.	----	----	100½	----	101	----
" " 2 M.	----	----	94½	----	94	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	79½	79½	82½	89	89½	87
" " pref.	86	85½	85½	91½	89	88½
" " 1st mort.	92	----	----	----	92	----
" " 2d mort.	----	----	----	----	----	----
" " 8s	102	----	102	----	----	102
" " 7 3-10	97	----	----	----	96	----
Missouri 6s	92½	92½	----	92½	93½	93½
" iss. to H. & St. J. R	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	65	----	----	66	65	65
" " 1st mort.	101	----	101	----	----	100½
" "2d mort	88½	88½	----	88½	88½	88
N. Jersey R.R. & T. Co.	133½	----	----	----	133	----
New York Central	127½	126½	127	126½	125½	125½
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	95	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M. 7 p.c. '73	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	73	----	73	73	74½	74½
" new	72½	72½	72½	72	73	73½
Ohio & Miss.	29½	29½	29½	2-½	28½	28½
" " pref.	----	----	----	89	----	----
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co.	102½	102	102½	103½	104½	103½
Panama	----	----	----	364	----	----
Phila. and Reading	93	----	92½	92	91½	90½
Pitts. Ft. W. & Chicago	109½	108½	108½	108½	109	107½
" " 1 M.	----	104½	----	----	----	----
" " 2 M.	----	98	----	----	----	----
" " 3 M.	----	----	----	----	----	93
Quicksilver Mining Co.	----	21	----	23½	----	----
St. L., Alton & T. H.	----	----	----	----	43	----
" " pref	----	----	----	----	----	----
" " 1 M.	----	----	----	96	----	----
" " 2 M. pref.	----	----	----	82½	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. ex-coup.	65½	6 ½	68	68	68	69½
" new	64½	65½	67	66½	67	68½
Tol. Wab. & Western	53½	53½	53½	54½	57½	56
" Pref.	----	----	----	----	----	----
" " 1 M. ex.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	53½	----	53½	53½	54	54½
" new	53	53	----	----	54½	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	Th 3.	F.4.	Sat.5.	M.7.	Tu 8	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	105¼	105	105	105	105¼	105
U. S. 5s, 10-40s, reg.	103¾	----	----	----	----	----
U. S. 6s, 1881, reg.	113¾	----	----	----	----	----
U. S. 6s, 1881, coup.	----	114	----	114	----	114
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 1y.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	108¾	----	----	108¾	----	----
U. S. 6s, 5-20s, c. '62	113¾	113¾	113¾	113¾	113¾	113¾
U. S. 6s, 5-20s, reg. '64	108¼	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	109¼	109¼	----	109¾	109¾	109¾
U. S. 6s, 5-20s, reg. '65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	110¼	111¾	111¼	111¼	111¼	111¾
U. S. 6s, 5-20s, r. n. '65	108	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	108¼	108¾	108¾	109¼	108¾	108¾
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '67	108¾	108¾	108¾	108¾	108¾	108¾
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	----	----
U. S. 6s, 5-20s c. '68	108¾	108¾	108¾	109¼	109¼	108¾
U S. 6s, Pac. R.R.issue	----	----	101	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 8.

	W.2	Th 3.	F.4.	Sat.5.	M.7.	Tu.8
Catawissa	----	----	----	----	----	----
" preferred	33¾	----	----	33¾	----	----
Camden & Amboy	129	129	129	129	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	----	----	----	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	96¾	96¼	96¼	----	96¾	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21¾	21	21¾	21¼	21¾	20¾
" " 6s, '84	----	----	----	----	----	----
" " Gold L.	87¾	87¾	87¾	88	87¾	87¾
" " R.R. L.	87¾	----	----	----	----	----
Lehigh Valley R. R.	55	55	55	55	----	55
" " 6s	----	----	96	----	----	----
Little Schuylkill R. R.	----	44¾	44¾	44¾	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	56¼	----	----	----	----
Morris Canal	----	33	----	----	----	----
" " pref.	70	70	----	----	----	70
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	35	35¼	35¾	----	----
" " 6s	----	90	----	----	----	----
" " 7s	----	----	----	91	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	47¼	----
Pennsylvania R. R.	53¾	53¾	53¾	53¾	54¼	55
" 1st m.	100	----	----	100	----	100¼
" 2d m.	----	----	----	----	----	----
Penn. State 6s 1st series	----	----	104¼	----	----	----
" " 6s, 2d series	106¼	----	----	----	----	106¾
" " 6s, 3d series	----	----	----	----	103	103
" " 6s, W. L.	102¼	----	----	----	----	102¾
Philadelphia City, 6s	100¾	----	100¾	100¾	100¾	100¾
" " new	103¼	103	103¾	103¾	103¾	103¾
Philad., Germ. & Nor.	71	----	----	----	----	70
Phila. & Reading	46	46	46¼	46¼	46¼	45¾
" " 6s, '70	----	----	----	----	----	105¼
Philadelphia & Erie	----	----	25¾	----	25¾	----
" " 6s	----	----	91¼	----	----	----
Schuylkill Navigation	----	----	----	9	----	9
" " pref.	----	----	----	----	19¼	19¼
" " 6s '82	69¾	69¾	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10	----	10	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	51¾	----	----	51
Spruce & Pine, "	----	----	----	----	----	----
13th and 15th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 8.

	W.2.	Th 3.	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	----	----	98	----	98¼	98¼
" " 1886	----	----	97	----	----	97
" " 1890	97¼	97¼	97¼	97¼	97¼	----
" " 1893	----	----	94¼	----	----	----
Balt. and Ohio	121	----	----	----	----	----
" " b'ds '75	98	----	----	----	----	----
" " " '80	97¼	----	----	----	----	----
" " " '85	99¼	100	----	----	----	----
Marietta & Cin. 1st m.	----	----	92	----	----	----
" " 2d m.	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	85¼	85¼	----	86	----	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort.	97	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	18¼	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	Th 3.	F.4.	Sat.5.	M.7.	Tu 8.	W 9
Boston and Albany	146¾	----	147	147¼	----	147
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	137	----	----	136¾	----	136¼
Boston and Providence	138	----	----	1 7½	----	----
Boston Hartford & Erie	21¼	22¼	----	23¼	23¼	23
Cheshire, pref.	----	69	67¾	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	----	----	120¾	----	----	119¼
Fitchburg	----	----	----	----	----	132
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	----	----	116¾	----	116	----
Ogdens. & Lake Champ	71¾	71¼	71¼	----	----	71
" " pref.	----	----	----	105	----	105
Old Colony & Newport	99¼	----	98¾	----	97¼	98¼
Ph., Wil. & Baltimore	55¾	55¼	55¼	----	55	----
Portl'd, Saco & Ports.	----	----	----	----	102¼	----
Vermont & Canada	101	----	100¾	----	----	101¼
Vermont & Mass.	----	----	----	----	----	80
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	98¼	99¼	99¼	----	99¼	99¼
Metropolitan "	----	----	62	----	----	65
Middlesex "	----	----	----	----	62	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	----	----	----	----	18
Franklin "	----	----	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	2	----
Pewabic "	----	----	----	----	7½	7¾
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	21¼
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Aug. 21 and 28:

	Closing Prices. Aug 28.	Aug. 21.
United States, 5-20s, 6 per cent 1882	71¼@ 71¾	71¾@ 71¾
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	70 @ 70¾	70¾@ 70¾
Do. do. 6 do. 1868	75 @ 80	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	33 @ 35	33 @ 36
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	65 @ 70	65 @ 70
Do. do , 2d mort., 1882	60 @ 65	60 @ 65
Do., consolid. mort. bonds, 1890	39 @ 40	37 @ 38
Detroit and Mil. 1st mort. 7 p. c. 1854	58 @ 62	58 @ 62
Erie shares, $100 (all paid)	31 @ 32	30½@ 31
Do., sterlg. 6 p. c. conv. bonds	71 @ 73	71 @ 73
Illinois Central, 6 p. c., 1875	91 @ 92	90 @ 96
Do., $100 shares (all paid)	78 @ 80	90½@ 91¼
Do., 7 p. c., 1875	91 @ 92	78 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	105 @107	105 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	95 @ 97	95 @ 97

American Railroad Journal.

Saturday, September 12, 1868.

Stock Exchange and Money Market.

There has been more activity in money. There has been a partial revival of the Western demand for currency, which has had the effect of diminishing the legal tender reserve of the city banks. The local speculative inquiry has been quite brisk, chiefly for Stock Exchange purposes. There has likewise been a more animated mercantile call for aid. The available supply of money, however, has been quite liberal at from 3@5, generally at 4 @5 per cent. in a temporary form, and 6@7, mostly 7 per cent. per annum, in the discount line. The Sub-Treasury disbursements, during the week, were nearly 4¾ millions heavier than the receipts of the office from all sources. The city banks have reported some further adverse changes in their footings, but these changes have been of less importance than those on the two preceding weekly exhibits. They lost about 2½ millions of deposits, and about 1¾ millions of legal tender, which losses represent pretty nearly the outflow of currency, during the week. The U. S. Treasury Department held, on the 1st inst., a cash balance of $107,641,972, against $110,054,276, and, this too, after making full provision for the payment of the Alaska purchase money. Of the cash balance on the 1st of September, $92,570,901 were in coin, against $83,409,917 in coin on Aug. 1, and $15,071,071 in currency, against $26,644,358 in currency on the 1st of August. In consequence of the liberal yield of the customs revenues of the Government, (always in the form of coin,) during the month of August, notwithstanding the coin disbursements of the Treasury Department, on account of the interest and principal of the public debt, the hoard in the vaults of the Treasury, and in the absolute ownership of the Department, showed an *increase of some six and a half millions* as the result of the past month's business. Government now holds a coin reserve of 67½ millions in its own right, and a little over 25 millions to the credit or private depositors.

The specie reserve of the city banks is now $16,815,778, against $7,967,619 same time last year. The city bank deposits are now $207,854,341, against $195,182,114 week ending Sept. 7, 1867. The legal tender reserve amounts to $65,983,778, against $69,657,445 same time last year. The circulation now stands at $34,170,419, against $33,708,172 same time last year. The loans are now $271,830,696, against $250,224,560 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $78,339,346 a day, against a daily average of $80,130,844 the preceding week, and $101,718,092 the week ending with Aug. 20, 1868. The current week's exchanges average about $83,750,000 a day. The city banks, last week, lost $133,330 of specie, $1,773,608 of legal tender, and $2,480,305 of deposits. They increased their loans, $49,970; and their circulation, $58,280.

The New York Gold Exchange Bank reports for the week ending Saturday, the 5th day of Sept., 1868, the average amount of loans and discounts as $1,225,131; average amount of specie, $653,707; average amount of deposits, $1,275,116.

The Philadelphia Bank movement the past week shows an increase in loans of $428,594; an increase of $40,632 in specie; a decrease in legal tenders of $741,416; a decrease of $436,992 in deposits; and a decrease of $265 in circulation. The Bank Clearings show an increase of $2,334,012, and the balances, a decrease of $2,852.

The outstanding amount of coin certificates on the 1st of Sept., was $25,161,620, against $22,414,000 on the 1st of Aug., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $512,000, and retired $2,771,544 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during August, reached $9,075,920.

The U. S. Sub-Treasury receipts, week ending with Sept. 5, were $10,453,903, including $2,880,544 from customs duties; payments, $15,178,272, including $2,152,000 of coin interest; balance at the close of the week, $87,439,483, against $92,163,852, at the close of the preceding week, showing a decrease of $4,724,369. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,621,166 including $385,000 from customs; and payments, $4,638,089; on Tuesday, receipts, $1,208,936 including $552,000 from customs, and

payments, $735,433. The balance at the close of business on Tuesday stood at $87,896,063, against $87,298,778, a week previous; and $90,-416,660, on Aug. 26, 1868. The aggregate receipts of the office from all sources in August, were $81,253,235; aggregate payments, $78,830,968. The balance on the 1st inst., was about 7¼ millions more than on the 1st ult., which amounted to $80,133,186.

National Bank notes to the amount of $139,420 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,605,026, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,737,518, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,867,508. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,611,-300; and for the public deposits, $38,052,350—making a total of $379,663,650. The Treasury Department last week redeemed and destroyed $345,900 of worn and mutilated fractional currency, and issued $504,023 of new. The outstanding amount of fractional currency on the 1st of September was $31,802,218, against $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,-450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been on a moderate scale, since our last. They have recently fallen short of the expenditures of the Department, and thus within a month, a small addition has been made to the public indebtedness. The excises, last week, yielded some 3 millions; customs at the port of New York, $2,880,544, and at the outports about $875,000 (in coin) more, making the grand total income for the week equal to about $8,445,547 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,-000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $37,000,000.

The gold speculation has been comparatively tame, throughout the week. There has been a less active customs and export inquiry for coin. The speculative demand has been less confident. The offerings of Gold have been more liberal, partly in consequence of the Government disbursements of over two millions of coin interest on the Ten-forty loan. The extremes of the week have been from 143⅝@145⅛, and the closing quotation on Wednesday was 144¼. The specie exports from this port last week were only $643,-387, thus far this week the shipments have been confined to $215,000. The receipts of California gold, through the week, under review, were over a million dollars. The customs revenue of the port has been on a slightly reduced scale, thus far, in the current week.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $5,635,710, against $2,226,175 same time last year. The customs demand for Gold last week, averaged $480,100 a day; thus far, this week, it has been equal to $468,-500 a day, or equal to a weekly aggregate of $2,811,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $679,601 and from California, $1,080,756 The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $80,950,810, against $85,989,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $29,883,-180, against $21,042,842 in 1867, showing an increase thus far in 1868, of $8,840,338. The exports of specie, from this port, last week, were $643,-387, against $1,013,959 same week last year; total, since Jan. 1, 1868, $65,022,531, against $40,-989,922 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,152,000; since Jan. 1, 1868, $62,348,027, against $42,754,765. The specie exports from San Francisco, from Jan. 1, to Aug. 23, 1868, were $26,-327,385, against $27,500,548 same time last year.

Government received $5,173,736 from customs at the port of San Francisco, from Jan. 1, to Aug. 13, against $4,612,598 same time in the preceding year.

The demand for foreign exchange has been quite moderate, since our last, but as the supply of prime bills has been less extensive, prices have been quoted a shade higher for sterling drafts. Bankers' prime sixty day bills on London closed on Wednesday at 109@109⅜, and on Paris to 5.20c.@5.17½; sight bills on London to 108⅛@108¾, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,074,642, against $1,789,059, same week last year; total, since Jan. 1, 1868, $114,532,742, against $120,767,697 in 1867.

Government securities have been more freely offered, since our last, and prices have declined, in some instances, ¼@⅝ per cent. At the reduced figures, purchases have been made largely by the prominent dealers, who look for an early rally in values. On Tuesday and Wednesday of the current week, the market was depressed mainly by speculative offerings, and on Wednesday, it closed in favor of buyers, who were availing themselves of the low currency for the coin bearing bonds to "load up," especially with the later issues of the Five-twenty bonds. The last debt statement from the Treasury Department showed an aggregate increase of $12,079,832; but this was accounted for by the disbursement of $7,200,-000 on account of the Alaska purchase, and by the issue of $3,104,000 of six per cent. currency bonds as a loan, to the several Pacific Railroad Companies. Some four millions of internal revenue were not collected in August, which could have been so collected but for the failure to appoint the new revenue officials, provided for by the amended revenue law. To the coin-bearing debt, were added in August some $8,119,960 of Five-Twenties. About eleven millions of matured Compound Interest Notes were paid off in August; while $12,205,000 of three per cent. legal tender certificates were issued, chiefly in redemption of the compound notes. The past due obligations of the Government were reduced nearly 6½ millions. About 6½ millions were added to the coin reserve in the ownership of the Treasury Department. Some 2¾ millions were also added to the deposits of coin in the Treasury on private account.

The general disbursements of the Government in August were $37,730,000, including an account of civil, miscellaneous and foreign intercourse, including Alaska purchase, $13,000,000; interest on the public debt, $4,830,000; war, $11,800,000; navy, $1,600,000; interior, pension and Indian, $6,500,000.

U. S. sixes of 1881 closed here on Wednesday at 113½@114; U. S. Five-twenties of 1862, 113½@113⅝; U.S. Five twenties of 1864 at 109⅛@109⅜; U. S. Five-twenties of 1865 at 111@111⅛; U. S. Five-twenties of 1865, consolidated, 108⅜@108⅝; U. S. Five-twenties of 1867, 108⅛@108¼; U. S. Five-twenties of 1868, 108⅜@108⅝; U. S. Ten forties at 104½@104¼; U. S. Six per cent. currency bonds, 100@101. The brokers are buying the outstanding compound interest notes at the following rates.

September, 1865..118¾ | October, 1865....118¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 26.	Sept. 2.	Sept. 9.
Consols.....	94⅛	94	94⅛
U.S. 5-20's of 1862...	71¾	71⅝	72
Erie.....	32	31	30½
Ill. Central.....	91¾	91½	91

The railway and miscellaneous share market has been quite active, but very irregular as to prices, all through the week, closing heavily and feverishly on Wednesday, partly through the pressure of speculative operations for lower figures, in view of the possibilities of a dearer and more stringent Money Market.

Business has been less aciive in Domestic Cotton and Breadstuffs have generally favored purchasers. Provisions have been quoted firmer. Middling upland cotton closed tamely and heavily on Wednesday at 28@28½ cents per lb. The stock of cotton now here is estimated at about 20,000 bales. The receipts at the port this week, have averaged only about 500 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,-228,194 bales, against 1,892,000 bales same time last year; exports, same time 1,676,000 bales, against 1,556,000 bales same time last year; stock on hand at latest dates, 47,500 bales, against 75,-000 bales same date last year. At the Live Stock market, this week, Beeves have been less active at from 11@17c. per lb.; week's receipts, 5,590. Veal calves have been in moderate request at from 7@12c. per lb.; receipts, 1,549. Sheep and lambs in fair demand, ranging from 4@7c., and 7@9c., respectively; receipts, 29,070. Swine have been less active at from 8¾@11c. per lb., all live weight; receipts, 16,754. There has been more movement in foreign merchandise, and desirable lots of the more active commodities have shown more firmness as to prices. The total imports of foreign dry goods, last week, were $2,862,700, and the total amount marketed $2,717,221. The value of foreign merchandise imported last week, was $2,222,071—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,584,771, against $5,408,-276 same week last year; from Jan. 1, 1868, $175,-249,989, against $184,724,724 same time in 1867. The freight market has been less active, and rates have been quoted heavy. For Liverpool we quote flour at 1s. 4½d. by sail, and 1s. 6d.

@1s. 7½d. by steamer, per bbl.; grain at 3d. by sail, and 3½@4d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{32}$d. by sail, and $\frac{3}{16}$d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 461.

The New York exports, exclusive of specie, for the week ending Sept. 8, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$1,789,059	$3,074,642
Prev. reported	124,978,938	111,458,100
Since January 1	$126,767,997	$114,532,742

The imports for the week ending September 5, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$2,213,065	$2,362,700
Gen. merchandise	3,195,211	2,222,071
Total for the week	$5,408,276	$4,584,771
Previously reported	171,178,058	168,375,322
Since January 1	$176,586,334	$172,960,093

The balance in the Sub-Treasury on Wednesday was $87,800,792 63.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie 1st mort., 94; Great Western (Ills.) 1st mort., 1888, 89; New York and New Haven 6s, 97; Toledo, Peoria and Warsaw 1st mort., E. D., 84; do., W. D., 82½; Ohio and Miss. con. bonds, 87; Toledo and Wabash Equipment bonds, 73½; Hannibal and St. Joseph, 87; do., pref., 89; Dubuque and Sioux City, 94; do., 7s, con., 92½; Stonington R. R. 80; Rome, Watertown and Ogdensburg, 114; Brooklyn 6s, W. L., 96¼; Jersey City W. L., 94; Indiana 5s, 97; Georgia 7s, 91¼; N. Y. State 7s, Bounty Loan, reg., 108; American Exp., 45; U. S. Exp., 45; Merchants' Union Exp., 22¼; Adams' Express, 50⅞; Wells-Fargo Exp. Co., 25¾; Mariposa, 5; do., pref., 10; Brunswick City Land Co., 7½; Boston Water Power Co., 15⅛; Western Union Telegraph, 34; do., 7s, 90; Bankers' and Brokers' Ass., 104¼; Bank of North America, 108; Fourth National Bank, 104½; Continental Bank, 102; Am. Ex. Bank, 120; Corn Exchange Bank, 128; Central National Bank, 108; Atlantic Bank, 103; Flint Steel River, 1.50; La Crosse, 0.28; Montana Gold, 0.55; New York Gold, 0.70; Quartz Hill Gold, 0.93; Smith and Parmalee, 4.60; United States petroleum, 2.50.

Philadelphia.—Allegheny County 5s, 74½; Pennsylvania State 5s, 1870, 99; Sunbury and Erie 7s, 101½; West Pennsylvania R.R., 6s, 82¼; West Jersey R. R. 6s, 92¼; Penna. and N. Y. C. 7s, 94½; Elmira and Williamsport 5s, 61; Union Passenger R. R., 42; Chesapeake and Delaware Canal 6s, 96; Ocean Oil, ⅞; Manufacturers Bank, 32; Girard Bank, 61; Mechanics' Bank, 31½; Farmers' and Mechanics' Bank, 129. The latest quotations are: City 6s, 100½@101; do., free of tax, 103@103⅛; State 5s, reg., 99¾@100; do., coupon, 98@100; do., 6s, W. L., 102½@103; do., 1st series, 104⅝@104¾; do., 2d series, 106⅞@107; do., 3d series, 108@108¾; Reading, 44⅝@44¾; do., 6s, 1870, 105@106; do., bonds, 91½@92; Camden and Amboy, 128½@129; do., mort. 6s, 1889, 96¾@97; do., 1883, 88½@89; Penn. R.R., 54⅞@55; do., 1st mort., 100@100½; do., 2d mort., 98¾@98⅞; Little Schuylkill R. R., 44@45; Morris Canal, 30@34; do., pref., 70@71; do., bonds, 88@90; Wyoming Valley Canal, 30@35; do., 6s, 80@81; Susquehanna Canal, 14½@15; do., 6s, 55@63; Sch. Nav., 10@11; do., pref., 19½@19¾; do., 6s, 1882, 69½@70; Delaware Div. Canal, 48@50; do., bonds, 80@—; Elmira and Williamsport, 30@31½; do., pref., 41@45; do., 7s, 1873, 93@95; do., 5s, 61@63; Lehigh Coal and Navigation, 20⅞@21; do., R. R., Loan, 84@85; do., Gold Loan, 87⅞@88; North Pennsylvania, 32¼@—; do., 6s, 89½@90; Philadelphia and Erie, 25⅜@25⅝; do., 6s, 92¼@92½; Minehill, 56½@57; Catawissa, 9@10½; do., pref., 33@33¼; Lehigh Valley, 55@55¼; do., bonds, 96@100; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50@52; West Philadelphia, 64@66; Spruce and Pine, 23½@23½; Green and Coates, 30@—; Chestnut and Walnut, 45@48; Thirteenth and Fifteenth, 14⅞@15; Girard College, 25½@26½; Tenth Eleventh, 70@72; Union, 41@43; Hestonville, and 9¾@10½.

Boston.—Vermont Central 1st mort. consolidated, 80½; Central Pacific R.R. 6s, gold, 100¾; do., 7s, 1884, gold, 109⅞; Union Pacific R.R. 6s, gold, 99¾; Boston, Hartford and Erie 7s, 1900, 62; Cedar Rapids and Missouri River R. R. 7s, 1916, 92⅜; Burlington and Missouri River R. R. 7s, 1893, 91½; do., 8s, 1878, 102¾; Boston and Lowell R. R. 6s, 1879, 99¼; Vermont Central and Vermont and Canada 8s, 103; Eastern (N.H.) R. R., 115½; Summit Branch R. R., 20½; do., 6s, 1870, 93¾; Concord and Portsmouth R. R., 113¾; Cary Imp. Co., 10⅛; Boston Water Power Co., 15¼; Waverly Land Co., 1¼; Boston Screw Co. 10s, 1871, 90; Essex Co., 125½; Ophir (N.S.) gold, 97½c.; Maine 6s, 1871@1883, 100¼; Connecticut 6s, 1884, 100⅛; New Hampshire 6s, 1870@1884, 100; Rhode Island 6s, 1893, 100; Portland 6s, 1885, 97½; Chicago 7s, sewerage, 99¼; do., W. L., 99¼; Cincinnati 7 30s, 1878, 103; Salem 6s, 1893, W. L., 100⅛; Hartford 6s, 1879@1881, 99⅜; Albany 6s, 1879, 94¾; Augusta 6s, 1886, 95; St. Louis City 6s, 1877@1880, 82⅞; do., 1898, 105½; St. Louis County 6s, 1878, 84; Bath 6s, 1887, 92; Boston 6s, 1875, currency, 100¼; Boston Gas, 810; Atlas National Bank, 117½; Brighton Market Bank, 122; Eliot National Bank, 114; First National Bank, Chelsea, 90¾; Hide and Leather National Bank, 97¼; Merchants' National Bank, 126½; National Bank of Commerce, 125; National Bank of Redemption, 125; North National Bank, 119¾; Suffolk National Bank, 123¼; Webster National Bank, 118½; Allouez Mining Co., 5½; Calumet, 51; Hecla, 76.

Baltimore.—Wilmington and Weldon 7s, gold, endorsed by N. C., 90½; Orange, Alexandria and Manassas R.R. bonds, 78; Virginia 6s, 1866, reg., 49¾; do., 1867, 49; do., old, 48; Parkersburg R. R., 26½; Central Ohio R. R., 35; Atlantic Coal, 1.50; People's Bank, 17; Union Bank, 58. The latest quotations are: Balt. and Ohio, 122½@123; do., 6s, 1875, 97@98; do., 1880, 97@98; do., 1885, 99@100; Northern Central, 48@48¼; do., bonds, 1885, 85@85¾; do., 1900, 84@85; Parkersburg Branch, 25@26½; N. W. Va., 1st mort., 96@—; do., 2d mort., 91@92; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91@92; do., 2d mort., 76⅛@77; Central Ohio, 35@35¼; do., 1st mort., 85@—; Western Md. 6s, 1890, 80@84; do., guar., 92@94; do., 2d mort., guar., 91; Richmond and Danville bonds, 72½@78½; Baltimore 6s, 1875, 98@98½; do., 1886, 96¾@97; do., 1890, 97⅛@97¼; do., 1893, 90½@97; do., 5s, 1838–'70, 80@—; City Passenger R. R., 18@19; George's Creek, 52@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.45@1.50.

☞ CENTRAL PACIFIC RAILROAD SIX PER CENT. THIRTY-YEAR GOLD BONDS.—A limited quantity of these bonds will be disposed of at 103 and accrued interest from July 1, in currency. The road will be completed within twelve months, and is now earning, above operating expenses, more than double its current interest liabilities. Principal and interest payable in United States gold coin. Government securities received at market rates in exchange.

FISK & HATCH,

Bankers and Dealers in Government Securities, No. 5 Nassau-st., New York.

Portland and Rutland Railroad.

We learn from the Portland *Argus* that measures have been put in progress in Vermont to secure the building of the line from Rutland to White River Junction and to a point of connection with the Northern Railroad of New Hampshire.

From White River Junction, thirty-one miles of the Northern Railroad is to be used as far as Danbury. From Danbury to the boundary of Maine the line is to be built under the charter of the New Hampshire Central Railroad Co., organized at Centre Harbor on the 8th inst. The only link to be provided for is that from the State line of New Hampshire to Portland, a distance of thirty-eight miles, in case no portion of the Portland and Rochester Railroad is made use of. But it is believed that by using the line of the Portland and Rochester Railroad, a short link of new road only will be required to complete the chain of railroads from Portland to the West.

Emmittsburg Railroad.

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payments, $735,483. The balance at the close of business on Tuesday stood at $87,896,063, against $87,298,778, a week previous; and $90,-416,660, on Aug. 26, 1868. The aggregate receipts of the office from all sources in August, were $81,253,235; aggregate payments, $73,830,968. The balance on the 1st inst., was about 7¼ millions more than on the 1st ult., which amounted to $80,133,186.

National Bank notes to the amount of $139,420 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,605,026, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,737,518, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,867,508. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,611,-300; and for the public deposits, $38,052,350—making a total of $379,663,650. The Treasury Department last week redeemed and destroyed $345,900 of worn and mutilated fractional currency, and issued $504,023 of new. The outstanding amount of fractional currency on the 1st of September was $31,802,218, against $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,-450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been on a moderate scale, since our last. They have recently fallen short of the expenditures of the Department, and thus within a month, a small addition has been made to the public indebtedness. The excises, last week, yielded some 3 millions; customs at the port of New York, $2,880,544, and at the outports about $875,000 (in coin) more, making the grand total income for the week equal to about $8,445,547 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,-000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $37,000,000.

The gold speculation has been comparatively tame, throughout the week. There has been a less active customs and export inquiry for coin. The speculative demand has been less confident. The offerings of Gold have been more liberal, partly in consequence of the Government disbursements of over two millions of coin interest on the Ten-forty loan. The extremes of the week have been from 143⅝@145⅛, and the closing quotation on Wednesday was 144¼. The specie exports from this port last week were only $648,-387, thus far this week the shipments have been confined to $215,000. The receipts of California gold, through the week, under review, were over a million dollars. The customs revenue of the port has been on a slightly reduced scale, thus far, in the current week.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $5,635,710, against $2,226,175 same time last year. The customs demand for Gold last week, averaged $480,100 a day; thus far, this week, it has been equal to $468,-500 a day, or equal to a weekly aggregate of $2,811,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $679,601 and from California, $1,080,756 The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $80,950,810, against $85,989,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $29,883,-120, against $21,042,842 in 1867, showing an increase thus far in 1868, of $8,840,338. The exports of specie, from this port, last week, were $643,-387, against $1,013,959 same week last year; total, since Jan. 1, 1868, $65,022,531, against $40,-989,922 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,152,000; since Jan. 1, 1868, $62,348,027, against $42,754,765. The specie exports from San Francisco, from Jan. 1, to Aug. 23, 1868, were $26,-827,385, against $27,500,548 same time last year.

Government received $5,173,736 from customs at the port of San Francisco, from Jan. 1, to Aug. 13, against $4,612,598 same time in the preceding year.

The demand for foreign exchange has been quite moderate, since our last, but as the supply of prime bills has been less extensive, prices have been quoted a shade higher for sterling drafts. Bankers' prime sixty day bills on London closed on Wednesday at 109@109⅜, and on Paris to 5.20c.@5.17½; sight bills on London to 108⅛@108¾, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,074,642, against $1,789,059, same week last year; total, since Jan. 1, 1868, $114,532,742, against $126,767,197 in 1867.

Government securities have been more freely offered, since our last, and prices have declined, in some instances, ¼@⅝ per cent. At the reduced figures, purchases have been made largely by the prominent dealers, who look for an early rally in values. On Tuesday and Wednesday of the current week, the market was depressed mainly by speculative offerings, and on Wednesday, it closed in favor of buyers, who were availing themselves of the low currency for the coin bearing bonds to "load up," especially with the later issues of the Five-twenty bonds. The last debt statement from the Treasury Department showed an aggregate increase of $12,079,832; but this was accounted for by the disbursement of $7,200,-000 on account of the Alaska purchase, and by the issue of $3,104,000 of six per cent. currency bonds as a loan, to the several Pacific Railroad Companies. Some four millions of internal revenue were not collected in August, which could have been so collected but for the failure to appoint the new revenue officials, provided for by the amended revenue law. To the coin-bearing debt, were added in August some $8,119,960 of Five-Twenties. About eleven millions of matured Compound Interest Notes were paid off in August; while $12,205,000 of three per cent. legal tender certificates were issued, chiefly in redemption of the compound notes. The past due obligations of the Government were reduced nearly 6½ millions. About 6½ millions were added to the coin reserve in the ownership of the Treasury Department. Some 2¾ millions were also added to the deposits of coin in the Treasury on private account.

The general disbursements of the Government in August were $37,730,000, including an account of civil, miscellaneous and foreign intercourse, including Alaska purchase, $13,000,000; interest on the public debt, $4,830,000; war, $11,800,000; navy, $1,600,000; interior, pension and Indian, $6,500,000.

U. S. sixes of 1881 closed here on Wednesday at 113½@114; U. S. Five-twenties of 1862, 113½@113⅝; U.S. Five twenties of 1864 at 109⅛@109⅜; U. S. Five-twenties of 1865 at 111@111⅛; U. S. Five-twenties of 1865, consolidated, 108⅜@108⅝; U. S. Five-twenties of 1867, 108⅛@108¼; U. S. Five-twenties of 1868, 108⅜@108⅝; U. S. Ten-forties at 104½@104¼; U. S. Six per cent. currency bonds, 100@101. The brokers are buying the outstanding compound interest notes at the following rates.

September, 1865..118¾ | October, 1865....118¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 26.	Sept. 2.	Sept. 9.
Consols	94¼	94	94⅛
U.S. 5-20's of 1862	71¾	71⅝	72
Erie	32	31	30½
Ill. Central	91¾	91½	91

The railway and miscellaneous share market has been quite active, but very irregular as to prices, all through the week, closing heavily and feverishly on Wednesday, partly through the pressure of speculative operations for lower figures, in view of the possibilities of a dearer and more stringent Money Market.

Business has been less active in Domestic Cotton and Breadstuffs have generally favored purchasers. Provisions have been quoted firmer. Middling upland cotton closed tamely and heavily on Wednesday at 28@28½ cents per lb. The stock of cotton now here is estimated at about 20,000 bales. The receipts at the port this week, have averaged only about 500 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,-228,194 bales, against 1,892,000 bales same time last year; exports, same time 1,676,000 bales, against 1,556,000 bales same time last year; stock on hand at latest dates, 47,500 bales, against 75,-000 bales same date last year. At the Live Stock market, this week, Beeves have been less active at from 11@17c. per lb.; week's receipts, 5,590. Veal calves have been in moderate request at from 7@12c. per lb.; receipts, 1,549. Sheep and lambs in fair demand, ranging from 4@7c., and 7@9c., respectively; receipts, 29,070. Swine have been less active at from 8¾@11c. per lb., all live weight; receipts, 16,754. There has been more movement in foreign merchandise, and desirable lots of the more active commodities have shown more firmness as to prices. The total imports of foreign dry goods, last week, were $2,362,700, and the total amount marketed $2,717,221. The value of foreign merchandise imported last week, was $2,222,071—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,584,771, against $5,408,-276 same week last year; from Jan. 1, 1868, $175,-249,989, against $184,724,724 same time in 1867. The freight market has been less active, and rates have been quoted heavy. For Liverpool we quote flour at 1s. 4½d. by sail, and 1s. 6d.

@1s. 7½d. by steamer, per bbl.; grain at 3d. by sail, and 3½@4d. by steamer, per bushel; cotton at 1/8d.@3/16d. by sail, and 3/16d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 461.

The New York exports, exclusive of specie, for the week ending Sept. 8, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$1,789,059	$3,074,642
Prev. reported.....	124,978,938	111,458,100
Since January 1.....	$126,767,997	$114,532,742

The imports for the week ending September 5, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$2,213,065	$2,362,700
Gen. merchandise.....	3,195,211	2,222,071
Total for the week.....	$5,408,276	$4,584,771
Previously reported....	171,178,058	168,375,322
Since January 1.....	$176,586,334	$172,960,093

The balance in the Sub-Treasury on Wednesday was $87,800,792 63.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie 1st mort., 94; Great Western (Ills.) 1st mort., 1888, 89; New York and New Haven 6s, 97; Toledo, Peoria and Warsaw 1st mort., E. D., 84; do., W. D., 82½; Ohio and Miss. con. bonds, 87; Toledo and Wabash Equipment bonds, 73½; Hannibal and St. Joseph, 87; do., pref., 89; Dubuque and Sioux City, 94; do., 7s, con., 92½; Stonington R. R. 80; Rome, Watertown and Ogdensburg, 114; Brooklyn 6s, W. L., 96¼; Jersey City W. L., 94; Indiana 5s, 97; Georgia 7s, 91¼; N. Y. State 7s, Bounty Loan, reg., 108; American Exp., 45; U. S. Exp., 45; Merchants' Union Exp., 22¼; Adams' Express, 50⅞; Wells-Fargo Exp. Co., 25¾; Mariposa, 5; do., pref., 10; Brunswick City Land Co., 7½; Boston Water Power Co., 15⅛; Western Union Telegraph, 34; do., 7s, 90; Bankers' and Brokers' Ass., 104¼; Bank of North America, 108; Fourth National Bank, 104½; Continental Bank, 102; Am. Ex. Bank, 120; Corn Exchange Bank, 128; Central National Bank, 108; Atlantic Bank, 103; Flint Steel River, 1.50; La Crosse, 0.28; Montana Gold, 0.55; New York Gold, 0.70; Quartz Hill Gold, 0.93; Smith and Parmalee, 4.60; United States petroleum, 2.50.

Philadelphia.—Allegheny County 5s, 74½; Pennsylvania State 5s, 1870, 99; Sunbury and Erie 7s, 101½; West Pennsylvania R.R., 6s, 82¼; West Jersey R. R. 6s, 92¼; Penna. and N. Y. C. 7s, 94½; Elmira and Williamsport 5s, 61; Union Passenger R. R., 42; Chesapeake and Delaware Canal 6s, 96; Ocean Oil, ⅞; Manufacturers Bank, 32; Girard Bank, 61; Mechanics' Bank, 31½; Farmers' and Mechanics' Bank, 129. The latest quotations are: City 6s, 100½@101; do., free of tax, 103@103⅛; State 5s, reg., 99¾@100; do., coupon, 98@100; do., 6s, W. L., 102½@103; do., 1st series, 104⅝@104¾; do., 2d series, 106⅞@107; do., 3d series, 108@108¾; Reading, 44⅝@44¾; do., 6s, 1870, 105@106; do., bonds, 91½@92; Camden and Amboy, 128⅛@129; do., mort. 6s, 1889, 96¾@97; do., 1883, 88½@89; Penn. R.R., 54⅞@55; do., 1st mort., 100@100⅛; do., 2d mort., 98¾@98⅞; Little Schuylkill R. R., 44@45; Morris Canal, 30@34; do., pref., 70@71; do., bonds, 88@90; Wyoming Valley Canal, 30@35; do., 6s, 80@81; Susquehanna Canal, 14½@15; do., 6s, 55@63; Sch. Nav., 10@11; do., pref., 19½@19¾; do., 6s, 1882, 69½@70; Delaware Div. Canal, 48@50; do., bonds, 80@—; Elmira and Williamsport, 30@31½; do., pref., 41@45; do., 7s, 1873, 93@95; do., 5s, 61@63; Lehigh Coal and Navigation, 20⅞@21; do., R. R., Loan, 84@85; do., Gold Loan, 87⅞@88; North Pennsylvania, 32¼@—; do., 6s, 89½@90; Philadelphia and Erie, 25⅜@25⅝; do., 6s, 92¼@92½; Minehill, 56½@57; Catawissa, 9@10½; do., pref., 33@33¼; Lehigh Valley, 55@55¼; do., bonds, 96@100; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50@52; West Philadelphia, 64@66; Spruce and Pine, 23½@23¼; Green and Coates, 30@—; Chestnut and Walnut, 45@48; Thirteenth and Fifteenth, 14⅞@15; Girard College, 25½@26½; Tenth Eleventh, 70@72; Union, 41@43; Hestonville, and 9¾@10½.

Boston.—Vermont Central 1st mort. consolidated, 80½; Central Pacific R.R. 6s, gold, 100¾; do., 7s, 1884, gold, 109⅞; Union Pacific R.R. 6s, gold, 99¾; Boston, Hartford and Erie 7s, 1900, 62; Cedar Rapids and Missouri River R. R. 7s, 1916, 92⅜; Burlington and Missouri River R. R. 7s, 1893, 91½; do., 8s, 1878, 102¾; Boston and Lowell R. R. 6s, 1879, 99¼; Vermont Central and Vermont and Canada 8s, 103; Eastern (N.H.) R. R., 115½; Summit Branch R. R., 20½; do., 6s, 1870, 93¾; Concord and Portsmouth R. R., 113¾; Cary Imp. Co., 10⅛; Boston Water Power Co., 15¼; Waverly Land Co., 1½; Boston Screw Co. 10s, 1871, 90; Essex Co., 125½; Ophir (N.S.) gold, 97½c.; Maine 6s, 1871@1883, 100¼; Connecticut 6s, 1884, 100⅛; New Hampshire 6s, 1870@1884, 100; Rhode Island 6s, 1893, 100; Portland 6s, 1885, 97½; Chicago 7s, sewerage, 99¼; do., W. L., 99¼; Cincinnati 7 30s, 1878, 103; Salem 6s, 1893, W. L., 100⅛; Hartford 6s, 1879@1881, 99⅜; Albany 6s, 1879, 94¾; Augusta 6s, 1886, 95; St. Louis City 6s, 1877@1880, 82⅞; do., 1898, 105½; St. Louis County 6s, 1878, 84; Bath 6s, 1887, 92; Boston 6s, 1875, currency, 100¼; Boston Gas, 810; Atlas National Bank, 117½; Brighton Market Bank, 122; Eliot National Bank, 114; First National Bank, Chelsea, 90¾; Hide and Leather National Bank, 97¼; Merchants' National Bank, 126½; National Bank of Commerce, 125; National Bank of Redemption, 125; North National Bank, 119¾; Suffolk National Bank, 123¼; Webster National Bank, 118½; Allouez Mining Co., 5½; Calumet, 51; Hecla, 76.

Baltimore.—Wilmington and Weldon 7s, gold, endorsed by N. C., 90⅛; Orange, Alexandria and Manassas R.R. bonds, 78; Virginia 6s, 1866, reg., 49¾; do., 1867, 49; do., old, 48; Parkersburg R. R., 26½; Central Ohio R. R., 35; Atlantic Coal, 1.50; People's Bank, 17; Union Bank, 58. The latest quotations are: Balt. and Ohio, 122½@123; do., 6s, 1875, 97@98; do., 1880, 97@98; do., 1885, 99@100; Northern Central, 48@48¼; do., bonds, 1885, 85@85¾; do., 1900, 84@85; Parkersburg Branch, 25@26½; N. W. Va., 1st mort., 96@—; do., 2d mort., 91@92; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91@92; do., 2d mort., 76⅛@77; Central Ohio, 35@35¼; do., 1st mort., 85@—; Western Md. 6s, 1890, 80@84; do., guar., 92@94; do., 2d mort., guar., 91; Richmond and Danville bonds, 72½@78½; Baltimore 6s, 1875, 98@98½; do., 1886, 96¾@97; do., 1890, 97⅛@97¼; do., 1893, 90½@97; do., 5s, 1838-'70, 80@—; City Passenger R. R., 18@19; George's Creek, 52@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.45@1.50.

☞ CENTRAL PACIFIC RAILROAD SIX PER CENT. THIRTY-YEAR GOLD BONDS.—A limited quantity of these bonds will be disposed of at 103 and accrued interest from July 1, in currency. The road will be completed within twelve months, and is now earning, above operating expenses, more than double its current interest liabilities. Principal and interest payable in United States gold coin. Government securities received at market rates in exchange.

FISK & HATCH,

Bankers and Dealers in Government Securities, No. 5 Nassau-st., New York.

Portland and Rutland Railroad.

We learn from the Portland *Argus* that measures have been put in progress in Vermont to secure the building of the line from Rutland to White River Junction and to a point of connection with the Northern Railroad of New Hampshire.

From White River Junction, thirty-one miles of the Northern Railroad is to be used as far as Danbury. From Danbury to the boundary of Maine the line is to be built under the charter of the New Hampshire Central Railroad Co., organized at Centre Harbor on the 8th inst. The only link to be provided for is that from the State line of New Hampshire to Portland, a distance of thirty-eight miles, in case no portion of the Portland and Rochester Railroad is made use of. But it is believed that by using the line of the Portland and Rochester Railroad, a short link of new road only will be required to complete the chain of railroads from Portland to the West.

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[illegible]	$38,228 57
Corresponding week previous year . . .	33,096 52
Increase	$5,133 05

The earnings of the Marietta and Cincinnati Railroad the 1st week in Sept., 1868 . . $41,855 00
Corresponding week previous year . . . 39,896 00

Increase $1,959 00

The earnings of the Chicago and Alton Railroad for the 1st week in Sept., 1868 . . $127,810 00
Corresponding period previous year . 103,993 00

Increase $23,817 00

The earnings of the Detroit and Milwaukee Railroad for the first week in Sept., 1868, were $41,401 77
Corresponding week of 1867 . . . . . 40,574 86

Increase $826 91

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week in Sept., 1868, were $109,118 00
Corresponding week of 1867 . . . . . 97,211 00

Increase $11,902 00

The earnings of the Chicago and Northwestern Railroad for the 1st week in Sept., 1868 $348,570 95
Corresponding week previous year . . 303,602 50

Increase $44,968 45

Milwaukee and St. Paul Railroad.

This company have become the owners of the Milwaukee and Prairie du Chien Railway with which they had previously consolidated earnings. For the first and second preference shares of the Prairie du Chien—the common stock having heretofore been exchanged into St. Paul stock—the company have executed a mortgage for the purchase money, $5,000,000 in amount, to Messrs. Charles Moran, Russell Sage and William H. Neilson, Trustees, under very secure and stringent terms. This arrangement is followed by the issue first, of 8 per cent. bonds in payment of the first preference shares, and secondly, 7-30 per cent. in payment of the second preference shares. The latter are convertible into the preferred stock of the St. Paul Company.

Toledo, Peoria and Warsaw Railway.

It is stated that the Western Division of this line will be completed by the 15th inst., and the trains will then run through to the Mississippi River at Warsaw, Illinois, and at Keokuk, Iowa. This will complete the shortest continuous line from New York to the Upper Mississippi *via* New Jersey Central and Pennsylvania Railroads, to Pittsburg, and thence *via* Pan-Handle route through Ohio, Indiana and Illinois. An arrangement has been completed between this company and the Illinois Central for a continuous local business between Chicago and Keokuk—81 miles down the Chicago branch of the Illinois Central to Gilman, on the Peoria road, and thence 200 miles over that road to Keokuk—without change of freight and passenger equipment, and under single tariff.

☞ The St. John *Telegraph* says that work upon the Intercolonial Railway will be commenced at three places, Riviere du Loup, Metapedia and Truro, on the Nova Scotia boundary.

☞ The Taunton Locomotive Manufacturing Company has sent forward another powerful locomotive for the Union Pacific Railroad, the seventh it has built for that line.

INTRODUCTION OF CHEAP STEEL IN AMERICA.—COMPLETION OF THE GREAT WORKS AT TROY.—DESCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY.—THE NATURE AND VALUE OF THE IMPROVEMENT.

Continued from page 865.

The arrangement of all the Bessemer works in this country, excepting the works at Lewistown, and the experimental works at Wyandotte, is substantially in accordance with the plans of Mr. Holley. These plans preserve all the old features and proportions affecting the process, but especially as carried out in the second works built by him at Harrisburg, they considerably increased the convenience of manufacture and repairs, and the capacity for product. In the English works, as designed by Bessemer, and blindly followed there, the converters stand at opposite sides of the casting-pit, thus narrowing by half the casting-room as compared with the Troy works, where the available space for moulds is over seventy feet in length. In England, the working space around the pit and under the converters is sunk below the general level, which is inconvenient and wasteful of room. At Troy the converters are set at a height which not only provides a continuous working space upon the general level, but allows another new feature—a second floor extending around the converters, standing upon which workmen get at all parts of the converter, put materials into it, dress the spouts for conveying melted iron, and work upon the converter bottoms when they are run out for repairs.

The tuyeres, or blocks of fire-brick, pierced with holes, through which the air is blown up into the iron, last but six to eight heats, and their renewal has hitherto caused much delay. In these works the converter-bottom is removed by means of a hydraulic lift and a carriage running out at the side of the converter, where it can be conveniently got at. The bottom may be replaced when required, by a duplicate bottom, previously furnished with new tuyeres, dried and heated. In the English works the crane capacity is inadequate to rapid working. In the Troy works, the ingot cranes are three instead of two in number, the ladle-crane is arranged for more motions of the ladle, and all the cranes are lightened and cheapened by means of top supports. Various novelties and conveniences have been added to the regulating apparatus, ladle-stopper and other parts. The cupola furnace has been adapted to melting iron for conversion by employing a ladle on a scale to weigh the metal, and has thus superseded the air furnace, saving cost and facilitating manufacture.

Mr. Holley introduced at Troy, and perfected at Harrisburg a method of casting a number of ingots at one pouring, thus saving scrap and wear of moulds, and producing better ingots of more definite weight. The moulds are set upon an iron bottom or flask lined with loam. The steel, let into the central mould, passes through runners in the flask into the bottoms of the surrounding moulds, and all the moulds are filled together. Mr. Durfee has since perfected another apparatus for bottom casting—a substitution of removable runners of cast-iron instead of loam, between the bottoms of the moulds—and is obtaining excellent results.

The perfection of the Bessemer process in England, left much to be learned in America. New irons, new refractory materials, different coals, and unaccustomed labor had to be tested and adapted, and various different conditions and requirements of manufacture had to be considered. When the ingots were produced, there was little suitable skill and machinery in this country to work them properly; and so, although an excellent quality of steel was produced at Troy, at the first blow in 1865, all these new labors were vigorously undertaken, at great expense. As a result, the quality of American materials is now well understood, the various requirements of machinery and treatment are well developed, and various improvements and economies in construction and manufacture are fully established.

[illegible] except [illegible] ment, where irons are peculiarly adapted to Bessemerizing, it is probable that no better or more uniform steel is produced anywhere in the world, than at Troy.

THE RAIL MILL.

The new rail mill of Messrs. John A. Griswold & Co. has been completed and will be started upon a large order for steel rails, during the present week.

This establishment (Rensselaer Iron Works) is situated between the Hudson river and the Hudson river railway, within the city of Troy, and a mile above the steel works. The yard next the river, is two hundred and fifty feet wide, with a wharf one thousand feet long. The railway yard is sixty feet wide, and of the same length.

The new mill built by Col. George Babcock, superintendent—Robert P. Banfield, master mechanic—is a rectangular brick structure, four hundred by one hundred feet in plan, and twenty-five feet high, with a continuous lantern roof eighteen feet wide by six feet high. The walls are sixteen inches thick, with pilasters thirteen feet apart, upon which the roof trusses rest. The trusses are of wood; the covering of slate. The doors slide vertically in heavy iron frames built into the walls. Gothic windows alternate with the doors, and above these the walls are pierced with round windows.

The end of the mill next the old rail mill, contains eight heating furnaces—two pairs at the end, and a pair at each side. The engine stands at one end of the train, the saws are near the centre of the building with hot beds on each side. The Northern portion of the mill is devoted to a steel bar train and iron merchant train.

The rail train engine, by Starbuck Brothers, Troy, is a particularly well built and smoothly working machine. It stands on ten feet depth of brick masonry, resting on six feet of stone and concrete, which is supported by twenty feet of solid piling. The engine is of the "steam-hammer" pattern, vertical, condensing, and directly connected to the train. A solid bed plate supports two side frames, upon which there stands a fifty-four inch cylinder, and between which work the cross-head (thirty-six inch stroke) and the beam for driving a thirty-inch air pump (eighteen-inch stroke) situated at the end of the bed plate. The connecting rod (seven and a half long) and the piston rod, and other parts are of Bessemer steel. The fourteen inch shaft (twenty-four inch length of journals) is cranked, so as to be connected to trains at either end. The fly-wheel is of twenty-five feet diameter, with a seventeen by twenty inch rim, and weighs sixty tons. The valve is Davis's piston, made double, or, in fact, two eight inch valves side by side, to get ample port area. The packing of these valves is solid, but may be set out at will; the valve is the equivalent of a slide and perfectly simple. The steam pressure comes only on the ends of the two pistons forming the valve and the exhaust pressure between them so that there is constant equilibrium, and the valve is easily worked under steam by the starting bar. Snow's governor is attached to the cut-off. The engine may be changed to non-condensing by opening a valve in the exhaust pipe. The engine runs at seventy revolutions, for a twenty-one inch train.

The fan engine, standing near the other, and of similar pattern, has a fifteen by twenty-two inch cylinder, and is belted to a line of shafting above, which drives two overhead six feet Stortevant blowers on either side of the mill, at eight hundred revolutions. An air pipe runs around over the furnaces, from blower to blower, with branches down to the ash pits.

The rail train is a twenty-one inch three-high train of the Fritz pattern, standing on a brick foundation, with a heavy oak cushion between. Steel rails are bloomed from nine inch ingots, and then roughed down and finished at a reheat. This is done in three sets of rolls; with twenty-one to twenty-five passes, according to the pattern. At present a top and bottom train is attached to the end of the steel rail train, but it will ultimate-

ly be replaced by the ordinary roughing and finishing rolls for iron rails; and the old rail mill will then be devoted to all top and bottom, puddle, breaking down, and preparatory rolling for iron rails.

Instead of the saw carriage running up to the saws, as usually practised, the saws are hung upon frames, which swing up to the rails as they lie on a fixed way, and are driven by belts from an overhead shaft that is supported by stands moveable on a bed-plate. The engine is fixed to the same bed-plate.

The hot beds are seventy feet long, with a straightening plate in the middle, and a short raised table at either end. The rails forming the hot bed lie on rollers working in the tops of iron posts set upon masonry, and can thus expand without buckling.

At each end of the hot beds there is a straightening press, with a bell crank straightening lever worked by means of an eccentric and a geared shaft by a steam engine attached to a bed plate. Behind the hot bed are two punching machines of similar construction, driven by separate engines, and each arranged to make the fish bolt holes and the spike slot, by means of a horizontal and a vertical punch. The rails are taken out of the mill to the wharf or to the railway, by means of cars running on tracks with suitable turn-tables.

The water works consist of a 50,000 gallon iron tank, sixteen feet in diameter, forming the top of an octagonal brick building twenty-four feet high, in which there is a duplex Worthington pump, taking water from the river, and driven by a sixty-horse power tubular boiler in a wing of the building. The feed pipes to the mill boilers are of wrough iron, and may be warmed in freezing weather by steam. The boilers may be fed either by the Worthington pump or by Giffard injectors, one of which is attached to each boiler, or by the main engine. The blow-off pipes from the boilers enter a large brick underground sewer, which also drains the boshes, the roll pit and the air pump.

The heating furnaces and the boilers over them are well constructed, and are furnished with every appurtenance for convenience and safety. The flame from the furnace passes under and through the boiler to a chimney standing on iron columns outside the building. The ash pit, opening out of doors under the chimney, is covered with a brick arch, shutting it off from the interior of the mill. There is an upper and a lower ash pit door. The furnace plates are perforated, or rather they are heavy cast-iron spiders, securing the brick work, but leaving it well uncovered. A water door frame, got up at these works, is employed, and there are cast-iron boshes by each furnace. The boilers are thirty feet long by fifty-four inches diameter, with three thirteen-inch flues. The lower half of the end of the boiler, over the throat of the furnace is recessed, so as to form a crown sheet for the flame to strike upon, and a chamber into which the flues open. A damper under the other end regulates the flow of flame under and through the boiler. Suitable air admission into the chamber under the boiler promotes combustion. The steam domes are three feet diameter by four feet high. A fourteen inch wrought-iron steam pipe, with disc expansion joints, leads from the domes to the engine, and by a ten inch branch to the merchant mill furnaces at the other end of the building. These pipes are throughly lagged. Besides the ordinary safety valves, there are lock-up safety valves provided by law; there are also float water gauges and gauge cocks. The boiler is enclosed in a chamber composed of cast iron bottom plates and brick side walls, supported by trusses resting on columns. The floor of the mill is well covered with hexagonal plates. The maximum capacity is one hundred and twenty tons of rails per day.

The merchant end of the mill is furnished with a double billet shears and a merchant bar shears, each driven by separate engines. The condensing beam engine, forty-eight inches by seven feet, runs at twenty-five revolutions, and drives on either side a geared train, five rolls long, running two hundred and eighty revolutions, for small iron, and a sixteen inch geared train, three rolls long, running fifty revolutions, for steel. Adjacent to the iron train are two heating furnaces with boilers, built upon the general plan above described. The steel is heated by a Siemens' furnace, supplied with gas by two producers. The capacity of these trains is thirteen of small iron bars and rods, and fifteen to twenty-five tons of half inch to five inch steel bars and shapes per day.

The old rail mill is a brick structure, averageing three hundred and twenty by one hundred and twenty-five feet in plan. A condensing beam engine (the engine of the old steamboat "Swallow"), with a sixty inch by ten feet cylinder, drives four two-high geared trains of eighteen inch rolls, two for balls, one for breaking down, one top and bottom, and one (at present) for iron rails. The mill contains fourteen double puddling furnaces, four top and bottom furnaces, and the necessary heating furnaces and apparatus for one hundred and twenty tons per day of iron rails. The adjoining machine and smith shop is a brick building, thirty by one hundred and fifty feet, and a building thirty by one hundred feet is employed for storage and miscellaneous purposes.

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Commerce of New York.

The foreign imports at New York for the month of July, are officially stated as follows:

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Entered for consumpt'n.	$11,036,960	$12,193,589
Do. for warehousing	11,226,514	10,573,083
Free goods	766,786	1,094,543
Specie and bullion	56,606	126,442
Total entered at port...	$23,086,866	$23,987,657
Withdrawn fr. wareh'use	7,560,396	6,829,796

The foreign imports at New York for the seven months from January 1st, were:

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Free goods	6,742,477	6,048,592
Specie and bullion.....	1,613,302	4,165,342
Total entered at port..	$159,663,159	$151,628,520
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Previous 6 mos.	59,354,688 90	55,450,748 65
Tot. since Jan. 1	$68,860,121 84	$64,688,669 15

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AS GOOD AS THE BEST.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

The Rockford, Rock Island and St. Louis Railroad Company offer a limited amount only of their First Mortgage Bonds at 95, and accrued interest in currency.

The bonds pay seven per cent. interest—February 1, and August 1—in gold coin, *free of Government tax*. The principal also is payable in gold. They have fifty years to run, and are convertible into stock at the option of the holder. A sinking fund is provided sufficient to pay off the whole mortgage at maturity.

Each bond is for $1,000, or £200 sterling. Interest is payable in New York or London, at the option of the holder.

These bonds are amply secured, being a first and only lien upon the Company's entire line of road—which traverses the finest district of Illinois—upon its franchises, rolling stock, and other property, and upon all its coal lands, of which it now controls over 20,000 acres, estimated to contain 100,000,000 tons of coal. These lands, on the completion of the railroad, would probably sell for a sum sufficient to retire the whole mortgage.

For all the coal the Company can produce there is a ready market; 1,000 miles of railway and the population of 30,000 square miles of territory can be supplied with fuel from its mines more readily and cheaply than from any other quarter.

A large part of the means required in the construction is derived from stock subscriptions. Over $1,500,000 has been already expended upon the line from this source alone, and subscriptions to the capital stock are now pledged sufficient to pay the whole cost of the road with the exception of superstructure and rolling stock, leaving the proceeds of the bonds to be applied to these purposes and to the purchase of coal lands.

Of the entire line 165 miles are now graded. The work is proceeding rapidly and successfully. It is intended to have the first division of fifty miles, giving an outlet to the coal, in operation by January 1, and the whole line within one year.

The estimated earnings of the road, with its coal business, are threefold what will be required to pay interest on its bonds.

The trustee for the bondholders is the Union Trust Company of New York.

At the present price of gold the bonds pay an income of over ten per cent. in currency.

For sale at the office of this Company, No. 12 Wall street. Governments and other securities received in exchange at market rates.

H. H. Boody, Treasurer.

☞ The Treasury Department has issued to the Union Pacific Railroad Company, 1,280 bonds of $1,000 each, for the completion of sections 26 and 27 of their road, extending from the 720th to the 760th mile post west from Omaha.

☞ At a meeting of the Governor and Council, on the 7th inst., the contract for completing the Hoosac Tunnel was awarded to Messrs. Odiorne, Gardiner & Co., on condition that they deposit with the State Treasurer the sum of $500,000, in bonds, on or before the 12th inst.

The [illegible] Western Union Railroad for the 1st week in Sept., 1868..... $38,228 57
Corresponding week previous year..... 33,096 52

Increase..... $5,133 05

The earnings of the Marietta and Cincinnati Railroad the 1st week in Sept., 1868.. $41,855 00
Corresponding week previous year..... 39,896 00

Increase..... $1,959 00

The earnings of the Chicago and Alton Railroad for the 1st week in Sept., 1868.. $127,310 00
Corresponding period previous year . 103,993 00

Increase..... $23,317 00

The earnings of the Detroit and Milwaukee Railroad for the first week in Sept., 1868, were..... $41,401 77
Corresponding week of 1867..... 40,574 86

Increase..... $826 91

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week in Sept., 1868, were..... $109,118 00
Corresponding week of 1867..... 97,211 00

Increase..... $11,902 00

The earnings of the Chicago and Northwestern Railroad for the 1st week in Sept., 1868. $348,570 95
Corresponding week previous year .. 303,602 50

Increase..... $44,968 45

Milwaukee and St. Paul Railroad.

This company have become the owners of the Milwaukee and Prairie du Chien Railway with which they had previously consolidated earnings. For the first and second preference shares of the Prairie du Chien—the common stock having heretofore been exchanged into St. Paul stock—the company have executed a mortgage for the purchase money, $5,000,000 in amount, to Messrs. Charles Moran, Russell Sage and William H. Neilson, Trustees, under very secure and stringent terms. This arrangement is followed by the issue first, of 8 per cent. bonds in payment of the first preference shares, and secondly, 7-30 per cent. in payment of the second preference shares. The latter are convertible into the preferred stock of the St. Paul Company.

Toledo, Peoria and Warsaw Railway.

It is stated that the Western Division of this line will be completed by the 15th inst., and the trains will then run through to the Mississippi River at Warsaw, Illinois, and at Keokuk, Iowa. This will complete the shortest continuous line from New York to the Upper Mississippi *via* New Jersey Central and Pennsylvania Railroads, to Pitsburg, and thence *via* Pan-Handle route through Ohio, Indiana and Illinois. An arrangement has been completed between this company and the Illinois Central for a continuous local business between Chicago and Keokuk—81 miles down the Chicago branch of the Illinois Central to Gilman, on the Peoria road, and thence 200 miles over that road to Keokuk—without change of freight and passenger equipment, and under single tariff.

☞ The St. John *Telegraph* says that work upon the Intercolonial Railway will be commenced at three places, Riviere du Loup, Metapedia and Truro, on the Nova Scotia boundary.

☞ The Taunton Locomotive Manufacturing Company has sent forward another powerful locomotive for the Union Pacific Railroad, the seventh it has built for that line.

PRODUCTION OF CHEAP STEEL IN AMERICA.—COMPLETION OF THE GREAT WORKS AT TROY.—DESCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY.—THE NATURE AND VALUE OF THE IMPROVEMENT.

Continued from page 865.

The arrangement of all the Bessemer works in this country, excepting the works at Lewistown, and the experimental works at Wyandotte, is substantially in accordance with the plans of Mr. Holley. These plans preserve all the old features and proportions affecting the process, but especially as carried out in the second works built by him at Harrisburg, they considerably increased the convenience of manufacture and repairs, and the capacity for product. In the English works, as designed by Bessemer, and blindly followed there, the converters stand at opposite sides of the casting-pit, thus narrowing by half the casting-room as compared with the Troy works, where the available space for moulds is over seventy feet in length. In England, the working space around the pit and under the converters is sunk below the general level, which is inconvenient and wasteful of room. At Troy the converters are set at a height which not only provides a continuous working space upon the general level, but allows another new feature—a second floor extending around the converters, standing upon which workmen get at all parts of the converter, put materials into it, dress the spouts for conveying melted iron, and work upon the converter bottoms when they are run out for repairs.

The tuyeres, or blocks of fire-brick, pierced with holes, through which the air is blown up into the iron, last but six to eight heats, and their renewal has hitherto caused much delay. In these works the converter-bottom is removed by means of a hydraulic lift and a carriage running out at the side of the converter, where it can be conveniently got at. The bottom may be replaced when required, by a duplicate bottom, previously furnished with new tuyeres, dried and heated. In the English works the crane capacity is inadequate to rapid working. In the Troy works, the ingot cranes are three instead of two in number, the ladle-crane is arranged for more motions of the ladle, and all the cranes are lightened and cheapened by means of top supports. Various novelties and conveniences have been added to the regulating apparatus, ladle-stopper and other parts. The cupola furnace has been adapted to melting iron for conversion by employing a ladle on a scale to weigh the metal, and has thus superseded the air furnace, saving cost and facilitating manufacture.

Mr. Holley introduced at Troy, and perfected at Harrisburg a method of casting a number of ingots at one pouring, thus saving scrap and wear of moulds, and producing better ingots of more definite weight. The moulds are set upon an iron bottom or flask lined with loam. The steel, let into the central mould, passes through runners in the flask into the bottoms of the surrounding moulds, and all the moulds are filled together. Mr. Durfee has since perfected another apparatus for bottom casting—a substitution of removable runners of cast-iron instead of loam, between the bottoms of the moulds—and is obtaining excellent results.

The perfection of the Bessemer process in England, left much to be learned in America. New irons, new refractory materials, different coals, and unaccustomed labor had to be tested and adapted, and various different conditions and requirements of manufacture had to be considered. When the ingots were produced, there was little suitable skill and machinery in this country to work them properly; and so, although an excellent quality of steel was produced at Troy, at the first blow in 1865, all these new labors were vigorously undertaken, at great expense. As a result, the quality of American materials is now well understood, the various requirements of machinery and treatment are well developed, and various improvements and economies in construction and manufacture are fully established.

If we except a few of the works on the Continent, where irons are peculiarly adapted to Bessemerizing, it is probable that no better or more uniform steel is produced anywhere in the world, than at Troy.

THE RAIL MILL.

The new rail mill of Messrs. John A. Griswold & Co. has been completed and will be started upon a large order for steel rails, during the present week.

This establishment (Rensselaer Iron Works) is situated between the Hudson river and the Hudson river railway, within the city of Troy, and a mile above the steel works. The yard next the river, is two hundred and fifty feet wide, with a wharf one thousand feet long. The railway yard is sixty feet wide, and of the same length.

The new mill built by Col. George Babcock, superintendent—Robert P. Banfield, master mechanic—is a rectangular brick structure, four hundred by one hundred feet in plan, and twenty-five feet high, with a continuous lantern roof eighteen feet wide by six feet high. The walls are sixteen inches thick, with pilasters thirteen feet apart, upon which the roof trusses rest. The trusses are of wood; the covering of slate. The doors slide vertically in heavy iron frames built into the walls. Gothic windows alternate with the doors, and above these the walls are pierced with round windows.

The end of the mill next the old rail mill, contains eight heating furnaces—two pairs at the end, and a pair at each side. The engine stands at one end of the train, the saws are near the centre of the building with hot beds on each side. The Northern portion of the mill is devoted to a steel bar train and iron merchant train.

The rail train engine, by Starbuck Brothers, Troy, is a particularly well built and smoothly working machine. It stands on ten feet depth of brick masonry, resting on six feet of stone and concrete, which is supported by twenty feet of solid piling. The engine is of the "steam-hammer" pattern, vertical, condensing, and directly connected to the train. A solid bed plate supports two side frames, upon which there stands a fifty-four inch cylinder, and between which work the cross-head (thirty-six inch stroke) and the beam for driving a thirty-inch air pump (eighteen-inch stroke) situated at the end of the bed plate. The connecting rod (seven and a half long) and the piston rod, and other parts are of Bessemer steel. The fourteen inch shaft (twenty-four inch length of journals) is cranked, so as to be connected to trains at either end. The fly-wheel is of twenty-five feet diameter, with a seventeen by twenty inch rim, and weighs sixty tons. The valve is Davis's piston, made double, or, in fact, two eight inch valves side by side, to get ample port area. The packing of these valves is solid, but may be set out at will; the valve is the equivalent of a slide and perfectly simple. The steam pressure comes only on the ends of the two pistons forming the valve and the exhaust pressure between them so that there is constant equilibrium, and the valve is easily worked under steam by the starting bar. Snow's governor is attached to the cut-off. The engine may be changed to non-condensing by opening a valve in the exhaust pipe. The engine runs at seventy revolutions, for a twenty-one inch train.

The fan engine, standing near the other, and of similar pattern, has a fifteen by twenty-two inch cylinder, and is belted to a line of shafting above, which drives two overhead six feet Sturtevant blowers on either side of the mill, at eight hundred revolutions. An air pipe runs around over the furnaces, from blower to blower, with branches down to the ash pits.

The rail train is a twenty-one inch three-high train of the Fritz pattern, standing on a brick foundation, with a heavy oak cushion between. Steel rails are bloomed from nine inch ingots, and then roughed down and finished at a reheat. This is done in three sets of rolls; with twenty-one to twenty-five passes, according to the pattern. At present a top and bottom train is attached to the end of the steel rail train, but it will ultimate-

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These bonds are amply secured, being a first and only lien upon the Company's entire line of road—which traverses the finest district of Illinois—upon its franchises, rolling stock, and other property, and upon all its coal lands, of which it now controls over 20,000 acres, estimated to contain 100,000,000 tons of coal. These lands, on the completion of the railroad, would probably sell for a sum sufficient to retire the whole mortgage.

For all the coal the Company can produce there is a ready market; 1,000 miles of railway and the population of 30,000 square miles of territory can be supplied with fuel from its mines more readily and cheaply than from any other quarter.

A large part of the means required in the construction is derived from stock subscriptions. Over $1,500,000 has been already expended upon the line from this source alone, and subscriptions to the capital stock are now pledged sufficient to pay the whole cost of the road with the exception of superstructure and rolling stock, leaving the proceeds of the bonds to be applied to these purposes and to the purchase of coal lands.

Of the entire line 165 miles are now graded. The work is proceeding rapidly and successfully. It is intended to have the first division of fifty miles, giving an outlet to the coal, in operation by January 1, and the whole line within one year.

The estimated earnings of the road, with its coal business, are threefold what will be required to pay interest on its bonds.

The trustee for the bondholders is the Union Trust Company of New York.

At the present price of gold the bonds pay an income of over ten per cent. in currency.

For sale at the office of this Company, No. 12 Wall street. Governments and other securities received in exchange at market rates.

H. H. Boody, Treasurer.

☞ The Treasury Department has issued to the Union Pacific Railroad Company, 1,280 bonds of $1,000 each, for the completion of sections 26 and 27 of their road, extending from the 720th to the 760th mile post west from Omaha.

☞ At a meeting of the Governor and Council, on the 7th inst., the contract for completing the Hoosac Tunnel was awarded to Messrs. Odiorne, Gardiner & Co., on condition that they deposit with the State Treasurer the sum of $500,000, in bonds, on or before the 12th inst.

United States Securities.

A German paper, published in New York, thus estimates the amount of U. S. bonds held in Europe, and by Savings Banks, and Insurance and Trust Companies on this side of the Atlantic:

We have heard of late frequently the opinion expressed that United States bonds, like gold, are made scarce by artificial means to keep up the price, and some of the speculators and their organs in this interest endeavor to give substance to this view. The following figures will show the error of such a supposition, and although they are partially derived from official sources, they will, we think, furnish the proof that under ordinary circumstances the floating stock of government bonds in our market can never be very large:

The total issue of government gold-bearing bonds of all denominations amounted, according to the last monthly statement of the public debt, to	$2,088,000,000
Of this amount the national banks have deposited as security for circulation and government deposits	380,000,000
Leaves	$1,708,000,000
The savings banks in the State of New York, as the Comptroller in Albany informs us, hold $58,225,300; and until we can ascertain the exact amount held by all the savings banks in the United States, we believe to be within bounds if we estimate it at	258,000,000
Leaves	$1,450,000,000
By insurance and trust companies there is at least held a further amount of $200,000,000, and the permanent investments of capitalists and all other classes of our population will certainly amount to $500,000,000, together	700,000,000
Leaves	$750,000,000
If we deduct from this the minimum amount held in Europe, say	600,000,000
There remains a total of	$150,000,000

Of which a large part is held by banks and the numerous dealers in government securities, who are obliged to keep constantly a certain amount of bonds on hand.

Illinois Central Railroad.

The statement of this Company for the month ending August 31, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	11,158.00 for	$110,349 45
Acres Int. Fund Lands sold	412.54 for	7,051 60
Acres Free Lands sold	1,826.92 for	25,365 59
Total sales during month of August, 1868	13,397.46 for	$142,766 64
To which add Town Lot Sales		255 00
Total of all	13,397.46 for	$143,021 64
Cash collected in August		$257,869 60

TRAFFIC DEPARTMENT.

Receipts from Freight		$467,435 00
do. Passengers		128,202 10
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		70,000 00
Total Receipts in August, 1868		$675,995 43
Total Receipts in August, 1867		$684,018 78
Estimated earnings in the month of August, on the D. & S. C. R. R., not included above		$88,142 23

☞ The progress of the Mont Cenis Tunnel in July was 123 metres, 60 from the Modane end, and 63 the Italian. Length driven at Modane to July 31, 3,528 metres, do., Bardonneche, 5,119, total, 8,647. Length remaining to be driven, 3,573 metres; total length of tunnel, 12,220.

☞ The Memphis and Little Rock Railroad has been opened for business as far as Madison, whence stages will make direct connection with cars at Duvall's Bluff. The journey from Memphis to Little Rock now occupies 46 hours.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,
58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York,
and 58 Old Broad St., London.

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In Yard, on Dock and to Arrive,

In Lots to Suit Purchasers. Apply to

HENDERSON BROTHERS,
6 Bowling Green,
New York.

G. COPELAND,

BANKER,
72 WALL STREET.

Buy and sell Town, City, State, Railroad and other Securities. 3m36

Bauerman's Metallurgy of Iron.

Containing outlines of the History of Iron Manufacture, Methods of Assay, and Analysis of Iron Ores, Processes of Manufacture of Iron and Steel, etc., etc. By H. Bauerman, First American edition, revised and enlarged, with an appendix on the Martin Process for making steel from the report of Abram S. Hewitt. Illustrated with numerous wood Engravings.

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D. VAN NOSTRAND, Publisher.
192 Broadway.

*** Copies sent free by mail on receipt of price.

780 MILES

OF THE

UNION PACIFIC

RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **103**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is *the length of time they have to run.*

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 30 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

SEPT. 1, 1868.

THE

NOVELTY IRON WORKS,

NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

—o—

Stationary, River, Marine, Side-Wheel and Propel r Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Blowing and Pumping Engines;
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Steam, Vacuum and Water Guages, Indicators, Registers, &c.;
Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
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Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels.
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Steel and Iron Rails,

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33 William st., New York.

WANTED.—A MASTER MECHANIC to take charge of a Locomotive and Machine Shop. One well accustomed to managing men required.
4t36* Address Box 116, N. Y. P. O.

TO RAILWAY CONTRACTORS.

THE GRADUATION, MASONRY AND BALLASTING of the following enumerated sections of the

Pittsburgh and Connellsville Railroad,

Are advertised for contract, and proposals for the same will be received at the Company's Office, in Pittsburgh, up to

30th of SEPTEMBER, inclusive.

Commencing at the Uniontown Branch Junction, about a mile east of Connellsville, Sections 59 to 64 inclusive. Then Sections 65, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 106, 110, 112, 115, 116, 117, 118, 119, 122, 128, 129, 130, 133, 140. All of these Sections are in the valley of the Youghiogheny River, up to Section 112 inclusive. Sections 115, 116, 117 are on the Summit, and embrace the Sand Patch Tunnel; and the remainder are in the valley of Wills Creek, Section 140 being about 5 miles from Cumberland.

Specifications of the work on the above Sections will be ready for delivery on the 1st of September, at the offices of the Company, at Pittsburgh and Cumberland, where contractors will obtain all necessary information to enable them to examine the line.

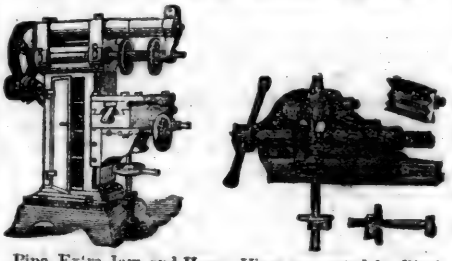
The Company reserves the right to reject all or a part of each bid.

B. H. LATROBE,
Civil Engineer.

August 10th, 1868. 5t34

UNION VISE COMPANY,

61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.

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"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,
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Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.

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TWENTY FIRST CLASS FREIGHT CARS will be ready for delivery in thirty days, part of them earlier if wanted. Gauge 4 ft. 8½ in.

WILLIAMS, PAGE & CO.,
4t37 **91 Water st., Boston.**

Two New First Class Passenger Cars.

Monitor or Raised Roof, can be finished with or without Saloons—will be ready for delivery the 1st of November. Gauge 4 ft. 8½ in. Seat 60 Passengers.

WILLIAMS, PAGE & CO.,
4t37 **91 Water st., Boston.**

TO RAIWAY CONTRACTORS. Sealed proposals will be received until noon of Tuesday, September 15, 1868, for the building of the Somerset Railway complete and ready for the rolling stock.

Also, separate proposals for the graduation, masonry, bridge work and ballasting of the same.

The line of said railway extends from West Waterville, Maine, to Carratunk Falls in Solon, about 34 miles. Work to be commenced immediately.

The directors reserve the right to reject any and all bids.

Proposals to be directed to the undersigned at West Waterville, Maine, where the plans and profiles can be seen and information had concerning the general extent and character of the work.

JOHN AYER, for the Directors.
West Waterville, Me., Aug. 31.

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & CO.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
E. S. MANNING. G. W. MORTON.

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42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

VAN ANDEN RAIL CHAIR COMPANY,



359 MAIN STREET,
POUGHKEEPSIE, N. Y.,
By their Improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

☞ *All orders will receive prompt attention. Samples sent on application.*

PATENTED SEPT. 18th, 1866.

Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN*, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,

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JOHN A. ROEBLING,
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FOR
INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
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A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

☞ For strength, size and cost see circular, which will be sent on application.

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TURN TABLES.

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Mill and Machine Shops, 721 & 723 S. Clark street,
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SMITH & LATROBE,

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No. 49 Lexington Street,
Baltimore.
Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.
Particular attention paid to Hydraulic Engineering.

CAR AXLE WORKS.



A. & P. ROBERTS & CO.,
PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
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Rolled or Hammered Car Axles, Bar Iron and Forgings.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 38.] SATURDAY, SEPTEMBER 19, 1868. [WHOLE No. 1,692. VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 19, 1868.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 9th inst. J. W. Garrett, Esq., President in the chair.

In connection with the report of the committee of finance in reference to the Pittsburg and Connellsville Railroad Company, the President stated that the two millions of dollars of the first mortgage bonds of that company required to be taken in order to make effective the ordinance adopted by the city councils of Baltimore had been subscribed for, and that arrangements had been perfected by that company for the rapid prosecution of the heavy work upon their line. The bonds are first mortgage bearing seven per cent. interest, and have been disposed of at the uniform rate of 90 per cent. with accrued interest. The superior character of the investment has been shown by the capitalists of Baltimore, Pittsburg, Cumberland and Frederick generally subscribing promptly and largely for these bonds. The prospect is favorable that the remainder of the bonds will be negotiated in advance of the requirements of the company for the purposes of rapid construction.

A correspondence with the North German Lloyds was submitted, in which it was stated that that company had determined to place upon the line betwixt Baltimore and Bremen, not later than April next, two additional first class iron steamers of somewhat larger dimensions than the Baltimore and Bremen, with all the latest improvements. These steamers are now being constructed by the eminent builder Laird upon the Clyde. A communication from President Garrett to President Meier in connection with the proposed increased facilities stated "that the marked success of the line from its commencement is very gratifying, but does not exceed our expectations. The immense facilities of the Baltimore and Ohio Railroad Company combined with the palpable geographical advantages of Baltimore and its railways and connections must lead as soon as these great economies and facilities are properly understood and appreciated in Europe to a permanent transfer of a large portion of the business for the West from New York to Baltimore. The careful management of the interests of the line which distinguishes your administration and which your skill and experience insure, combined with the advantages of the route, cannot fail at an early day to lead, we trust, to the use of eight steamers between Baltimore and Bremen instead of four as you now contemplate. The line is growing daily throughout our country in popularity, strength and reputation."

After the usual routine business the President addressed the board as follows:

Gentlemen:—In consequence of a quorum not being present at the meeting in August, the chair had not the opportunity of making a statement to the board in reference to the serious damage which occurred upon the line during the preceding month. As very exaggerated and absurd statements were published, chiefly, however, at other points than Baltimore, it is proper that the facts connected with the freshet should be submitted. During the thirty six years since the line between Baltimore and the Monocacy River has been constructed, no freshets or difficulties upon the Patapsco or the waters in the vicinity have occurred to affect the working of the road to any serious extent, except in a single instance. In that case, in 1866, a freshet occurred of unusual severity, by which the bridge at Ilchester was swept off, and some detention of trains ensued. The entire loss, however, to the company on that occasion, in connection with the structures upon the road, did not exceed $20,000. In the recent case the region affected by the flood embraced a distance of thirty seven miles of the Main Stem, viz: from Ilchester to Monrovia. You will observe, therefore, that no damage resulted to the company from the condition of the Monocacy River, and that the Potomac was not affected. The whole loss and interference with the line arose from the condition of the Patapsco and its affluents. Whilst the damage was undoubtedly great, yet by the thorough and accurate report from the road department it is found that the full estimate of the entire losses upon the line, including the restoration of the embankments, bridges, culverts, and all other structures, not only to the condition in which the road was prior to the flood, but to a condition materially improved, will amount to $142 450, instead of the two or three millions of dollars as alleged by parties who apparently have other than public interests to subserve. The damage did not prove to be without compensation, or to involve much absolute loss. On the contrary, as the road was interrupted so as to prevent the passage of trains for twelve days, the company took advantage of the opportunity to make large and important improvements upon the line. In five cases of magnitude and special importance, the most difficult curves upon the Patapsco have been relieved and the line so straightened as to add materially to economy and facility in working. Advantage was taken of the opportunity to effect desirable changes afforded by the cessation of running of trains, and wherever experience showed that curvatures etc., could be improved, the necessary cost was incurred to secure such permanent benefits. Three iron bridges were lost, viz., one at Ilchester and two at Elysville. The Ilchester bridge was new, having been erected within the past twelve months, and was a superior structure. The chief cost in restoring it is in replacing that part of the masonry swept out. The material of the bridge was but slightly damaged. The cost of this structure, with the masonry enlarged and strengthened, will not exceed $18,000.

The board will remember that the line was straightened at Elysville, by crossing the stream twice at that point, instead of pursuing the original route. The bridges erected for that purpose were those swept off, and were the last of those first erected by the company when the locomotives and trains were of much less weight than at present. It was contemplated to substitute at an early period for those the modern and heavy bridges now used, with all improvements. These bridges, therefore, will not be restored, but in their stead new and still stronger bridges of the very best class will be erected. The cost of the new structures, after the deduction of the value of the material recovered, will be $50,000. At

that point absolute safety exists in running the trains, as, to meet immediate requirements, the former line has been restored.

The chair feels assured that it will gratify the board and the community to learn the untruthfulness of the statements published regarding a vast decrease in revenue.

The company urged the use of the road and branches during the period that the through trains ceased to run to meet and to anticipate all local requirements for fuel, timber, &c. The course desired was generally adopted. The results are such that the difference in revenue will be much less than was expected.

For July, 1867, the aggregate revenue of the road and branches was $812,371 04. For the same month in 1868, $770,698 29. In August, 1867, the aggregate revenue was $810,616 92, and in August, 1868, $782,092 57, making the aggregate difference for the two months of but $70,197 10. Thus the entire difference in the revenue, combined with the cost of the restoration and marked improvement of the line and bridges, will be less than $213,000, a result that makes quite ridiculous the assertion uttered by rival and adverse interests that the Baltimore and Ohio Company would be compelled to abandon its line on the Patapsco.

The history of American railways shows that no important line can present a better comparative result than that, in thirty-six years, the entire losses arising from high water should be so limited.

It is, therefore, in the judgment of the chair, clear that those parties upon the line of the road who have invested largely, who have built mills and factories and other costly improvements, need have no apprehension that the present road will be ever abandoned; on the contrary, increased facilities will be afforded and additional arrangements made to attract capital to continue and to increase the use of the magnificent water power of the Patapsco. Certainly the embarrassments caused by two such freshets in upwards of forty years, are not sufficient to justify the abandonment of the vast advantages of so valuable a stream.

It has been stated that the Baltimore and Ohio Company would not only be compelled to abandon this line, but that it would adopt a materially different line for its general business. The fact is, by comparison for the series of years, the Baltimore and Ohio Company presents a route subject to as little interruption, and with as many advantages, as any line upon the continent.

But, gentlemen, there is such a future before the Baltimore and Ohio Company and the city of Baltimore—such a present, indeed—pressing its vast business upon the road, that it becomes wise and proper to anticipate a state of things that may require not a double track only for the approaches to Baltimore, but probably *four tracks*—and that contingency is the more probable with the rapidly improving relations of the company through the Orange, Alexandria and Manassas road, and through the Valley of the Virginia with the South; through the Parkersburg Branch with the Southwest; through the Central Ohio with the Central West, through the Pittsburg and Connellsville road with the Northwest, and through the Washington County road with the Cumberland Valley of Pennsylvania.

Not in connection with the freshets on the Patapsco, but prior to that event, with a comprehensive view of these great interests, and the probable early requirements of increased facilities upon a road constantly becoming more national and important in its character and connections, it was deemed judicious to detail a corps of engineers to examine a line which would open an additional section of our own State, and which would furnish *a second double track* when required to Baltimore.

During the past season a route which would branch from the Metropolitan line near Gaithersburg, and extend to Laurel, has been examined. It has been ascertained that this route will be about four miles shorter to Baltimore, and that it affords other advantages. It may, therefore, become the policy of the company, when more urgent and pressing enterprises are accomplished, and as the traffic develops, to build that line as an additional route for the vast business between the South, Southwest, West, and Northwest and Baltimore.

The work upon the heaviest sections of the Metropolitan Branch, in accordance with the fixed policy of this company, is progressing satisfactorily. As soon as the more difficult work is in a sufficient state of forwardness to enable the company, by throwing a suitable force upon those portions of that line, which will require a relatively brief time to construct, the entire work will be prosecuted to completion as rapidly as it can be judiciously effected.

The President has deemed these remarks due to the gravity of the subjects, to the importance of a correct knowledge regarding the policy of the company at different points at a distance from Baltimore, and to correct the misrepresentations that have been made, as well as for the relief of property holders and others who have expressed anxiety as to an alleged change of policy—such as would involve them in great losses.

The report of the road department, to the 31st of August ultimo, regarding arching the tunnels on the Parkersburg Branch, shows that there are now employed at that work 1,058 men, that 787 feet were arched during the month of August, and that of 17,986 feet, the entire length of the twenty-three tunnels, 16,330 feet are now completed, leaving to be finished but 1,656 feet—about double the quantity that was completed during the last month. This statement exhibits the fact that the large expenditure for construction on that road of about $50,000 per month will soon cease, and that that great, direct and valuable line will soon become effective and reliable.

Heretofore the company could not invite travel upon that branch because of occasional difficulties in the tunnels, which delayed trains. It was wise, therefore, to meet the requirements of the public interests by expending the million dollars requisite to arch these tunnels. Twenty of the twenty-three tunnels on that road are now practically completed.

The bridge work in the Ohio River, during the period of low water, has progressed rapidly and satisfactorily. It is the design of the company to complete and open these bridges, if practicable, for the business of the fall of the next year—1869. It is due to the master of road, Mr. John L. Wilson, and the officers and men of this department, to state that during the recent calamity they exhibited an energy, skill and effectiveness which were not surpassed even by their great and successful efforts in reconstructing the road when destroyed during the war. The work accomplished embraced a certain degree of danger also.

The chair feels it proper to thus recognize the persistent determination and thorough devotion to the interests of the company so effectively displayed in restoring to the public our great avenue of commerce in so brief a period.

The business upon the road at present is enormous. The immense power of the company is taxed to meet the great pressure upon the line. The crops throughout the entire regions penetrated by and connected with the road are heavy, and the traffic promises throughout the season to be continuously great. The entire equipment for the coal trade is being used to its utmost capacity, and the pressure for this article promises to continue during the fall.

The revenue for September, 1867, was $908,047 53, and although the rates for coal and much other heavy business are very low, and indeed scarcely remunerative, yet, with the general increase in the business upon the main stem and branches, it is expected that the revenue, compared with the same month of the preceding year, will be exceeded.

Large numbers of the description of cars required have been added, and the machinery and road are in improved and superior condition. No effort has been spared in view of the character of the harvests and the large requirements of trade, especially in transporting the vast increase of goods directly imported from foreign ports into Baltimore—to accomplish an aggregate of business greater than has ever been done in any preceding season.

S. W. Hopkins & Co.

The attention of railroad companies and contractors is invited to the advertisement of this firm in another column. Having superior facilities for executing orders at manufacturers prices for all descriptions of American and foreign railroad iron, they are always in a position to furnish all sizes, patterns and weight of rail for both steam and horse roads, and in any quantities desired, either for immediate or remote delivery, at any port in the United States or Canada, at the lowest market prices. They are also prepared to supply Bessemer Steel Rails, of American and foreign manufacture, of any pattern and weight. They will also, when desired, contract to supply roads with their monthly or yearly requirements of rails, taking in exchange their old rails, and allowing the highest market price therefor. Orders for foreign rails taken for transmission by mail or through the cable to their London house. Address S. W. Hopkins & Co., 69 and 71 Broadway, N. Y., or 58 Old Broad st., London.

North Carolina Railroad.

The gross earnings of this road for the years ending May 31, 1867 and 1868, compare as follows:

	1867.	1868.
From passengers	$201,761 82	$172,774 83
" freight	301,930 87	844,359 28
" mails	14,866 66	16,725 00
Total	$518,558 85	$533,859 11
The expenditures for the same years were—		
Old	$244,323 49	$97,130 79
New	446,132 84	411,895 64
Total	$690,456 33	$508 526 43
Excess of expenditure	$171,897 48	.....
Excess of earnings	.....	$25,322 68

In expenses, the word "old" means interest on old debts and debts made and not entered on the book previous to each fiscal year. The word "new" means actual current expenses. Of the above "old," for the fiscal year 1867–'68, $44,694 42 is for interest, and $52,436 37 for other debts. Excluding the "old" entries, the net earnings would be for 1866–'67' $72,426 01, and for 1867–'68, $122,463 47 respectively.

Of the current expenditures for 1867–'68, ($411,895 64), the following are regarded as extraordinary:

New railroad iron, 1,073 tons	$90,515 63
Buildings and bridges	17,796 58
Three 1st class passenger cars	12,000 00
One mail car	1,800 00
Cost of completing new locomotives	8,111 15
Thirteen new box and six flat cars	8,900 00
Twenty flat cars and trucks framed	3,500 00
Total	$142,623 36

—leaving the actual current expenses for the year at $268,623 36, and the actual net earnings at $265,235 75, an amount sufficient to pay the interest on the bonded debt and a dividend of 5¼ per cent. on the capital stock.

As appears from the above statement the gross earnings of the road for 1867–'68, as compared

with those of the previous year, show an increase in the aggregate of $15,290 26. This may be regarded as a good result when taken in connection with the fact that the tariffs, local and through alike, were reduced from 20 to 40 per centum in the latter year.

The transportation account for 1867–'68 shows as follows: passengers—through 1,776 and local 79,286, total 81,062, or 12,390 over previous year. The tonnage for the same year is as follows:

Through freight—	Tons.
Sent out *via* W. & W. R.R. to Portsmouth.	8,192½
Received *via* W.& W.R.R. from Portsmouth	9,211½
Sent out *via* R. & G. R. R. to Portsmouth.	5,366½
Received *via* R. & G. R.R. from Portsmouth	4,345½
Total to and from Portsmouth	27,116
Through freight carried to all points	43,155
Local freight east and west	22,679
Grand total, east and west	65,834

The equipment of the road consists of 24 locomotives, 8 first-class and 10 second-class passenger cars, 8 baggage, 5 mail, 139 box and 176 flat cars. The total mileage of engines during the year has been 350,960.

The general income accounts for the years 1866–'67 and 1867–'68 compare as follows:

	1866–'7.	1867–'8.
Earnings, as above	$518,558 85	$533,859 11
Old iron sold	46,936 02	32,562 82
Other property	13,838 82	1 423 87
Rents	5,865 70	5,711 73
Shop account	5,363 70	3,227 14
Interest	.....	1,153 98
Mileage of cars	.....	4,080 92
Miscellaneous	7,635 91	3,391 52
Total receipts	$598,199 00	$585,411 09
Expenditures, viz:		
Transportation	$130,339 65	$117,308 32
Maintenance of road	124,408 23	118,165 76
Maintenance of motive power	122,391 55	75,293 62
Salary account	30,280 95	.....
Loss and damage	28,421 00	1,769 67
Supply account	21,735 40	8,507 19
Rent of cars & engines.	6,576 82	.....
Tax account	9,811 38	378 85
Interest account	54,573 73	49.059 49
Maintena'ce of buildi'gs	28,668 76	5,395 48
Maintenance of bridges	23,774 91	13,451 08
Purchase of R. R. iron.	92,850 75	113,522 29
New engines and cars.	16,623 20	.....
Incidentals	.....	5,674 77
Total expenditures	$690,456 33	$508,526 43
Excess of expenditures	$92,257 33	.....
Excess of receipts	.....	$76,884 66
Included in the expenditures were "old" as follows	244,323 49	97,130 79
Excess of rec'pts over "new" or current expenses	$152 066 16	$174,015 45

The following is a condensed exhibit of the fiscal business of the company for the years ending May 31, 1867 and 1868:

	1867.	1868.
Assets on hand at commencement of year	$145,579 11	$69,834 94
Old debt collected	405 05	476 47
Real estate sold	.....	160 00
Claims passed to profit and loss	24,820 24	28,624 86
Receipts as above	598.199 00	585,411 09
Increased liabilities	27,401 67	.....
Total	$1,096,405 07	$684,497 36
Expenses as above	$690,456 33	$508,526 43
Counterfeit money to profit and loss	.....	10 00
Old construct'n account	2 381 85	.....
Right of way	1,000 00	.....
Old debts passed to profit and loss	246,565 51	.....
Balance on cotton account passed to profit and loss	86,166 94	.....
Assets, as per general ledger	69,834 94	62,264 11
Decrease of liabilities	.....	113,696 82
Total	$1,096,405 07	$684,497 36

The financial condition of the company as of May 31, 1867 and 1868, is thus stated in the general ledger balances:

	1867.	1868.
Capital stock	$4,000,000 00	$4,000,000 00
8 p. ct. loan due Mar. 1, 1867	339,000 00	144,000 00
Interest due on same.	19,820 00	4,860 00
8 p. c. mort. loan due Nov. 1, 1872	.....	142,500 00
Interest due on same.	.....	40 00
8 p. c. mort. loan due Nov. 1, 1877	.....	146,500 00
Interest due on same.	.....	20 00
Temporary loans at 8 p. c. on demand.	172,639 00	12,676 53
Bills payable	20,774 25	20,992 12
Due on dividends	919 00	898 00
Due other companies	10,126 56	9,209 80
Due on individual accounts	16,807 88	40.078 69
Due on pay-rolls	31,701 68	14,432 78
Due for negro hire 1864 and 1866	79,743 67	43,927 00
U. S. income tax retained	2,999 70	.....
Profit and loss	596,603 32	782,834 87
Total stock and liabilities	$5,290,435 06	$5,312,969 79
Road, equipment and real estate	$4,950,755 68	$4,950,605 68
Sinking fund	204,000 00	204,000 00
Stock of Chatham R. R. Co	44,444 44	74,700 00
Stock of N. Car. R.R. Co.	21,400 00	21.400 00
Due from station agts	8,646 41	5.226 52
Due from other companies	10.243 26	5.195 99
Due from individuals	15 223 96	13,796 69
Due from frgt charges	1,717 77	2,106 44
Due from U. States	4,155 00	14,371 09
Due from U. S. Post Office dept	2,787 50	2,787 50
Bills receivable	6,357 37	5,610 55
Due from Southern Express Co.	2,076 49	600 10
Cash on hand	18,627 15	12,569 23
Total property and resources	$5,290,435 06	$5,312,969 79
The debt reported to the stockholders at their annual meeting in 1867 amounted to	$693,831 74	
Add debt arising on confederate transactions for iron, damages in burning cotton, interest, &c., not then fully ascertained.	97,130 79	
	$790.962 53	
Present debt of the company	580,134 92	
Reduction of debt in 1867–'8	$210,827 61	

Most of the funded debt due May 31, 1867, and temporary loans have been funded in the new 8 per cent. 5 and 10 years bonds of November 1, 1867. The total amount of these bonds provided for in the mortgage is $1,500,000 but of these only $800,000 are authorized to be issued without the express sanction of the stockholders in general meeting. The issue will be made in four series running respectively 5, 10, 15 and 20 years from date. After taking up the outstanding overdue bonds and interest, and the balance of the temporary loans, the remainder of the $800,000 ordered for issue will be applied to new works and the improvement of the property.

The president states the profits of the year 1867–'8 as follows:

Receipts from all sources	$585,411 09
Expenses of operating the road	268,772 28
Net profit over operating expenses	$316,638 81
Net profits over ordinary and extraordinary expenses	$174,015 45

In view of this favorable result of the year's business the board of directors at their meeting in July last, resolved that a dividend of six per cent. upon the capital stock of the company be declared payable at the company's office on the 1st October in mortgage bonds (as above described) running 15 and 20 years, or in scrip convertible into said bonds when presented in sums of five hundred dollars.

The names of the present officers of the company are as follows:

President—W. A. Smith.
Superintendent.—Albert Johnson.
Treasurer.—G. M. Lea.
Secretary.—F. A. Stagg.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of August, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$410,729 71	$374,449 24
" passengers	216.391 81	204.144 81
" express matter	10.257 00	8,550 68
" mail	7,825 00	7.825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,000 00	4,164 50
Total	$653,286 85	$606,217 62
Expenses	395,650 18	388.172 00
Net earnings	$257,656 67	$218,045 62

This shows an increase in earnings of $47,089 23; with an increase in expenses of $7,458 18—making the increase in net earnings, $39,611 05.

The earnings and expenses from January 1 to August 31, compare as follows:

	1868.	1867.
Earnings	$5,007.372 97	$4,523,963 63
Expenses	3,176,789 89	3.212 999 64
Net earnings	$1,830,583 08	$1,310,963 99

This shows an increase in earnings of $483,409 34; with a decrease in expenses of $36.209 75—making the increase in net earnings, $518,619 09.

New Hampshire Central Railroad.

This company was organized at Centre Harbor, N. H., on the 8th inst., by the election of the following board of directors: Hon. O. F. Fowler of Bristol, Wm. Dyer of New Hampton, John W. Beede of Meredith, Dr. W. H. H. Mason of Moultonboro', William M. Weed of Sandwich, Hon. Larkin D. Mason of Tamworth, and Henry J. Banks of West Ossipee. At a subsequent meeting of the Directors, Hon. O. F. Fowler was elected President; S. K. Mason of Bristol, Clerk, and Cyrus Taylor of Bristol, Treasurer. A public meeting of the friends of this enterprise will be held at West Ossipee on the 22d inst.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Prices.
National Securities, Sept. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	258,000	---	presentation.	Dec	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	118
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	114
" " " coupon		6	" "	1881	114
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,300	6	Jan & July.	1881	113
" " " coupon		6	" "	1881	114
Loan of Feb. 25, 1862 (5-20s) registered	1,891,226,050	6	May & Nov.	1882	108
" " " (5-20s) coupon		6	" "	1882	113
Loan of March 3, 1864 (5-20s) registered		6	May & Nov	1884	108
" " " (5-20s) coupon		6	" "	1884	1 07
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108
" " " (5-20s) coupon		6	" "	1885	1106
" " 2d series (5-20s) registered		6	Jan. & July.	1886	108
" " " (5-20s) coupon		6	" "	1886	109
" " 3d series (5-20s) registered		6	" "	1887	109
" " " (5-20s) coupon		6	" "	1887	108
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. & Sept.	1904	104
" " " (10-40s) coupon		5	" "	1904	104
Pacific R. R. Bonds (currency)	35,314,000	6	Jan. & July.	1895	100
Treas'y Note (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	12 4 9 213	---	presentation	----	----
Gold Certificates of Deposit	25 [illegible],520	---	presentation.	----	----
Compound Interest Notes 1864 '65	19,595,410	6	At maturity	3 y'rs	----
United States Notes (greenbacks)	356,021,75	---	----	----	----
Three per cent. certificates	62,315,000	---	----	----	----
Fractional currency	31,8 2 218	---	----	----	----
Navy Pension Fund	13,000,000	5	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	457,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan & July	1886	----
" — " " ( ) "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 "	148,000	7	" "	1880	----
" —Soldiers Relief Bonds "	1,54 ,000	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	100
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	91
" — " " (Act Mar. 12, '68. "	3,[illegible]30,000	7	Jan. & July	1886	----
" — " " (Railroad) "	1,[illegible]3,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'88	----
" — " " (sterling) "	72,000	5	Mar. & Sept.	1889	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99
" — " " " registered	1,229,617	6	" "	1870	----
" —State Bonds coupon	945,910	6	" "	'60-'70	----
" — " " "	4,367,253	6	" "	'77-'79	99
" —War Loan Bonds "	945,200	6	" "	1879	99
Indiana—State Bonds coupon	1,191,992	5	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	97
" — " " "	509,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	93,945		Jan. & July.	1878	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " "	1,[illegible]1,000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	6[illegible]6,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroad) "	2,925,000	6	various.	'69-'99	63
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1888	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar & Sept.	'67-'74	----
" — " 1857-'61 "	171,000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100
" — " 1863 "	525,000	6	Mar. & Sept	1883	100
" —Bounty Loan of 1863 "	4 5,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 "	2,832,500	6	June & Dec	1879	100
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	98
" — " " (S. & T. W. Can.) sterl.	1,017,822	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,607	5	" "	1889	----
" — " " (R. R. various) "	1 0 000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,388	5	" "	1890	----
" — " " (C. and O. Can.) "	3,29[illegible],616	5	" "	18 0	----
" — " " (Ches. & Ohio Can.)	2 000,000	6		1[illegible]0	100
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " (Bounty)	501,000	6	"	[illegible]-'74	----
" — " (Ches. & Ohio Can.)	50,000	6	"	1885	----
" — " (Balt. & Susq. R.R.)	4[illegible],688	6		18[illegible]0	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " —General Statutes Loan	21,000	5	" "	1870	----
" " —Funding Loan	150,000	5	Jan. & July.	1870	----
" " —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh and State H. Loan	2[illegible]5,000	5	April & Oct	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126
" —Lun Hosp. (W. Mass)	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	858,000	5	" "	1883	112
" —Bounty Fund Loan	200,000	5	" "	1893	116
" — " " " sterling	3,996,000	5	May & Nov.	1894	116
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" " "	2,150,000	6	" "	'74-'76	126
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71 '86	103
" —Western R.R. Loan (ster ing)	4,[illegible]1[illegible],520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	960,500	5	" "	'91-'93	111
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sau't Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,000	7	" "	1886	----
" —Bounty Loan Bonds	465,000	7	May & Nov.	1890	99
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	92
" —Pacific R.R.	7,000,000	6	" "	'81- 87	92
" —Southwestern R.R.	4,500,000	6	" "	'86-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'[illegible]-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,[illegible]00	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,[illegible]00	6	May & Nov.	'84- 89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	600,000	6	Jan. & July.	1869	99
New Jersey—War Loan of 1861 (free)	1,798,[illegible]00	6	Jan. & July.	'67-'84	104
" — " " 1863 (")	1,002,900	6	" "	'86-'93	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds coupon	700,000	7	J. A. J. & O.	1870	105
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " registered	2,726,560	7	" "	1877	108
" —General Fund Bonds	1,[illegible]46,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	80[illegible],000	6	" "	1878	----
" —Canal Fund Bonds	3,[illegible]50,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1873	100
" — " " "	2,250,000	6	" "	1874	101
" — " " "	1,400,000	6	" "	'75-'77	100
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	101
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	800,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,165,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	----
North Carolina—State Bonds	366,000	6	Various.	'69-'78	98
" — " " "	8,334,000	6	Jan. & July.	'81-'90	65
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	75
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,309	6	" "	1881	101
" — " " "	2,400,000	6	" "	1886	102
" — " " "	218,674	7	Jan. & July.	1875	102
Oregon—State Bonds (Relief and Bounty)	4,990,000	6	Various.	'77-'82	----
Pennsylvania—State Bonds coupon	5,083,052	5	"	'68-'70	99
" — " " " registered	400,000	6	April & Oct	1879	100
" —Inclined Plane Bonds	92,850	5	Jan. & July.	1877	----
" —State Bonds, 1st series	99,480	5	" "	1882	----
" — " " 2d series	720,983	5	" "	1892	----
" — " " 3d series	4,907,150	6	" "	1877	----
" — " " 1st series	7,909,[illegible]20	6	" "	1882	105
" — " " 2d series	9,270,017	6	" "	1.92	106
" — " " 3d series	2,000,000	6	Feb. & Aug.	1871	102
" —Military Loan Bonds	464,[illegible]00	6	April & Oct.	1871	102
Rhode Island—State War Bonds of 1861	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1862	26[illegible],000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	70[illegible],8[illegible]8	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,276,000	6	Jan. & July	'71-'90	----
" — " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,[illegible]7	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 y'rs.	----
" — endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,667,100	6	June & Dec.	'71-'78	99
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	100
" — " " (sterling new)	466,450	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — "	21, 6[illegible]8	6	" "	long.	----
" — " coupon	10,[illegible]00,000	6	" "	long.	----
" — (new) registered	1,379,500	6	" "	1876	----
" — " (") coupon	489,300	6	" "	1886	53
" — " (")	89,600	6	" "	1890	----
Wisconsin—State Bond	406,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194 992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,928	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	598,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412 521	464,507	493,243	466,898	588,589	633 150	599,670	474 056	388,573	5,696,119
1867	377 852	380,190	489,555	407 018	465 102	383,396	400,550	461,979	483 177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,181	341,266	407,838	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,157	157,948	170,044	170,910	156,869	158,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,551	320,979	307 803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222 241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,090	271,247	3,695,153
1867	343,787	157 882	235,961	282,165	335,510	542,858	354,244	415,982	408,999	426,762	359,102	330 169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	570,353	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	308,231	389,489	307,523	270,073	201 779	3,313,514
1866	241 395	183,385	257,230	209,099	277,506	306,693	2 8,926	317,977	400,941	428,474	345,028	260 2 8	3,466,922
1867	202,947	224,821	272 454	268,369	297 625	2 6 81	297,513	444 024	568,403	699,649	442,275	37 0 3	4 358,614
1868	308,587	297 464	276,431	288,700	308,891	366,200	329,800	478,600	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,188	551,122	435,945	407 698	2,811,544
1864	273,576	317,339	390,355	421 363	466,330	565,145	490,710	619,306	669,605	729..59	716 378	563,400	6,11 ,566
1865	541,005	482,164	499,256	468,358	585,623	747,944	702,681	767,598	946,707	932,682	754,671	54 ,8 2	7,976,190
1866	523,566	399,917	523,745	537,519	858,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,802	712 359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,857	800,325	1 028,824	1,451,284	1,508,883	1,210,387	918 088	11,532,348
1868	741,926	800,787	856,611	1,068,959	1,206,796	1,167,544	1,091,466	1,235,531	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,644	36,098	56,859	59,196	61,447	58,999	53,683	69,018	73,113	81,676	60,867	61,955	735,605
Erie:													
1863	845,695	839,940	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,492	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division..	1,185,746	987,936	1,070 917	1 153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,781	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,081,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,378	510,100	425,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,646	516,608	460,573	617,682	578,403	747,469	789,736	641,589	643,387	518,088	7,181,206
1866	603,053	586,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661 971	588,219	504,066	6,646,741
1867	647,120	524,871	417,071	440,271	477,027	516 403	525,242	709,327	738,530	823,901	727,810	613 329	7,160,993
1868	572,364	531,224	462,317	538,077	579 560	621,885	576,468	764,138	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863	96,672	87,791	93,763	78,007	76,248	107,525	104,608	115,184	125,252	116,496	116,146	105,767	1,224,059
1864	90,411	85,447	84,351	81,181	96,588	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201 239
1867	94,136	78,976	92,910	92,768	90,026	96,535	106,594	114 716	121,217	144,823	132,387	123,583	1,246,971
1868	92,438	81,599	98,482	108,461	95,416	95,924	108,413	1,6..56	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,618	264,035	241,236	189,145	238,012	308,106	375,567	332,260	348,018	3,302,542
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	355,862	402,219	407.197	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,096	301,613	413,575	486,308	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 021	384,884	338,858	384,401	429,177	496,455	429,546	352,218	4 650,528
1867	305,857	311,058	395,372	409,248	357,749	307,968	314,130	434,318	488,338	530,871	429,736	350,034	4,663,808
1868	362,021	338 336	381,497	455,983	400,486	363,560	301,495	435,781	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	226,432	238,495	236,453	208,221	193,328	215,449	303,188	375,488	339,704	306,186	3,166,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476 631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	366,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4 260,115
1867	304,095	283,861	376,210	362 783	333,852	284,977	313,021	393,993	461,778	503,296	412,914	330,373	4,571,078
1868	343,316	304,215	326,580	416,768	369,256	325,501	321,013	392,942	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,765	261,113	316,286	401,900	369,356	365,412	350,595	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,457	350,884	383,251	446,649	505,718	498,094	423,247	522,546	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	859,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,101	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,459.076	1,227,113	1,187,505	1,116,829	13,357.709
1865	957 869	613,381	955,659	1,345,734	1,285,521	1,134,701	1,462,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	896,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,729	1,530,518	1,211,108	935,897	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,698	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	300,261	269,444	224,963	225,242	263,177	302,596	332,400	278,006	316,243	275,350	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	374,618	412,553	284,319	3,795,006
1866	267,541	246,109	326,2 8	277,424	283,130	253,925	247.262	305,454	279,701	311,762	302,426	281,643	3,380,583
1867	242,793	219,065	279,647	284,729	262,869	240,135	234,643	324,521	365,471	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4,088,831
1863	336,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,099	6 324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,935	754,551	1,032,149	812 178	9.565,510
1865	663,053	606,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,234	1,196,956	702,685	10,033,026
1866	736,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,396	833,742	887,798	874,974	436,990	10 637,124
1867	500,458	534,561	703,618	833,608	965,388	903,974	864,837	993,104	873,158	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	268,420	274,258	295,778	282,695	277,009	261,210	249,419	277,330	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,599	505,814	486,390	487,642	5,132,934
1864	290,676	457,227	611,297	588,666	526,761	532,911	506,641	625,547	675,560	701,352	691,556	914,062	7,126,466
1865	690,144	678,564	857,583	738,866	637,186	646 946	5 4,628	712,495	795,938	858,501	712,583	580,964	8,489 062
1866	559,982	480,936	662,168	599,806	682,510	633,667	552,878	646,201	654 926	757,441	679,745	655,242	7,467,217
1867	542,416	525,497	627,960	590,657	586,484	507,451	537,581	666,218	669,037	784,800	640,593	573,727	7,242,126
1868	492,694	602,763	684,190	774,103	611,914	601,246	571,824	653,257	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	150,378	153,470	144,736	143,748	152 921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,256	234,194	204,785	202,966	193 726	2,084,074
1865	170,079	153,674	202,771	167,300	177,645	173.722	167,513	218,546	216,783	222,736	207,591	192 694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	1 2,532	166,015	222,953	198,864	244,834	212,427	177,364	2,250,142
1867	149,658	149,542	174,153	188,162	171,736	166,066	174,983	220,788	2,9,160	230,340	205,095	180 971	2,215,402
1868	127,593	135,892	149,164	169,388	150,545	140,408	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	106,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	166,338	139,628	244,114	241,840	221,670	240,209	265,154	2,050,372
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,916	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,160	3,717,385
1867	237,674	200,793	270,630	317,062	329,078	304,810	309,591	364,724	382,996	406,766	351,769	333,480	3,809,353
1868	278,712	266,795	268,259	292,285	260,529	243,844	283,533	484,208	.....	.....	.....	.....	.....
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92.715	61,770	37,830	689,383
1866	45,102	38,006	39,301	43,332	85,913	92,918	85,276	66,398	84,462	100,313	76,248	54,406	814,985
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 208	79,434	44 719	774 649
1868	46,415	40,703	39,198	49,231	70,168	77,389	69,762	84,607	.....	.....	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,189		
Allegheny Valley 50	1,468,400		
Alton and St. Louis 100	125 000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,745,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,404,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '68 4
Do. Washington Br. ... 100	2,500,000	A. & O.	Apl. '68 4
Baltimore City Passenger...	670,000		
Bay de Noquet & Marq...100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware 100	997,112		
Berkshire* 100	600,000	J.A J&O	Jul.'68 1½
Bloseburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725 000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,000		
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,000	J. & D.	Jun. 68 4
Boston and Maine 100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,960,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	Feb.'68 3½
Brooklyn City & Newt'n..100	394,800		
Buff., New York & Erie*..100	850,000	M. & N.	May'68 3½
Buffalo and State Line 100	2,20 ,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	Apr.'68 4½
Camden and Amboy 100	6,84 ,200	F. & A.	Aug '68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 66	721,926	J. & J.	Jul.'68 3½
Catawissa. 50	1,150,000		
Catawissa. pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110		Jul.'68 4½
Central of Georgia..... 100	4,666,500	J & J	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A.J&O	Ap. '68 2½
Central Ohio..... 100	400,000	J & D.	Jun.'68 3
Do. pref.....		J & D.	Jun.'68 3
Con. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina....100	1,201,000		
Chemung*.....	880 000		July '68 2
Cheshire, preferred 100	2,017,825	Annual	Jan. '68 3
Chicago and Alton.....100	3,883,643	M & S	Sep. '68 5
" " pref...100	2 425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern....100	4,390,000		
Chicago, Iowa & Nebras*.1 0	1,000,000		Jul. '68 5
Chicago and Milwaukee*..100	2,277,000		
Chicago & N. Western....100	18,180,927	June	J'n'68 10s
" " pref.100	12,094,719	June	Jn'68 10s
Chicago, R I & Pacific....100	14,000,000	Sept.	Sep'68 10
Cin., Ham. & Dayton 100	3,129,100	M. & N.	M. '68 2s
Cincinnati City Passenger....		J'n & J'ly	Jan.'68$2
" Street		J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,044,800	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,624,091	J AJ &O	July '68 2
Cleveland and Toledo* 50	4,841,600	J & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J. A J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord f0	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River..... 100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley. 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk....100	300,900		
Dayton and Michigan*....100	2,384,941		
Delaware*..... 50	466,132	J. & J.	Jn. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley..... 100	1,550,050		
Detroit & Milwaukee..... 100	454,358		
" " pref 100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref 100	1,987,351		Jul.'68 3½
Eastern (Mass.)..... 100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100			
East Tenn. and Virginia....100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	15,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,536,700	Annual	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly		M & N.	M'y '67 5
Forty Sec. St. & G. St Fy.100	750,000	A. & O.	Oct. '67 5
Transf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 8
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100		J. & J.	Sept.'68—
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3 000,000	J.A J&O	July '68 3
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,550	M. & N.	May '68 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River..... 10	13,937,100	A. & O.	Apl. '68 4
Hazleton 50	1,615,000	May.	M'y '68 2½
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,289,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind.... 100	2.000 000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J. A J&O	Ap. '68 1½
Joliet & North. Indiana*.100	300 000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....			
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N	M'y.'67 5
Lehigh Valley 50	10,734,100	J A.J&O	Jul.'68 2½
Le igh Luzerne..... 50	344,250	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and S uth St (Ph.) 25	90,000		
Long Island..... 50	3,000.000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95 194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville ..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N. Alb. & Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Apl. '68 3
Macon and Western..... 100	1,500,000		Apl. '68 4
Mahanoy & B'd Mount n* 50	921,615		
Maine Central..... 100	1,600,880		
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2 029,778		
" " 1st pref. 50	6,686,185	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July '68 5
Michigan Central 100	7,502,466	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,045,340	August.	Aug.'68 4
" " guaranteed.100	687,800	F. & A.	Feb.'68 5
Middlesex (Boston)..... 100	400,000		
Mill Creek and Minehl l*. 50	323,376	J & J.	July'68 3
Millville and Glassboro' ...100	268,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,900	Annual.	Feb.'68 8
" " " 2d pref..100	1,014 000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	3,627,000	J. & J	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
Montgomery & W. Point..100	1,444,104	J & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½s
Mt. Carbon & Pt. Carbon* 50	282,300	J & J	July 68 2
Nashua and Lowell.....100	600,000	M. & N	May '68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	738,588		
N Haven & Northampton.100	1.224,000	J & J.	Jan. '68 3
New Jersey..... 100	5,000 000	F. & A.	Aug.'68 5
New London Northern....100	885,000	M. & S.	Mar.'68 4
New York Central..... 100	26,530.000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,245.050	J. & J.	Jul. '68 4
" " pref. 50	1,500.000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 4
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Pennsylvania..... 50	3,150,150		F b.'68 5s
Norwich & Worcester ...100	2,363.600	J. & J.	July '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,641		
" " pref.100	5,607 192	J. & D.	Jun'68 3½
Oil Creek & Alleghen y R. 50	4,259,000	J.A.J&O	Oct.'68 2½
Old Colony & Newport ...100	4,548,300	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3 551,900		
Panama..... 100	7,000,000	J.AJ&O.	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630 000	J. & J.	Jul '68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 3
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,089,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apl. '68 4
Phila. and Trenton*..... 1 0	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 -
Philadelphia City..... 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby ... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago 100	11,500,000	J.A.J&O	Jul.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec....100	579,600	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g.100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,386,500	J. & J.	July'68 5
Rutland preferred..... 100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,500,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand. Manef. and Newark.100	900,000		
Saratoga and Hudson R...100	1000 000		
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,209,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,150	F. & A.	Feb.'68 3
Shore Line..... 100	6 5.00	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '68 3
South Carolina 100	2,819,275		
South Shore..... 100	259,625		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000		
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267 300	M. & N.	M'y'68 2½
Summit Branch..... 50	250,000	J. & J.	Jun. '68 3
Syr., Bingham. and N. Y.100	1,200,100		
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,483,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400 000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'd*...100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,470	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250.000	J. & D.	Jun'68 4
Vermont Central..... 100	5,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,454,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester.....100	1,130,470		
Wilm. and Weldon.....100	1,340,213		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1 673,250	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Au. '68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union.....			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '66 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....		J & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000		Sep.'68 2½
Pennsylvania Coal 50	8,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000		Sep.'68 2½
Spring Mountain Coal.... 50	1,250.000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut and Marble..... 25	1,000 000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.1 0	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp....100	10,000,000		

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$800,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1868	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and St. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	" "	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,580,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	68–'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	1,744,500	6	April & Oct.	Baltimore.	1885	99½
" " " 1850.	602 000	6	Jan. & July.	"	1880	97½
" " " 1855.	894,250	6	Jan. & July.	"	1875	98
" " " 1834.	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1 225,000	7	Jan. & July.	New York.	'70–'90	90
2d Mortgage	453,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	85
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	80
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	94½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	102
Sinking Fund	336,000	6	" "	Boston.	1889	92½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98
"	200,000	6	April & Oct.	"	1879	99½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage coupon	250,000	7	May & Nov.	" "	1872	92
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61–'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	92½
Convertible bonds	500,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93–'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	8,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	328,040	6	"	"	1870	97½
" " $675,000	675,000	6	April & Oct	"	1875	95
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88½
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	498,000	7	April & Oct.	"	1879	80½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	88
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	
2d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,265,800	7	" "	" "	1875	
Income	1,192,200	7	Jan. & July.		'57–'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	100½
Convertible bonds	1,500,000	7	" "	" "	1893	109½
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75 '80	96
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100
1st Mortgage prof. S. F.	444,000	7	May & Nov	" "	1877	102½
Income Bonds	1,700,000	7	April & Oct.		1883	94

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	90
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	79
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100½
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	95
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97
General 1st Mortgage	3,600,000	7	" "	" "	1885	91½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1885	9
Consolidated Sinking Fund	3,040,000	7	F M A. & N	" "	1915	94½
Equipment Bonds	165,000	7	Apr. & Oct	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68–'71	103
Appleton Extension Bonds	184,000	7	Feb. & Aug	" "	1885	89
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mort. age	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	687,000	8	March & Sept.		1876	
Hubbard Branch	105,000	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	800,000	7	Jan. & July.	New York.	1873	100
2d Mortgage	1,000,000	7	" "	" "	18 0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,300	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,106,484	6	Jan. & July.	" "	1892	75½
Consol. S. F. mort. ($5,0 0,000)	135,000	7	May & Nov.	" "	1900	93
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68–'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	100½
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mort.age	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connecticut and Passump. Rivers:						
1st Mortgage	5 3,800	6	June & Dec.	Boston	1876	95
Cumberland Valley:						
1st Mortgage	161 300	6	April & Oct.	Philadelphia	1904	105½
2d Mortgage	109,500	6	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July	New York.	1867	93½
2d Mortgage	2,589.000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289.000	7	March & Sept.	New York.	1862	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1576	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan & July	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1876	99½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	90
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S. F.) coupon 1st Div.	300.000	7	May & Nov.	New York.	1893	91
Construction bonds, 2d Div'n	666,000					92½
Eastern (Mass.):						
2d Mortgage (convertible)	420.000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739.200	6	Feb. & Aug.	Boston.	1874	97½
1st M. (State) $75,000 a y'r after '64	525.000	5	Ja. Ap. Ju. Oc.	"	66–71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139.480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1, 99,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,300					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July	Philadelphia.	1880	84
Five per cent bonds	570,000	5	April & Oct.	"		61
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61–'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1860	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7	---- ---- ----	---- ---- ----	1891	----
Free Land, 2d Mortgage	200,000	8	---- ---- ----	---- ---- ----	1891	----
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	96
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	----
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102
" Eastern "	45,000	7	Feb & Aug	" "	1888	----
1st Mortgage whole line	2,500,000	7	" "	" "	1888	80
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	79½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'72-'78	93
Land Security	3,344.60	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	98
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July	Philadelphia.	1883	89
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	...	---- ---- ----	---- ---- ----	----	----
Mortgage	125,000	7	---- ---- ----	---- ---- ----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1886	105
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	----
Construction	6 090,500	7	April & Oct.	London.	1875	----
Construction	2 499,000	6	" "	New York.	1875	120½
Redemption bonds	2,563,000	6	" "	" "	1890	----
Sterling Redemption bonds	363,000	7	" "	London.	1875	----
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1886	93
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	86
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana.						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	----
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct	Boston.	1870	----
2d Mortgage	230,000	6	" "	Augusta.	1861	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	---- ---- ----	---- ---- ----	----	----
1st Mortgage	260,000	7	---- ---- ----	---- ---- ----	----	----
2d Mortgage (convertible)	1,000,000	7	---- ---- ----	---- ---- ----	----	----
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	96
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	----
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	----
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	----
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	----
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97½
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	----
1st Mortgage	120,000	6	" "	" "	68-'78	----
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	----
Lebanon Branch 1st Mortgage	600,000	7	---- ---- ----	---- ---- ----	'80-'85	----
Memphis Branch 1st Mortgage	267,000	7	---- ---- ----	---- ---- ----	'70-'76	----
Bardstown and Louisville	30,000	7	---- ---- ----	---- ---- ----	1870	----
City of Louisville bonds	1,074,000	...	---- ---- ----	---- ---- ----	'86-'87	----
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6	---- ---- ----	---- ---- ----	'80-'81	----
Loan $400,000	314,100	6	---- ---- ----	---- ---- ----	'70-'71	----
McMinnville and Manchester.						
State [Tenn.]	372,000	6	---- ---- ----	---- ---- ----	----	----
Mortgage	24,000	7	---- ---- ----	---- ---- ----	----	----
Marietta and Cincinnati.						
1st Mortgage Bonds	2,388,385	7	Feb. & Aug.	Baltimore.	1891	91½
1st Mortgage Sterling	1,000,000	7	" "	"	1891	----
2d Mortgage	----------	...	May & Nov.	"	----	76½
Scioto & Hocking Val. R. mort.	800,000	7	" "	"	1888	----
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6	---- ---- ----	---- ---- ----	----	----
Memphis and Ohio						
State [Tenn.] Loan	340,000	6	---- ---- ----	---- ---- ----	----	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,500	6	Jan. & July.	New York.	1892	----
1st Mortgage	1,254,000	7	May & Nov.	"	1890	----
2d Mortgage	1,000,000	7	Jan. & July.		1895	70
Michigan Central:						
1st Mortgage sterling	467,489	6	Jan. & July.	London.	1872	----
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	----
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	117
1st Mortgage (convert.) Dollar	293 000	8	April & Oct.	" "	1882	117
1st Mortgage (8 F.) convertible	4,231,500	8	" "	" "	1882	117
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	----
Goshen Air Line	637,000	7	Feb. & Aug	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	101
2d General Mortgage	2,693,000	7	" "	" "	1877	94
Milwaukee and St. Paul:						
1st Mortgage	4,593 000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500	...	---- ---- ----	---- ---- ----	1874	----
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	----
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.	-------	----
2d Mortgage	1,617,500	8	Feb. & Aug.	" "	-------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	---- ---- ----	---- ---- ----	-------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	-------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	-------	----
1st Land Grant	3,612,000	7	----------	" "	-------	----
Mississippi and Tennessee:						
Tennessee State Loan	167,500	6	Jan. & July.	New York.	1885	----
1st Mortgage	600,000	6	" "	" "	1876	----
Income Bonds	297,500	10	" "	Memphis.	1870	----
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	----
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.	-------	----
" " " "		8	" "	Mobile	-------	----
Income Bonds of 1841	146,200	6	" "	N. Y. & Mob.	1861	----
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	----
" ten years	75,342	8	" "	"	-------	----
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6	---- ---- ----	----------	'63-'65	----
Mortgage	61,500	8	---- ---- ----	----------	1866	----
Bonds	100,000	...	Jan. & July.	----------	1870	----
Bonds	299,200	...	" "	----------	1876	----
Bonds	639,500	...	" "	----------	1881	----
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	1,500,000	7	Feb. & Aug.	" "	-------	88
Muscogee:						
1st Mortgage	249,000	7	---- ---- ----	---- ---- ----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	...	---- ---- ----	---- ---- ----	----	----
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	----
*New Albany and Salem:						
1st Mortgage	2,235,000	6	---- ---- ----	---- ---- ----	----	----
N Hav., N. Lond and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500 000	7	Jan. & July	New Haven.	1869	----
1st Mortgage (H. & Hamp.)	103,000	6	---- ---- ----	"	-------	----
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	----
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	----
N. Orl'ns, Jackson and Gt. North.						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	----
2d Mortgage Bonds	241,000	...	---- ---- ----	---- ---- ----	----	----
N. Orleans, Opelous. and Gt. West.						
Louisiana State Loan	650,000	6	---- ---- ----	---- ---- ----	----	----
New Orleans City Subscription	1,500,000	5	---- ---- ----	---- ---- ----	----	----
1st Mort. Construction	1,780,000	8	---- ---- ----	---- ---- ----	1850	----
New York Central:						
Premium [S. F.] Bonds	6,189,964	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	107
Exchanged Stocks [S. F.] B'ds	494,000	6	May & Nov.	" "	1883	----
" " ["]B & N. F.	77.000	6	" "	" "	1883	----
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	----
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	----
" " " "	45,560	6	"	" "	1883	----
Bonds of Aug. 1859, Convertible	4 8,000	7	Feb. & Aug	" "	1876	133
Bonds of Oct 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	95½
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	4,000,000	7	March & Sept	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	----
Sterling Bonds	3,875,620	...	----------	London.	1878	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	97
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$859,000	6	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145.0 0	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1875	
Northern Central:						
Md. State Loan (Irredeemable)	1,500.000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar by Balt. 3d Mort.	500,000	6	" "	"	1877	91
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	86
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	83½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	5	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	
Steamboat Bonds	70,500	7	Feb & Aug	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	"	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,600	8	May & Nov.	" "	1873	79½
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100½
Oswego and Syracuse:						
1st Mortgage	386.000	6	Jan. & July.	Oswego.	70-'86	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan & July	New York.	'68-'70	94½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	89½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia.	1880	100½
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98⅝
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Petersb'g and Lynch'b'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage (general)	5,000,000	6	" "	"	1881	92½
2d Mortgage	3,000,000	7	" "	"	1885	80
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,356,600	6	April & Oct.	"	1870	105½
" 1851, "	106,000	6	Jan. & July	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	91½
" 1844, "	804,000	6	" "	"	1880	92½
" 1848, "	101,000	6	" "	"	1880	92½
" 1849, "	67,000	6	" "	"	1880	92½
1867, (convertible)	171,500	6	" "	"	1888	93
1836, "	288,000	7	" "	"	'72-'77	
Phila., Wilmington and Baltimore						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	880,000	7	Jan. & July.	" "	1912	98½
" " (series H)	880,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	880,000	7	Mar. & Sept.	" "	1912	"
" (series K)	880,000	7	April & Oct.	" "	1912	"
" (series L)	880,000	7	May & Nov.	" "	1912	"
" (series M)	880,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	93
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	84-'76	
Quincy and Toledo:						
1st Mortgage	500.000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	
2d Mortgage	250,000	7	" "	" "	1883	
Equipment Bonds	296,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6			1860	

Description.	Amount.	Interest.	Interest. When payable	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	423.000	7	Feb. & Aug.	"	1875	73½
Mortgage (Registered)	504,000	7	"	"	1873	73½
Richmond and Petersburg:						
Mortgage bonds	130 500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg	1876	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	630,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	155½
2d Mortgage	937,500	7	" "	"	1868	66
3d Mortgage	440,000	7	" "	"	1883	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July	New York.	1875	118
2d Mortgage	329.000	10	Feb. & Aug.	SanFrancisco	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	75
3d Mortgage	148,000	7			1875	
Six per cents	75,972	6			1878	
Sand'sky, Mansfield and N'wark						
1st Mortgage	1,290,000	7	Jan. & July	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284, 00	6	Jan. & July		'73-'74	
Domestic Bonds	643,000	7	April & Oct		'69-'91	
Sterl. Sky f'd D'ds after Jan.1,'76	2,012,994	5	Jan. & July	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steubenv and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	82
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division						
1st Mortgage (In miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	84
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	84
2d M. (Wabash and Western)	1,600,000	7	" "	" "	1878	
Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	74
Consol. mort. (T., W. & W.)	1,880,000					
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42½
Vermont and Massachusetts:						
Mortgage Bonds	924,905	6	Jan. & July	Boston.	1883	84
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd & New York.	1872	
Mortgage, (coupons)	983,000	6	" "		1884	
State Loan 1859-60	210,000	6		Richmond		
Coupon bonds of 1865	55,000	8		"	1876	
Funding Interest bonds	185,089	8		"	'70-'77	
Dividend bonds	121,227	6		"	65-'76	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	600, 000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,800	6	" "	Boston.	1876	104
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	92½
2d Mortgage	750,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	696,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage guaranteed	200,000	6	" "	"	1890	85
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond	1895	
Western Union: 1st mort.	3,156,400	7	Feb. & Aug.		1865	
Wilmington and Manchester:						
1st Mortgage	596.000	7	June & Dec.	New York.	1886	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	16 ,000	7	March & Sept		1884	
Wilmington and Weldon:						
Sterling Bonds	576 887	6		London.	1861	
"	179 777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad				Rolling Stock.				Companies.	Abstract of General Balance Sheet.								Railroad Operated.	Operations.			Earnings.		Dividends.	Value of Shares.	
						Cars.				Property and Assets.			Accounts and Cash.	Liabilities.					Trains Moved.	Carried one mile.		Gross.	Net.		Par.	Market.
	Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.		Railroad.	Rolling Stock.	Assets		Stocks.	Bonds.	Accounts.	Surplus Income.			Passengers.	Freight.					
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	ands.&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,901	127,192	18,495	6'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,075	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	238,705	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,540	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	18	6	5	78	Atlanta and West Point ..... Alabama.	1,200,079	*	133,366	13,249	1,232,200	35,500	56,557	22,378	86.7	.....	.....	.....	301,477	68,881	7	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	.....	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,602,749	379,256	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	4,9,535	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶ .N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶ .... Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,090,706	4,437,984	10	100	123
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	26¼
Dec. 31, 1867	45.0	—	....	66.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.0	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,301	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,030	106,510,449	6,029,210	2,031,717	10	100	148
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,886	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,627	9,582,938	2,532,317	389,577	50,770	—	100	22⅞
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell..... Mass.	2,460,361	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	66
Nov. 30, 1867	74.3	8.8	54.4	—	42	67	20	909	Boston and Maine..... Mass., N. H. & Me.	4,087,397	627,717	.....	337,187	4,076,974	.....	.....	975,327	92.3	858,737	42,300,232	11,628,014	1,603,167	481,470	10	100	136¼
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,816	1,066,147	275,952	10	100	135½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester..... Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,806,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,306,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic..... New Jersey.	1,967,990	*	.....	.....	1,103,643	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	.....	.....	.....	721,650	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6⅔	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,000	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	....
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			64,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	9,777,000	.....	.....	.....	5,432,000	3,580,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500 000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	123½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio..... Ohio.	8,100,000	*	.....	.....	5,000,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	35
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	....
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402.97	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	157
Apr 30, 1867	370.0	30.0	100.0	—	111	95	—	2,285	Chicago, Burlington and Quincy..Illinois.	13,246,781	2,956,327	741,971	1,912,017	10,399,010	5,458,250	1,194,268	1,905,426	400.0	2,421,566	42,334,983	.....	6,083,138	2,797,949	10	100	173
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	100	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	89½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,208,148	10	100	103½
Jun. 30, 1867		Leases		of S	an.	&	Cin.		Cincinnati, Dayton and Eastern..... Ohio.	620,000	.....	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,000	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,238	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Gainsville..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,569	843,350	1,477,513	452,584	6,000,000	425,000	—	306,957	187.8	1,128,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64 8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,291,025	1,087,176	....	100	60
Dec. 31, 1867	67.0	11 0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	.....	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash. Ohio & Penn.	3,884,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	188.8	804,876	.....	.....	2,659,347	983,418	10	50	50
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,461,678	19,286,562	69,978,666	2,140,151	724,514	—	50	44½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio,	6,901,516	974,601	669,512	128,035	5,000,000	2,872,185	138,636	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	103
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	6,670,000	*	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	....
Nov. 30, 1867	64.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	.....	674,592	62,043	1,786,200	248,000	80,667	85,846	.....	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	73
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont..New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1867	110.3	—	10.0	—	11	10	6	294	Connecticut and Passump. Riv..Vermont.	3,093,990	*	95,741	.....	1,961 800	873,800	276,465	48,852	110.3	171,490	3,486,989	.....	493,705	184,652	—	100	....
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	209	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	268,750	9,021,492	5 075,551	629,165	169,164	8	100	....
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100.000	1,000,000	900,035	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania..Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,086	400,000	100,000	.....	9,62	24.0	64,070	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,725,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,883	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio,	580,000	*	11,600	14,813	69,850	555,000	95,802	4,161	48.0	80,162	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio,	1,087,779	*	.....	.....	369,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	1,820,200	2,982,000	796,004	.....	263.3	2,034,524	.....	.....	2,613,979	loss.	10	50	60
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	.....	.....	.....	.....	162.0	.....	.....	.....	735,587	310.402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	39	29	20	525	Detroit and Milwaukee.....Michigan.	9,098,548	*	141,161	184,200	2,647,350	7,151,198	265,155	75,211	189.0	588,382	.....	.....	1,761,799	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825.190	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	to Boston	& Maine.)	29.000	29.001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,293	64,767	3,662.123	960,000	653,966	153,124	139.4	319,580	4,874,691	.....	805,271	355,527	—	100	100
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550.000	377	151,702	56.0	.....	.....	.....	142,366	50.271	—	100	....
Sept. 30, 1867	—	—	—	6 .0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	80,000	168,000	2,000	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	885,222	44,927,169	7,072,736	1,447,047	521,415	8	100	120½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	.....	(Leased	to Phila.	re.) & Readin	g.)	23.553	8	50	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	39,550	.....	.....	.....	392,550	.....	.....	.....	36.0	221,129	.....	.....	538,531	259.992	—	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	.....	.....	.....	.....	538,754	145,825	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶..Tenn. & G.	3,466,211	*	273.910	138,944	2,369,730	1,319,990	121,938	97,401	140.8	.....	.....	.....	501,698	83.584	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,490	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46 8	—	2.0	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Northe	rn Central	.)	25.000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Central	.)	165.000	5	100	30
Sept. 30, 1867	460.0	97 0	378.0	—	571	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	2,933,548	2,137,934	25,111.210	22,429,920	5,978,103	800,029	774.0	6,458,270	.....	.....	14,317,213	2,936,988	—	100	47½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,617	664,300	1,270,200	644,551	298.271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97 0	.....	.....	.....	.....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	15	8	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,357	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8 0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence...R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	8.162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	35	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109.074	510,281	93.5	505,322	19,820,919	14,268,518	1,101,444	354,744	9	100	132
Nov. 30, 1867	13.9	—	....	—	3	5	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	26,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,088	loss	4,048	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,096	*	7,199	59.031	500,000	.....	5,604	79.721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	65.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,691	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1867	171.0	61.0	....	—	44	25	8	410	Georgia.....Georgia.	4,156,000	*	2,572,.68	60,027	4,156 000	389,500	1,253,824	989,071	232.0	585.3 8	.....	.....	1,003,723	491,589	7	100	....
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93 0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	208	219	85	4,041	Grand Trunk ¶.....Canada.	84,208,325	*	2,853,100	3,033,218	13.984.803	74.478,168	1,721,672	.....	1,344 7	4,837,001	.....	.....	6.492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565 835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,69 9,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶....S. Carolina	2,692,564	363,080	123,230	25,826	1,610,374	1,560,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,670	463,314	6,962,308	7,600,000	206,710	2,077,987	219.0	972, 47	12,965,380	19,922,764	1,716,270	516,270	—	100	89½
Oct. 31, 1867	36 0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,560	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Aug. 31, 1867	61 4	14.1	70.3	—	29	43	14	491	Hartford and New Haven....Connecticut.	3,129,047	264,000	1,019,303	543,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	1,685 395	592,283	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	29	29	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	.....	2,037,940	2,055,000	.....	122.4	373,152	12,126,637	.....	706,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	15	6	228	Housatonic .....Connecticut.	2,105,568	*	308,696	50,062	2 000.000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792.000	104,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	*	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156 6	—	82	142	32	985	Hudson River.....New York.	17,505,637	*	.....	.....	9,981,500	6,188,000	.....	.....	150.6	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	140
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149.189	.....	.....	180.451	52.342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*.....Illino s.	31.328,473	*	8,458,199	1,775,608	23 415,780	10,544,600	7,602,000	.....	707.7	3,765.216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	144½
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	*	.....	302.5	.....	.....	.....	.....	.....	—	50	25½
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,260.134	1,580,3 9	4.456,485	106,746	6,185,997	8,232,807	*	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	—	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	25,000	20,959	.....	13.0	.....	.....	.....	61,727	10.949	—	100	....
Oct. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400 000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17 165	—	50	....
Dec. 31, 1867	60.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148..18	*	.....	45,526	495,159	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94 904	—	100	....
Oct. 31, 1867	154 0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139.000	2 0.825	788,969	226.0	.....	.....	(10 mos.)	914,725	219.245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicag	o and Alton	.)	152,9.7	7	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100.000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Central	.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	.....	13.792	.....	.....	75,265	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	10	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	50.0	—	—	—	—	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	3	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	.....
Dec. 31, 1867	37.0	—	.....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	27.0	—	.....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	.....	.....	.....	(Open. Jan.1,'68)	.....	.....	—	100	.....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,860	7,990,285	.....	—	.....	(Opened Jan. 1, 1868, & oper. by L. C & N. Co.			.....	.....	—	50	.....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	55½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	.....
Dec. 31, 1867	12.0	0.8	.....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1867	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	29,525	7,186	514,646	63,000	113,330	.....	.....	(Operated by Louisv. Cinc. and Lex.)			53,309	7	100	.....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,068	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operated in connection with Col. & Xenia.)			83,309	8	50	.....
Nov. 30, 1867	15.3	—	.....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint). O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,655	29,979,623	.....	1,985,764	483,225	—	—	—
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....		(Leased to Phila. and Read.)			.....	.....	4	50	44½
Dec. 31, 1867	9.0	—	.....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	.....
Sept. 30, 1867	94.0	26.0	.....	—	24	40	8	158	Long Island.....New York.	3,805,569	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693.016	449,189	—	50	.....
Jun. 30, 1867	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	143,649	.....	258,784	593,781	48,638	833,000	18,106	96,470	94.0	284,321	.....	.....	510,319	153,217	—	100	.....
Jun. 30, 1867	185.0	149.0	38.3	.....	66	45	23	718	Louisville and Frankfort.....Kentucky.	1,532,645	*	48,154	6,124	1,109,594	294,520	7,429	175,379	.....	(Operated by Louisv., Cinc. and Lex.)			118,079	7	100	.....
Sept. 30, 1866	288.0	—	.....	—	34	18	7	416	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469,757	3,969,285	334.0	850,181	23,078,589	27,504,811	2,158,875	810,469	8	100	.....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	.....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....		(Leased to Boston and Lowell.)			.....	21,780	6	100	.....
Dec. 31, 1867	50.0	—	.....	124.0	6	3	—	53	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....		(Leased to Summit Branch.)			.....	62,500	9	50	.....
Nov. 30, 1867	102.5	—	.....	—	17	8	8	208	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94.046	288	—	100	.....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	Macon and Western.....Georgia.	1,560,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	.....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	—	—
Dec. 31, 1867	109.8	—	.....	28.0	13	16	5	236	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....		(Leased to Phila. and Reading.)			.....	.....	—	50	.....
Mar. 31, 1867	22.4	3.6	.....	—	—	—	—	—	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	.....
Mar. 31, 1867	19.0	—	.....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....		(Operated with Concord.)			97,925	9	100	.....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....		(Owned and oper. by Conc.)			50,267	1,950	—	100	.....
Dec. 31, 1867	32.0	—	.....	22.0	.....	.....	.....	.....	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,208,635	191,635	—	50	.....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)			.....	.....	—	100	.....
Dec. 31, 1867	83.0	—	.....	—	—	—	—	—	Memphis and Charles. Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,098	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	130.6	—	.....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....		(Leased to Louisville and Nashville.)			1,484,264	441,296	3	100	.....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	.....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119
Dec. 31, 1867	6.6	—	.....	—	—	—	—	—	Mich. South. and North. Ind.O., M., I. & I.	16,358 549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	85
Dec. 31, 1867	22.3	—	.....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,614	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	.....
Dec. 31, 1867	820.0	—	.....	5.0	124	73	41	2,229	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....		(Leased to West Jersey.)			59,329	36,482	12	100	.....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	97½
Dec. 31, 1867	63.0	—	.....	20.0	6	7	*	98	Mine Hill and Schuylkill Haven.....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....		(Leased to Phila. and Reading.)			.....	.....	8	50	56½
Aug. 31, 1867	236.0	—	.....	—	36	19	9	213	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	99.2	—	.....	—	12	10	4	98	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151.574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	.....
Dec. 31, 1867	63.5	—	.....	164.5	8	5	3	81	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	.....
Dec. 31, 1867	72.0	—	.....	—	7	5	3	56	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	472.0	14.5	.....	—	102	32	10	799	Mobile and Gt. North.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	.....
Feb. 28, 1867	88.5	28.4	.....	—	21	12	16	107	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44.459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	.....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	.....	116.9	170,707	.....	.....	449,007	187,402	—	100	.....
Dec. 31, 1867	50.0	—	.....	—	10	7	2	87	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	32½
Nov. 30, 1867	14.6	—	.....	—	12	13	6	310	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5 415,670	440,241	74,769	10	100	.....
Sept. 30, 1867	120.0	12.5	.....	—	—	—	—	—	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	.....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	.....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	92,000	406,087	1,157,736	3,464.050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	.....
Nov. 30, 1867	20.1	1.5	.....	—	5	12	8	77	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	.....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	.....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	.....
Oct. 31, 1867	6.0	—	.....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operated by Pbg. F.W.&C.)			178,500	71,400	12	50	.....
Nov. 30, 1867	93.0	8.8	.....	8.0	5	3	1	82	Newcastle and Frenchtown.....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	.....
Dec. 31, 1867	33.6	....	33.8	—	37	70	15	196	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142 167	.....	.....	(Operated partly by N. Y. & N. H.)			.....	.....	2	100	.....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000 000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	133½
Nov. 30, 1867	206.0	—	.....	—	25	26	11	446	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	.....
Dec. 31, 1867	62.0	—	.....	—	5	4	—	31	N. Orleans, Jack. and Gt. North. ¶..La. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	.....
Dec. 31, 1867	80.2	2.6	9.6	238.0	10	9	2	137	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	.....
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	126
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....							—	100	.....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	460	New York and Harlem.....New York.	10,491,685	1,563,697	1,108,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	.....
Aug. 31, 1867	50.0	12.0	.....	—	16	17	5	128	New York and New Haven. N.Y. & Conn.	6,143.480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	140
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,836	24	100	80
Sept. 30, 1867	81.0	—	.....	—	7	5	2	91	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....		(Leased to New York Central.)			60,000	.....	6	100	.....
May 31, 1867	223.0	—	.....	—	25	20	—	294	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	51.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	.....
									North Carolina ¶.....North Carolina.	4,950,756	*	269,845	99,835	4,900,000	339,000	354,832	596,603	223.0	.....	.....	.....	581,559	72,426	—	100	.....

Feb. 29, 1868	26.5	—	....	—			—	*Northeast and Southwest*	Ala.																								
Feb. 28, 1867	102.0	—	....	—	12	12	6	95	North-Eastern ¶	South Carolina.	2,145,131	*			51,078	1,053,950	845,000	556,345			102.0	(Leased to Selma and Meridian.)										
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶	Missouri.														317,775	55,967	—	100	....					
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania	Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668			67.3	343,023	12,198,701	13,691,447	892,057	377,206	53	50	35½			
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern	Canada.											97.3				561,370		100	....				
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶	Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103			326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	48½			
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904			52.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	116			
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey	N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145				35.3	128,394			252,366	14,805	—	100	....			
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203			66.4	364,521	6,925,699	8,888,209	680,438	204,086	8	100	92			
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶	Nova Scotia.	6,291,928	*		(Owned by	Provincial	Government.)					145.0			(9 mos.)	155,098	22,699	—	100	....			
Sept. 30, 1867	118.4	4.0	18.0	—	26	14	8	480	Ogdensburg and Lake Champlain	N. Y.	4,964,779	1,070,154			3,077,000	1,182,000					122.4	521,932	5,009,432	26,654,145	908,645	86,515	—	100	68½			
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi	Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225			340.0				4,459,319	1,063,529	—	100	29½			
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River	Penn.	6,598,603	*			4,259,000	2,495,000	339,766				100.0	358,378			1,509,246	599,882	—	50	....			
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	459	Old Colony and Newport	Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781			141.9	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	98½			
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶	Va.				118,775		2,637,762	976,353			190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....			
Dec. 31, 1867	9.1	—	....	—					Orange and Newark	New Jersey.											9.0				136,096	23,634	—	100	....			
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome	New York.	925,799				222,987	716,000	3,387					(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....			
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse	New York.	1,160,940	139,834		112,320	482,400	573,500	4,875				36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....			
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶	Missouri.	11,479,635	2,195,655	10,991		3,614,515	9,349,000	806,281				283.0	1,405,886			3,003,681	973,055	—	100	....			
Sept. 30, 1867	47.6	—	—	—	15	23	—	131	Panama	New Granada.	8,000,000	*			7,000,000	2,074,000					47.6						24	100	364			
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson	New Jersey.	630,000				630,000							(Leased to Erie.)				53,400	8	100	....			
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark	New Jersey.																	—	100	....			
Dec. 31, 1867	18.1	—	....	—					Paterson and Ramapo	New Jersey.	350,000				284,500	85,000						(Leased to Erie.)				26,500	5	100	....			
Dec. 31, 1867	—	—	109.0	—					Peninsular	Mich. Ind. and Ill.					400,000												—	100	....			
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania	Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799			878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,850	6	50	65½			
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,183,250		3,200,000	597,500	385,750				62.9						20	50				
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*	Florida.	3,080,000	*	283,991	471,500	1,376,592	1,646,300	174,515	516,385			155.0	138,864	1,487,543		295,606	157,371	—	100	....			
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000						(Leased to Chic. R. I. and Pacific.)			125,000	8	100	....			
Dec. 31, 1867	71.0	—	....	—					Peoria, Pekin and Jacksonville	Illinois.	1,100,000				550,000	550,000					71.0						—	100	....			
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶	Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453				92.3				220,232	93,662	—	100	....			
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,170,279	*			215,000	800,000	62,500				102.1	85,460			149,348	23,423	—	50	....			
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶	Pennsylvania.											287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	25½			
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown	Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623			24.3	292,364	21,988,924		605,590	275,442	10	50	70			
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading	Pennsylvania.	25,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256			393.9	4,356,385	32,175,181	410,092,054	9,100,497	2,039,761	10	50	46⅜			
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton	Pennsylvania.	1,666,115		287,418		1,099,120	200,000					33.3				863,705	254,288	10	100	128			
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore	Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568			102.1	892,376			2,432,531	890,730	9	50	54½			
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati	Ohio	8,722,141	*			1,983,141	6,739,000					201.0		12,861,340		1,275,161	91,332	—	100	....			
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶	Penn.	2,452,905	*			1,776,129	1,500,000					71.1	339,804			498,181	172,973	—	50	....			
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic.	P., O., I. & L.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127			468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	109½			
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville	Penn. & W. V.	2,500,000	*			1,000,000	1,500,000						(Leased to Pbg., Col. and Cincinnati)				—	50	....			
Nov. 30, 1867	18.6	—	1.4	—	1	2	—		Pittsfield and North Adams	Mass.	443,678	*			450,000			782				50,080	1,217,879	670,258	108,894	27,450	6	100	....			
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			6,322	782							23.0				48,776	4,240	—	100	....			
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec	Maine.	3,000,000	*									109.0	307,443	6,630,284		579,475	132,693	—	100	....			
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth	Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370			51.3	227,304			529,325	230,825	6	100	102½			
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord	N. Hampshire.	350,000				350,000							(Leased to Concord.)			24,500	7	100	....			
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000						(Leased to Eastern.)			76,425	26,673	—	100	....			
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	434,942	49,787	6,500		437,917	150,000					14.5	42,600			92,930	34,259	—	100	....			
Nov. 30, 1867	43.4	1.6	20.4	—	19	17	4	688	Providence and Worcester	R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429			44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....			
Dec. 31, 1867	97.0	—	....	—					Raleigh and Gaston ¶	North Carolina.																	—	100	....			
Dec. 31, 1867	73.8	8.5	....	—					Raritan and Delaware Bay	New Jersey.	4,098,592	*									82.3				431,302	1,663	—	100	....			
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia	Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719				48.0	158,533			175,071	25,486	—	50	....			
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga	N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000					174.9	647,225	15,223,332	11,106,420	1,423,009	365,305	6	100	....			
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	283	Richmond and Danville ¶	Virginia.	4,920,000	*	1,900,411	241,003	2,000,000	1,979,200	1,025,780	2,061,824			190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....			
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶	Va.	2,248,557	*			1,141,080	616,308	353,222				75.5	180,510	4,630,195	3,107,812	403,733	73,597	—	100	....			
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶	Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136				45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....			
Sept. 30, 1867	38.3	—	....	—					Richmond and York River ¶	Virginia.					650,000	400,000						(Not operated since the war.)				—	100	....			
Sept. 30, 1867	22.0	—	....	31.0					Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402						22.0						—	100	....			
Dec. 31, 1867	12.0	—	....	78.0					Rock Island and Peoria	Illinois.											12.0						—	100	....			
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg	N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643			221.0				1,215,471	449,003	10	100	114			
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland	Vermont.	4,500,000	*			2,233,000	3,177,500					143.3	612,563			840,855		—	100	30			
May 31, 1867	—	—	—	133.0					*St. Croix and Lake Superior*	Minn. & Wis.																	—	100	....			
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute	Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475				209.0	(Leased June 1, '67, I. & St. L.)			2,218,402	608,112	—	100	46½			
Dec. 31, 1868	80.2	—	....	—					St. Joseph and Council Bluffs	Missouri.	2,100,000	*			700,000	1,400,000						(Completed Jan. 1, 1868.)				—	100	....			
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa	Canada.		(Re-organized by 1st Mortgage bondholders.)									54.0				106,184	42,071	—	100	....			
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶	Missouri.																	—	100	....			
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago	Ill.						1,600,000											—	100	....			
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000					80.0				209,534	87,404	—	100	....			
Nov. 30, 1867	16.0	—	....	—					Salem	New Jersey.	278,325	*			180,550	100,000						(Leased to West Jersey.)				16,533	6	100	....			
Dec. 31, 1867	16.9	—	....	—					Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,305	228,000	487					(Operated by Boston & L.)		17,500	16,788	—	100	....			
Dec. 31, 1867	155.0	10.0	19.7	—					Sandusky and Cincinnati	Ohio.	3,897,479	*			2,634,596	1,362,873						(Leased to Cin., Dayton and Eastern.)			125,000	—	50	....			
Dec. 31, 1867	116.2	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark	Ohio.	2,908,474	*	40,290	14,916	901,341	2,109,800	21,514				116.3	241,284			410,668	86,309	—	100	....			
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna	Penn.	1,308,596	*			1,269,150	97,000	149,215				54.0	143,124			146,840	18,546	—	50	....			
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley	Pennsylvania.	576,050				576,050							(Leased to Phila. and Reading.)				—	5	50			
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke	Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588			80.0	168,037			396,827	235,776	—	100	....			
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,183,564	*			999,050	798,839					119.3				312,577	12,909	—	100	....			
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100					135.0	164,118	1,922,936	5,095,900	363,684		—	100	....			
Oct. 31, 1867	24.0	—	6.0	—					Shamokin Valley and Pottsville	Penn.	1,559,450				869,450	700,000						(Leased to Northern Central.)				—	5	50			
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac	Wisconsin.	457,000	*			250,000						20.0						—	100	....			
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush	Indiana.	187,663				100,000	37,800					20.0	(Opened by Jeff. Mad. and Louisville.)					—	100	....			
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line	Connecticut.	691,200	*			636,200	55,000					50.0	165,280			294,678	59,864	6	100	....			
Dec. 31, 1867	71.0	—	....	2.9					*Sioux City and Pacific*	Iowa.											71.0	(Opened near close of 1867.)					—	100	....			
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec	Maine.	800,000				230,000	500,000						(Leased to Portland and Kennebec.)			36,000	—	100	....			
Dec. 31, 1867	10.0	—	....	—					South Branch	New Jersey.	438,300				438,300							(Leased to Central of New Jersey.)				6	100	....			
Dec. 31, 1867	137.0	106.0	20.1	—	43	39	—	343	South Carolina ¶	South Carolina.	6,990,734	647,607	5,110,721	435,588	5,819,275	3,767,944	658,891	934,540			243.0	669,871			1,316,006	613,777	—	100	....			
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore	Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,563			11.5	52,309	2,200,696	22,926	85,599	27,898	—	100	....			
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.)	New York.	1,300,000	*			450,000	750,000					34.0						—	100	....			
Sept. 30, 1867	12.0	9.5	....	—	15	6	2	142	South Side (Petersburg & Lynchburg) ¶	Va.	3,726,590	*	12,924	40,200	1,565,000	1,708,000	683,047	22,766			152.5	200,058	1,861,845	5,329,252	320,693	67,921	—	100	....			
Dec. 31, 1867	39.5	—	....	43.0	3	2	1	75	Southern Minnesota	Minnesota.											39.5						—	100	....			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* †.....Missouri.									91.0							100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union †.South Carolina.	.....		.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	1,006,953	408,959	9	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000		.....	.....	196,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	800,000	.....	660,000	200,000	95,000	.....	13.0	56,004	(Leased	to Cinc., Dayton and	Eastern.)		—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	448,700	.....	.....	.....	.....	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383		.....	.....	267,300	.....	.....	.....	13.2	(Leased	to Housatonic.)		.....	31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....		.....	.....	.....	.....	.....	.....	(Leased	to Nashua & Lowell.			17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	809,925	73.0	.....	.....	.....	1,075,514	481,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,004,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,352	1,022,471	—	50	31½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudson River.)		.....	19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield †.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operated	by Vt. & Mass., & T. & B.)		32,000	.....	.....	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned	by railroads centring in Troy.)		.....	.....	.....	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsylvania.)		.....	.....	.....	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	5,000,000	17,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	53,168	1,882,670	656,074	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts..Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	(Leased	to Vermont Central.)		.....	.....	8	100	101½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	199,126	3,837,794	3,281,428	467,424	62,595	1½	100	61
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	357,408	1,902,293	450,627	436,560	140.0	(Leased	to Rutland.)		.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	601,943	loss.	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	.....	.....	.....	.....	Virginia and Tennessee †.....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	10.3	.....	.....	.....	458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—	.....	.....	.....	.....	Washington, Alex. & Georget..D. C. & Va.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	(Operated	by Erie.)		.....	51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23.0	(Opened	Nov. 20, 1867.)		.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western †.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,200	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)		.....	.....	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	.....	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	—	—	—	—	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	Leased	to Pennsylvania.)		.....	.....	—	50	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	(Under	construction.)	.....	.....	.....	.....	.....	.....	.....	.....	278,039	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford..N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased | to Boston, Concord and Montreal.)			.....	.....	6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon †...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,309	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	.....	.....	.....	.....	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	(Leased	to Nashua and Lowell.)			.....	13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300,000	203,333	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	(Leased	to Balt. and Ohio.)		.....	27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	293,230	.....	.....	.....	317,050	52,000	24,150	.....	.....	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
																			(Leased | to Northern Central.)					—	50	....
CANALS, &c.																										
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased	to Lehigh Nav. Co.)			.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal..Penn. & N.Y.	6,820,193	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.B.R.)			65.5	.....	.....	.....	871,072	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,290,000	1,049,260	120,553	61,091	108.0	.....	.....	.....	.....	247,603	8	50	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	101.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	178.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	109.2	.....	.....	.....	1,099,013	.....	6	50	....
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	45.0	.....	.....	.....	155,872	42,170	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
																		64.0	.....	.....	.....	132,037	33,921	4	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. valt in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—			—	Boston and Chelsea	110,000	110,000	—	—	8,860	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,420	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,820	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,428	200,000	50,000	48,934	154,987	loss.	—	—	25½
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	—
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,655	10	—	65
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	—	62
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	68,424	57,692	28,226	loss.	—	—	—
30 Nov.'67	7.1.	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,657	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.64	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13 015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100.000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,961	15,875	—	100	—
30 Sep.'6	24 00	—	—	53	—	Blecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	19.70	—	—	—	37	Broadway (Brooklyn)	26 561	200,000	85,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27.253	3,994	—	100	—
30 Sep.'67	70 00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	2,587	129.267	14,852	—	100	—
30 Sep.'67	.12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	—	16,085	6,352	—	100	—
30 Sep.'67	21.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	2.10	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,756	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,663	1,031,500	550,000	54,827	531 915	16,285	—	100	—
30 Sep.'67	4 82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672.000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	4	—	42d st., & Grand st. Ferry	1,041,204	748,000	280,000	—	360,669	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42.194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44.300	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,000	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	K ngston and Rondout	78,510	75,000	—	—	27,600	1 620	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,983	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,661	133,400	100,000	13,000	48,259	1.501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	40½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73 564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13.075	5.046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondaga	31,000	31,000	—	—	6.595	1,175	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453.404	1,170,000	1,280000	50 000	1,18945	222,222	12	100	—
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,992	44.150	19,000	11 233	12,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,17	14,707	—	100	—
30 Sep.'67	2.25	—	—	4	—	V. Brunt st & Erie Bas. (Br'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	—	.....	.....	—	—	—
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	—	137	26	4 Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	—	10	2	— Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	— Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	—	272	49	9 Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct.'67	34.25	—	—	367	59	— Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	—	120	25	— Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct.'67	4.84	—	—	197	33	8 Green & Coates st. (Phila.)	234,463	150,000	100.000	—	170,439	9,604	10	50	31½
31 Oct.'67	2.00	—	—	18	5	1 Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	—	103	18	1 Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,045	—	25	14½
31 Oct.'67	7.25	—	—	82	13	— Oakland (Pittsburg & E. L.)	.....	59,500	57,718	880	49,980	lo. s.	—	50	—
31 Oct.'67	3.00	—	—	9	5	1 Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.68	—	—	277	45	3 Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50	48
31 Oct.'67	5.61	—	—	50	10	4 Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	—	125	19	7 Philadelphia & Gray's Ferry	286,583	225,307	—	—	9 888	22,343	3	50	24½
31 Oct.'67	8.75	—	—	183	28	1 Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	—	71	12	2 Pittsburg and Birmingham	82,806	76,000	10,000	10,000	24,852	21,550	11½	50	—
31 Oct.'67	8.00	—	—	58	12	— Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	— Schuylkill River (Phila.)	47 468	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	—	489	72	4 Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408 156	105,448	18½	50	61
31 Oct.'67	5.62	—	—	100	13	4 17th & 19th st. (Phila.)	114,368	130,000	—	—	69.627	11,584	4½	50	13½
31 Oct.'67	7.00	—	—	104	32	2 10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,169	31½	50	70
31 Oct.'67	6.25	—	—	145	28	4 13th & 15th st. (Phila.)	uncer tain	—	—	—	208,984	84,648	—	50	16
31 Oct.'67	25.00	—	—	529	70	13 Union (Philadelphia)	764,947	400.000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	—	341	66	4 West Philadelphia	479,706	575,000	100,000	—	281,058	50,692	10	50	65
31 Oct.'67	4.13	—	—	18	4	1 Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	—	10	4	— Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	—	340	50	— Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	—	—
31 Dec.'62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	—	—	—
31 Dec.'62	3.81	—	—	—	—	— Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	—	—	—

PASSENGER RAILROAD BONDS

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market quotation.
	$	pc	Months	Year	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J	Yea.	.....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & J.	1884	.....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J	188.	.....
Brook yn and Rookaway:					
1st Mortgage	80,000	7	J. & J	.....	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	298,000	7	J. & J.	18.0	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1888	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' Pittsburg:					
1st Mortgage	50,000	7	J. & J.	1870	.....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J	1878	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J	.....	.....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127.150	7	J. & J.	1878	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	.....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'7	91½
Malden and Melrose:					
1st Mortgage sua antied	58,725	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex:					
1st Mortgage	38,000	--	.....	.....	-
Maldon & Melrose bonds	46,971	--	.....	.....	.....
Real Estate	6,000	--	.....	.....	.....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	.....	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	15,000	7	J. & J.	1870	.....
Phila. and Gray's Ferry:					
1st Mortgage	15,000	7	J. & J.	1869	.....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	58,400	--	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton:					
1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	100 000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	480,000	.....	.....	.....	.....
Union:					
Real Estate Mortgage	300,000	6	J. & J.	1875	.....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	.....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken					
1st Mortgage	50,000	7	M. & N.	1877	.....
West Philadelphia:					
1st Mortgage	100,000	6	J. & J.	1889	.....

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref).	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1 340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	----	----
Camden & Atlantic (preferred)	620,800	7	----	21
Catawissa (preferred)	1,150,000	7	----	33½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	68½
Chicago & Alton (preferred)	2,425,400	7	7	158
Chicago & Northwestern (pref.)	14,789,125	7	7	89½
Coohocho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1,¯73,300	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,988 171	7	3½	92½
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & William-port (preferred)	500,000	7	7	40½
Erie (preferred)	8,536,910	7	7	70
Hannibal & St. Joseph (preferred)	5,253,856	7	----	90
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,586,155	7	3	28
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,201,296	8	8	107
" " " (2d pref.)	841,400	7	7	99½
Milwaukee & St. Paul (preferred)	7,370,900	7	----	95½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	124
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	3	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" " (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	7	7	65½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	78
Toledo, Peoria & Warsaw (1st pref.)	1,651,318	7	----	----
" " " (2d pref.)	908 400	7	----	----
Troy & Greenbush (guarantied)	274,400	6	6	45½
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable		Principal payable.	Market Price.
Chesapeake & Delaware:						
1st Mortgage	$2,657,343	6	J. & J		1886	96
Chesapeake & Ohio:						
Maryland Loan, dollar	2,000,000	6	Qrtrly.		1870	----
" " sterling	4,375,000	5	"		1890	----
Preferred bonds	1,700,000	6	----		18--	30
Delaware Division:						
1st Mortgage	800,000	6	J. & J.		1878	82
Delaware & Hudson:						
Mortgage	641,000	6	M. & S.		1870	110
Delaware & Raritan:						
See Camden & Amb RR.	----	----	----		----	----
Erie and Penn.:						
Bonds	673,799	7	J. & J.		1865	----
Interest Certificates	161,980	6	"		1868	----
Lehigh Navigation						
1st Mortgage	434,150	6	Qrtrly.		1870	----
Six per cent. Loan	5,434,351	6	"		1884	51
Monongahela Navigation						
1st Mortgage	125,000	6	J. & J.		1863	----
2d Mortgage	57,000	6	"	"	1865	----
Morris:						
1st Mortgage	485,500	6	A. & O.		1876	97
2d Mortgage	316,750	6	----		----	83
Boat Loan	267,910	6	----		----	80
North Branch:						
1st Mortgage	590,000	6	M. & N.		1876	65
Schuylkill Navigation:						
1st Mortgage	1,764,550	6	M. & S.		1872	86½
2d Mortgage	3,980,670	6	J. & J.		1882	69½
Improvement	1,601,670	6	M & N.		1876	80
Susqueh'a & Tide Water						
Maryland Sterling Loan	816,000	5	J. & J.		1865	----
Md stg. loan converted	200,376	5	"	"	1865	----
Mortgage bonds	993,000	6	"	"	1878	59
Preferred Interest b'ds.	227,569	6	"	"	1879	----
Union, (Pa.)						
1st Mortgage	3,000,000	6	M & N		1883	12
West Branch & Susqu'a:						
1st Mortgage, s'k'g fund	450,000	6	J. & J.		1878	60
Wyoming Valley.						
[illegible]	600,000	6	J. & J.		1878	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	38½
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	49½
Delaware and Hudson	100	10,000,000	10	130
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	21½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	33
" (preferred)	100	1,175,000	10	70
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	9
" " (preferred)	50	2,888,988	—	19½
Susquehanna and Tide Water	50	2,048,260	—	14½
Union	----	----	----	1
Union (preferred)	50	2,787,000	—	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	32

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	41	@ 50 —
Pig, American, No. 1		41	@ 43 —
Pig, American, No. 2		36	@ 38 —
Bar, Refined, English and American		87 50	@ 90 —
Bar, Swedes, assorted sizes	(gold).	87 50	@ 90 —
	—Store Prices.—		
Bar, Swedes, ordinary sizes		— —	@155 —
Bar, English and American, Refined		— —	@100 —
Bar, English and American, Common		— —	@ 90 —
Scroll		130	@175 —
Ovals and Half-round		125	@155 —
Band		130	@ — —
Horse Shoe		130	@ — —
Rods, ⅜ @ 3-16 inch		105	@165 —
Hoop		125	@190 —
Nail Rod	per lb.	9¼	@ — 10½
Sheet, Russia, Med. No's		— 13	@ — 14
Sheet, Single, D. and T. Common		— 5	@ — 6½
Rails, English	(gold) per ton.	51 —	@ 52 —
Rails, American (at works)		80 —	@ 81 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices)

English Cast (2d and 1st qlty.)	per lb.	— 18	@ — 23
English Spring (2d and 1st qlty.)		— 10	@ — 12½
English Blister (2d and 1st qlty.)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German. (2d and 1st qlty.)		— 14	@ — 16
American Blister, "Black Diamond"		— 10½	@ — 16
American, Cast, Tool, do.		— 19	@ — —
American, Spring do.		— 10	@ — 13
American Machinery, do.		— —	@ — 13
American German do.		— 10	@ — 13

COPPER.—Duty: Pig Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 33
Bolts		— 33	@ — —
Braziers'		— 33	@ — 42
Sheathing, &c., Old		— 20	@ — 21
Sheathing, Yellow Metal		— 20	@ — —
Bolts, Yellow Metal		— —	@ — 26
American Ingot		— 23½	@ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— —	@ — —
Spanish	(gold)	6 35	@ 6 40
German Refined	(gold)	6 35	@ 6 50
English	(gold)	6 35	@ 6 87½
Bar	(net)	9 75	@ — —
Pipe and Sheet	(net)	— —	@ — 10

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½	@ — 27
Straits	(gold).	— 24	@ — 24½
English	(gold).	— —	@ — 24

	—Gold.—		—Currency.—	
Plates, I.C. Charcoal, p. box	8 25	@ 8 50	12 50	@ 12 75
Plates, I. C. Coke	7 —	@ 7 62½	10 25	@ 11 50
Plates, Coke Terne	— —	@ 6 25	9 25	@ 9 50
Plates, Charcoal Terne	7 75	@ 8 12½	11 50	@ 12 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— —	@ — 14½
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 19½
Refined, free, S. W.		— —	@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 29
Refined, in bond, Standard White		— —	@ — 30
Refined, in bond, prime White		— 30	@ — 31
Naptha, Refined, (60 @ 63 gravity)		— 14½	@ — 15
Residuum	per bbl.	— —	@ 3 30

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 16. Th. 10, F. 11, Sat. 12, M. 14, Tu. 15, W. 16

Atlantic M. S. S. Co.	----	----	----	----	----	----
Boston, Hartford & Erie	----	22½	22½	----	----	----
California 7s	134	----	134	----	134	----
Canton Co.	----	46	46	----	46	----
Central of N. Jersey	123	123½	124	124	123½	----
Chicago & Alton	155	158	157	157	----	----
" " pref.	157	158½	----	159	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	78½	79½	----	----	----	----
Chic. & Northwest'n	86½	----	86½	86½	87½	88½
" " pref.	86½	87½	86½	----	87½	89
" " 1st M.	----	----	----	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	92½	----	92½	92½	----	93½
Chicago & Rock Isl.	102½	----	100½	101½	101½	102
" 1st M '70	101	----	----	----	----	100½
Chi., R. I. & Pa. 7s 1896	----	----	94½	----	95	94½
C., C., C and Ind	79½	----	----	80	80	----
Clev. and Pittsburg	86	86	86	86	86½	88
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
" " con.	----	----	----	----	----	----
Clev and Toledo	100½	----	----	101½	102	102½
" " S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	----	----	----	----	----	----
Cumberland Coal pref.	----	----	----	----	----	----
Del. & Hudson Canal	129½	----	----	130	130	130
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-6	----	----	----	----	----	----
" 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie	47	47½	46	46½	48½	46½
" pref.	----	----	----	----	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	----	----	95	95	95½	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Great Western 2d mort.	----	78½	78½	----	----	79
Hudson River	140½	140	139	139	140	140
" 1 M. 7 p.c. '69	----	----	----	----	----	100½
" 2 M. S F 3	----	----	----	----	----	----
" 3 M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	----	----	144½	144½	144½	----
" bonds	----	----	----	120½	----	----
Marietta & Cin 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Michigan Central	----	119	----	119	----	----
" S F 8 p.c. '82	----	117	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	84	84	83	83½	83½	84½
" " 1 M. S. F.	----	----	----	----	101	----
" " 2 M.	----	----	----	96	----	94
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" 2d pref.	----	----	----	----	----	----
" 1st M.	----	----	----	----	----	----
Milw. and St. Paul	88½	91	----	92	96	97½
" " pref.	90½	91½	----	93	94½	96
" " 1st mort.	----	92½	----	----	----	----
" " 2d mort.	89	90	----	----	----	----
" " 8s	102	102	----	----	----	----
" " 7 3-10	----	----	----	96½	----	97
Missouri 6s	93½	----	92½	92½	93	92
" iss. to H. & St. J. R.	----	----	----	----	93	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	64	----	65
" " 1st mort.	----	----	----	----	----	----
" " 2d mort.	86	----	----	----	----	----
N. Jersey R.R. & T. Co.	----	----	183½	----	----	----
New York Central	124½	124½	123	123½	126	125½
" " 7s. S. F. '76	----	----	----	----	----	----
" " 7s. conv. '76	----	----	----	----	----	----
" " 6s, S. F. '83	----	----	----	----	----	----
" " 6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M. 7 p.c. '78	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
N. Carolina 6s ex-coup.	74	74½	74½	73½	72½	73½
" new	73½	73	73	72½	72	72½
Ohio & Miss.	28½	28½	28½	----	29½	29½
" " pref.	----	----	----	----	78	----
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co.	102½	102½	103½	103½	105	108½
Panama	----	----	----	----	----	----
Phila. and Reading	89½	90½	89½	90½	90½	91½
Pitts. Ft. W. & Chicago	107½	107½	107½	107½	108½	109½
" " 1 M.	----	----	----	----	105½	----
" " 2 M. 8s	----	98	98½	98½	98½	----
" " 3 M.	----	----	----	93	----	----
Quicksilver Mining Co.	----	----	----	2½	----	21
St. L., Alton & T. H.	----	----	----	43	45½	46½
" " pref	----	64	----	65½	----	----
" " 1 M.	----	----	----	----	----	----
" " 2 M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Tennessee 6s, ex-coup.	70	71	70½	69½	68½	70
" new	69½	70½	68½	68½	69½	68½
Tol. Wab. & Western.	57	57½	59	61½	64	66
" Pref.	----	73½	----	75	77½	78
" 1 M. ex.	----	----	----	----	----	92
" " 2 M.	----	83½	83½	----	84	84
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s, ex-coupon.	54½	54½	----	54	54½	----
" new	----	54½	----	54	54½	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	Th.10.	F.11	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	104½	105	105	104½	104½	104½
U. S. 5s, 10-40s, reg.	104½	104½	----	104½	104½	----
U. S. 6s, 1881, reg.	----	113½	----	----	----	----
U. S. 6s, 1881, coup.	113½	114½	114½	114	----	114
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 4y.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	108½	108½	108½	----	108½	108½
U. S. 6s, 5-20s, c. '62	113½	113½	113½	113½	113½	113½
U. S. 6s, 5-20s, reg. '64.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	109½	109½	107½	109½	109½	109½
U. S. 6s, 5-20s, reg. '65.	----	----	108½	108½	108½	108½
U. S. 6s, 5-20s, c. '65	110½	111½	----	111½	111	111
U. S. 6s, 5-20s, r. n. '65.	----	----	----	108½	----	108
U. S. 6s, 5-20s, c. n. '65.	109½	108½	109	109	109	109
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '67	108½	109½	109	108½	109½	109
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	----	----
U. S. 6s, 5-20s c. '68.	109½	----	109½	109½	109½	----
U S 6s, Pac. R.R.issue	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 15.

	W. 9	Th 10	F.11	Sat.12.	M.14	Tu.15
Catawissa	----	----	----	----	----	----
" preferred	----	----	----	32½	32½	33
Camden & Amboy	129	128½	128	----	----	128½
" " 6s, '70.	----	----	----	----	----	----
" " 6s, '75.	----	----	----	----	----	----
" " 6s, '83.	----	----	----	----	----	----
" " 6s, '89.	----	----	----	88½	----	----
" mort. 6s, '89.	96½	96½	96½	96½	96½	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	20½	20½	21	21	21	21½
" " 6s, '84.	83	----	----	----	----	84
" " Gold L.	88	88½	88½	89	89	90
" " R.R. L.	84½	----	----	84½	----	----
Lehigh Valley R. R.	55½	56	55½	----	55½	55
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	44½	----	44½
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	56½
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	35½	----	----	----	35½
" " 6s	----	90	90	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	48½	----	----
Pennsylvania R. R.	55	54½	54½	54½	54½	56
" 1st m.	----	----	----	----	----	----
" 2d m.	93½	----	----	----	----	----
Penn. State, 6s 1st series	104½	104½	----	----	105	----
" " 6s, 2d series	107	----	----	----	106½	106½
" " 6s, 3d series	108	----	----	----	108½	108
" " 6s, W. L.	----	----	----	102½	102½	----
Philadelphia City, 6s	----	----	----	100½	100½	100½
" " new	103	103	103	103	103	103½
Philad., Germ. & Nor.	70	----	----	----	----	----
Phila. & Reading	45	44½	45	44½	45	45½
" " 6s, '70.	----	----	----	----	105½	----
Philadelphia & Erie	----	----	25½	25½	25½	----
" " 6s	92½	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	19	----	----	19½	----
" 6s '82	----	----	----	----	----	69½
" 6s '76	----	----	----	----	----	----
" 6s '72	----	----	----	----	----	86½
Susq. Canal	----	----	----	----	----	----
" " 6s '78.	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	48	----	48
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	51	----	----
Spruce & Pine, "	----	----	----	----	----	----
13th and 15th sts. "	15	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 15.

	W. 9	Th.10.	F.11.	Sat.12.	M. 14.	Tu.15
Baltimore City 6s, 1875.	98½	98½	----	----	98½	98½
" " 1886.	----	----	----	----	----	----
" " 1890.	97½	97½	----	----	----	----
" " 1893.	----	95	----	----	----	----
Balt. and Ohio	----	----	----	----	----	----
" " b'ds '75.	----	98	----	----	----	----
" " " '80.	----	97½	97½	----	----	----
" " " '85.	----	----	----	----	99½	----
Marietta & Cin. 1st m.	----	91½	----	----	----	91½
" " 2d m.	----	76½	76½	76½	76½	76½
Northern Central	----	----	----	----	48½	49
" " b'ds, 1885.	----	----	----	----	85½	86
" " " 1900.	----	----	----	----	----	----
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	Th.10	F.11.	Sat 12	M.14.	Tu.15	W 16
Boston and Albany	148	----	148	148	----	148
Boston and Lowell	----	----	----	----	152	----
Boston and Maine	137	----	136½	----	----	136½
Boston and Providence	135½	----	135½	----	----	135½
Boston Hartford & Erie	22½	22½	22	22½	22½	22½
Cheshire, pref.	----	----	68½	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	----	----	120½	----	120½	120½
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	119	118½
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	70½	----	----	----	----	68½
" " pref.	----	----	105	----	----	105
Old Colony & Newport	----	----	93½	----	98½	98½
Ph., Wil. & Baltimore	----	----	----	----	54½	----
Portl'd, Saco & Porte.	----	----	----	102½	102½	1024
Vermont & Canada	----	----	107½	102	102½	103½
Vermont & Mass.	----	----	60½	60½	61	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	99	99½	----	99½
Metropolitan "	----	----	----	----	----	65
Middlesex "	----	----	62	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	17½	----	18	----	----	18½
Franklin "	----	----	----	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	2	----	----	----	2	----
Pewabic "	----	----	7½	----	7½	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	21	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Aug. 28 and Sept. 4:

	Closing Prices.— Aug 28.	Sept. 4.
United States, 5-20s, 6 per cent 1882.	71½ @ 71¾	71⅞ @ 77
Do. do. 6 do. 1884.	69 @ 71	69 @ 71
Do. do. 6 do. 1885.	70 @ 70½	70½ @ 70½
Do. do. 6 do. 1868.	75 @ 80	75 @ 80
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	33 @ 36	33 @ 36
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort, 1877	65 @ 70	65 @ 70
Do. do, 2d mort., 1882	60 @ 65	60 @ 65
Do., consolid. mort bonds, 1890	39 @ 40	37½ @ 38½
Detroit and Mil. 1st mort. 7 p. c. 1854	58 @ 62	58 @ 62
Erie shares, $100 (all paid)	31 @ 32	30½ @ 31
Do., sterle. 6 p. c. conv. bonds	71 @ 73	69 @ 71
Illinois Central, 6 p. c., 1875	91 @ 92	90 @ 95
Do., $100 shares (all paid)	78 @ 80	91 @ 92
Do., 7 p. c., 1875	91 @ 92	78 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	70 @ 72
Panama R. R. 2d mort., 1882, 7 p. c.	105 @107	105 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	95 @ 97	98 @ 100

American Railroad Journal.

Saturday, September 19, 1868.

Stock Exchange and Money Market.

The Money Market has been comparatively easy all through the week, and was particularly so toward the close, the offerings of capital, especially in a temporary form, having been considerably in excess of the requirements of borrowers, whose wants, though fair for the season, have not been urgent. There has been some further outflow of currency to the West, but the amount has not been notably heavy, and has not perceptibly lessened the available supply of money at this point. The local speculative and mercantile demand has been on the increase, but has been quite promptly responded to by lenders, especially on private account, at 3@4 per cent. on call, and 6@7, generally 7 per cent. per annum in the discount form. The U. S. Sub-Treasury has added about 2½ millions its cash reserve, since our last, while the city banks, in their last weekly exhibit, show a decrease of $2,554,435 in legal tender, $2,365,271 in deposits, and $664,836 in specie; with an increase of $224,994 in loans, as the results of the past week's business. The circulation has been reduced $30,503. The city banks now hold a legal tender reserve of $63,429,337, against $74,051,548 on the 8th of August. Their specie hoard is now $16,150,942, against $24,784,427 on the 8th ult. Their deposits amount to $205,489,070, against $231,716,942 six weeks since. The loans of the banks are $272,055,690, against $284,147,708 August 8th. Their deposits are down to $205,489,070, against $231,716,492 on the 8th of August.

The specie reserve of the city banks is now $16,150,942, against $8,184,946 same time last year. The city bank deposits are now $205,489,070, against $193,081,775 week ending Sept. 14, 1867. The legal tender reserve amounts to $63,429,337, against $65,176,903 same time last year. The circulation now stands at $34,139,926, against $34,015,228 same time last year. The loans are now $272,055,690, against $254,160,587 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $82,198,512 a day, against a daily average of $78,339,346 the preceding week, and $80,130,844 the week ending with Aug. 27, 1868. The current week's exchanges average about $77,500,000 a day. The city banks, last week, lost $664,836 of specie, $2,554,436 of legal tender, and $2,365,271 of deposits. They increased their loans, $224,994; and reduced their circulation, $30,493.

The New York Gold Exchange Bank reports for the week ending Saturday, the 12th day of Sept., 1868. the average amount of loans and discounts as $1,282,656; average amount of specie, $785,163; average amount of deposits, $1,431,908.

The Philadelphia Bank movement the past week shows a decrease in loans of $37,328; a decrease of $13,847 in specie; a decrease in legal tenders of $564,844; a decrease of $316,158 in deposits; and a decrease of $8,642 in circulation. The Bank Clearings show a decrease of $8,257,511 and the balances, a decrease of $178,171.

The outstanding amount of coin certificates on the 1st of Sept., was $25,161,620, against $22,414,000 on the 1st of Aug., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $473,000, and retired $2,990,961 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during August, reached $9,075,920.

The U. S. Sub-Treasury receipts, week ending with Sept. 12, were $11,708,789, including $3,112,961 from customs duties; payments, $9,846,084, including $495,318 of coin interest; balance at the close of the week, $89,302,188, against $87,439,483, at the close of the preceding week, showing an increase of $1,862,705. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,938,590 including $422,000 from customs; and payments, $1,335,778; on Tuesday, receipts, $1,465,788 including $890,000 from customs, and payments, $1,108,951. The balance at the close of business on Tuesday stood at $90,261,836, against $87,896,063, a week previous; and $90,416,660, on Sept. 2, 1868. The aggregate receipts of the office from all sources in August, were $81,253,285; aggregate payments, $78,880,968. The balance on the 1st inst., was about 7¼ millions more than on the 1st ult., which amounted to $80,133,186.

National Bank notes to the amount of $98,850 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,698,876, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,823,918, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,874,958. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341 889,700; and for the public deposits, $38,052,350—making a total of $379,942,050. The Treasury Department last week redeemed and destroyed $435,900 of worn and mutilated fractional currency, and issued $697,215 of new. The outstanding amount of fractional currency on the 1st of September was $31.802,218, against $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

A liberal customs revenue has been reported by the Treasury officials, for the past week. The excises have yielded only moderately, however. The excises, last week, yielded some four millions; customs at the port of New York, $3,112,961, and at the outports about $1,050,000 (in coin) more, making the grand total income for the week equal to about $10,036,300 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $41,000,000.

The extremes of gold, since our last, have been 143½@145, and the latest figures on Wednesday were 144⅝@144¾. The speculation was rather spiritless up to the closing day, on which the dealings were quite animated, stimulated in part, by rumors of a warlike tenor from Europe, which led to a considerable increase of the demand from all sources largely from the *short* interest, thus strengthening the price in the open market. The export call, last week, was confined to $329,525; and thus far, this week, it has taken off only about $220,000; while the receipts of treasure from California have been over a million dollars. The amount of gold in the Treasury on the 1st of of September, was $92,570,901, of which the Government owned $67,409,281
Since for custom, New York. $5,576,770
At outports 2,500,000
8,076,770
Total $75,486,051
Gold interest paid, N. York. $2.647,318
Other offices 1,200,000
3,847,318
Gold now at disposal of Treasury $71,638,733

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $5,748,917, against $2,281,000 same time last year. The customs demand for Gold last week, averaged $518,827 a day; thus far, this week, it has been equal to $606,000 a day, or equal to a weekly aggregate of $3,636,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $32,525 and from California, $1,026,048

The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $84,136,580, against $88,640,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $30,909,228, against $21,254,504 in 1867, showing an increase thus far in 1868, of $9,654,724. The exports of specie, from this port, last week, were $329,525, against $325,328 same week last year; total, since Jan. 1, 1868, $65,348,052, against $41,340,548 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $495,318; since Jan. 1, 1868, $62,843,345, against $43,037,765. The specie exports from San Francisco, from Jan. 1. to Aug. 23, 1868, were $26,327,385, against $27,500,548 same time last year.

Government received $5,381,120 from customs at the port of San Francisco, from Jan. 1, to Aug. 22, against $4,890,948 same time in the preceding year.

Foreign exchange has been quoted a fraction cheaper, on a moderate offering, and a light inquiry from all sources. At the close, the market though dull, was steady. Bankers' prime sixty day bills on London closed on Wednesday at 108⅞@109⅛, and on Paris to 5.21¼c.@5.17½; sight bills on London to 109¼@109½, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,163,024, against $3,378,820, same week last year; total, since Jan. 1, 1868, $117,695,766, against $130,146 817 in 1867.

Government securities have been in much more general demand and prices have improved. The home and foreign investment inquiry has been quite active. There has not been a great deal doing on speculative account. The later issues of the Five-twenties have been the favorites with buyers. Old Five-twenties of 1862 have been the next in public favor. The 1881 bonds, and the Ten-forties have been relatively less sought after. A limited demand prevailed for the U. S. six per cent. currency Pacific R. R. aid bonds. Compound Interest Notes have nearly disappeared from the open market. The last of them will mature on the 15th of the coming month of October.

U. S. sixes of 1881 closed here on Wednesday at 114@114¼; U. S. Five-twenties of 1862, 113⅝@113¾; U.S. Five twenties of 1864 at 109¾@109⅞; U. S. Five-twenties of 1865 at 110⅞@111⅛; U. S. Five-twenties of 1865, consolidated, 109@109⅛; U. S. Five-twenties of 1867, 109@109⅛; U. S. Five-twenties of 1868, 109@109¼; U. S. Ten-forties at 104¾@104⅞; U. S. Six per cent. currency bonds, 100⅛@100⅝. The brokers are buying the outstanding October 1865 compound interest notes at 118¾. The September 1865 compounds matured on the 15th inst., and are no longer quotable.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 2.	Sept. 9.	Sept. 16.
Consols	94	94⅛	94⅛
U.S. 5-20's of 1862...	71⅝	72	72¼
Erie	31	30½	30¼
Ill. Central	91½	91	91

Railway and miscellaneous share property has been decidedly brisker and firmer. The speculative demand has been animated, and the dealings have been on a more extensive scale, having been well distributed through the active list. Prices closed buoyantly.

General business has been fairly active in the produce line; but at, in most instances, easier prices particularly for cotton, breadstuffs, provisions and petroleum. Middling upland cotton ruled quite heavily up to Wednesday when it closed more buoyantly at 25½@26 cents per lb. The stock of cotton now here is estimated at about 15,000 bales. The receipts at the port this week, have averaged only about 1,000 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,240,300 bales, against 1,892,000 bales same time last year; exports, same time 1,657,000 bales, against 1,556,000 bales same time last year; stock on hand at latest dates, 45,000 bales, against 66,000 bales same date last year. At the Live Stock market, this week, Beeves have been quiet and heavy at from 11@16½c. per lb.; week's receipts, 5,438. Veal calves have been in good request at from 7½@12c. per lb.; receipts, 1,545. Sheep and lambs have been fairly active at 4@7c., and 7½@9c., respectively, per lb.; receipts, 30,361. Swine have been firm but dull at 9½@11¼c. per lb., all live weight; receipts, 40,181. An improved trade has been reported in foreign goods, particularly in groceries and dry goods, at generally buoyant rates. The total imports of foreign dry goods, last week, were $1,857,313, and the total amount marketed $2,304,205. The value of foreign merchandise imported last week, was $2,364,942—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,222,255, against $4,583,556 same week last year; from Jan. 1, 1868, $179,472,244, against $191,784,058 same time in 1867. The freight market has been rather more active, and rates have been quoted firmer. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 3⅛s. 4d. by sail, and 4½@5d. by steamer, per bushel; cotton at $\frac{1}{8}$d.@$\frac{5}{32}$d. by sail, and $\frac{3}{16}$d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 525.

The New York exports, exclusive of specie, for the week ending Sept. 15, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,378 820	$3,163,024
Prev. reported	126,767,997	114,532,742
Since January 1.....	$130,146,817	$117,695,766

The imports for the week ending September 12, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$2,096,237	$1,857,313
Gen. merchandise	2,487,319	2,364,942
Total for the week.....	$4,583,556	$4,222,255
Previously reported....	176,586,334	172,960 093
Since January 1.....	$181,169,890	$177,182,348

The balance in the Sub-Treasury on Wednesday was $90,283,707 04.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indianapolis and Cincinnati R. R., 51; Hannibal and St. Joseph R. R., 89¾; do.,

pref., 90; Dubuque and Sioux City R. R., 100; do., pref., 92½; Chicago and Gt. Eastern R. R., 39; Norwich and Worcester, 92; Stonington R. R., 80; Toledo and Wabash Equipment bonds, 74; Peninsular R. R. 1st mort., 89¼; Chicago and Northwestern Equipment 10s, 103; Col., Chi. and Ind. Cent. 1st mort., 79¼; Ohio and Miss. con. bonds, 87; Buffalo, New York and Erie 1st mort., 95; Chicago and Milwaukee 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., E. D., 84; Georgia 7s, 91½; N. Y. State 7s, Bounty Loan, reg., 108; do., 6s, 1873, 100; Brooklyn 6s, W. L., 96½; Mariposa pref., 10½; do., 1st mort., new, 17; Boston Water Power Co., 15¾; Adams' Express Co., 48; U. S. Exp., 49; American Exp., 47; Wells-Fargo Exp., 27½; Merchants' Union Exp., 24¼; Western Union Telegraph, 84⅛; Bank of New York, 140; Bank of Commerce, 122½; Tenth National Bank, 100; Fourth National Bank, 104¾; Central National Bank, 108½; Phœnix Bank, 107½; Chatham Bank, 145; Bank of Commonwealth, 115; Merchants' Bank, 123; Am. Ex. Bank, 120; Park Bank, 150; Hanover Bank, 115; Corn Exchange Bank, 130; Bank of North America, 109; Ocean Bank, 108; American Flag, 0.32; Buchanan Farm Oil, 0.60; Grass Valley, 0.39; La Crosse, 0.28; Montana Gold, 0.60; New York Gold, 0.90; Quartz Hill Gold, 1.10; Rutland Marble, 17.00; Rynd Farm Oil, 0.20; Smith and Parmalee, 4.50; United States petroleum, 2.50.

Philadelphia.—Philadelphia and Sunbury 7s, 95; West Jersey R.R. 6s, 92¼; Phila. and Reading 6s, 1843-'80, 91½; Camden and Atlantic pref., 21; Delaware Division Canal, 49½; Chesapeake and Delaware 6s, 96; Pennsylvania State 5s, 1870, 99½; Pittsburg 5s, 90; New Jersey 6s, 92½; Fulton Coal, 5½; St. Nicholas Coal, ½; N. Y. and Middle, 3½; McClintock Oil, ⅜; Consolidation Bank, 44½; Phila. Bank, 163; Bank of North America, 141; Western Bank, 91½. The latest quotations are: City 6s, 100½@100¾; do., free of tax, 103⅛@103¼; State 5s, reg., 100@101; do., coupon, 98@100; do., 6s, W.L., 102¼@102¾; do., 1st series, 105@105¼; do., 2d series, 106@106½; do., 3d series, 108@108½; Reading, 45¾@45⅞; do., 6s, 1870, 105@105½; do., bonds, 91½@92; Camden and Amboy, 128½@129; do., mort. 6s, 1889, 96½@97; do., 1883, 88½@89; Penn. R. R., 54⅝@55; do., 1st mort., 100½@100¾; do., 2d mort., 98½@98¾; Little Schuylkill R. R., 44½@45; Morris Canal, 30@33; do., pref., 70@70; do., bonds, 87@90; Wyoming Valley Canal, 32@35; do., 6s, 80@81; Susquehanna Canal, 14½@15; do., 6s, 57¼@60; Sch. Nav., 10@11; do., pref., 19@20; do., 6s, 1882, 69@70; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 30@30½; do., pref., 40@45; do., 7s, 1873, 93@95; do., 5s, 61@63; Lehigh Coal and Navigation, 21⅜@21½; do., R. R., Loan, 84½@85; do., Gold Loan, 90¼@90½; North Pennsylvania, 35@36; do., 6s, 89½@90⅝; Philadelphia and Erie, 25⅛@25⅜; do., 6s, 92@92¼; Minehill, 56½@56¾; Catawissa, 9@10½; do., pref., 33⅛@33⅜; Lehigh Valley, 55¼@55½; do., bonds, 96@100; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50½@53; West Philadelphia, 64@66; Spruce and Pine, 23½@23½; Green and Coates, 31@—; Chestnut and Walnut, 47½@48½; Thirteenth and Fifteenth, 15@15⅛; Girard College, 25⅛@26½; Tenth Eleventh, 70@73; Union, 41@43; Hestonville, and 9¾@10½.

Boston.—Union Pacific 6s, gold, 99⅜; Ogdensburg and Lake Champlain Equipment 8s, 103¼; Central Pacific R.R. 6s, gold, 100⅞; do., 7s, 1883, conv., 109⅝; Old Colony and Newport 6s, 96; Salem and Lowell R. R. 6s, 1878, 88¾; Vermont 7s, 1st mort. consolidated, 80½; Boston, Hartford and Erie 7s, new, 61¾; Boston, Concord and Montreal 7s, 1870, 102; do., 6s, 1889, S. F., 92¾; Cincinnati and Ind. R. R. 7s, 1882, 84⅜; Rutland and Burlington 1st mort., 155½; Burlington and Missouri River R. R. 7s, 92½; Stoughton Branch, 90¾; Concord and Portsmouth R. R., 113; Summit Branch, 24⅞; Eastern (N.H.) R. R., 115¼; Boston Water Power Co., 15⅛; Cary Imp. Co., 10⅛; Boston and Roxbury Mill, 41¾; Ophir (N. S.) gold, 1.05; Short Mt. Coal, 14¾; Maine 6s, 1889, 100½; New Hampshire 6s, 1870@1884, 100; Massachusetts 6s. 1874, gold, 126½; Portland 6s, 1885, municipal, 97½; do., 6s, 1877, 94¼; do., 6s, Water Works, gold, 100; Cincinnati 7 3 10s, 1888, 103½; Cook Co., Ills., 7s, 97¾; St. Louis 6s, 1873, 88½; do., 1887, 85⅝; do., gold, Water Loan, 105½; Chicago 7s, River Imp., 99¼; Boston 5s, 1871, gold, 127⅝; do., 6s, 1875, currency, 100¼; Salem 6s, 1893, W. L., 100⅜; Malden and Melrose Gas, 64; Newburyport Gas, 59¾; Brookline Gas, 103¼; Jursey City Gas, 23¾; Rondout and Kingston Gas, 20; Atlantic National Bank, 129¼; National Bank of Commerce, 128; Blackstone National Bank, 137¾; Hide and Leather National Bank, 95¼; New England National Bank, 135½; North National Bank, 119¾; National Bank of Redemption, 126⅜; Revere National Bank, 144¾; Suffolk National Bank, 125½; State National Bank, 108; Tremont National Bank, 126½; Worcester National Bank, 120¾; Webster National Bank, 117½; Allouez Mining Co., 5¾; Bay State, 75c.; Pontiac, 37½; Phœnix, 6; South Side, 62½c.; Seneca, 5; Winthrop, 55c.

Baltimore.—Virginia 6s, old, reg., 48; Wilmington and Weldon 7s, gold, endorsed by N. C., 90¾; Parkersburg R. R., 26¼; Balt. and Cuba S. & M. Co., 46¼; Atlantic Coal, 1.50; Union Bank, 59¼; Franklin Bank, 14¾; Mechanics' Bank, 11½; National Exchange Bank, 101; Third National Bank, 106½. The latest quotations are: Balt. and Ohio, 122¾@123; do., 6s, 1875, 97@98; do., 1880 97½@98½; do., 1885, 99@100; Northern Central, 49@49; do., bonds, 1885, 85¾@86; do., 1900, 85@85; Parkersburg Branch, 25¾@26; N. W. Va., 1st mort., 96@—; do., 2d mort., 91@92; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91½@92; do., 2d mort., 76⅝@76⅞; Central Ohio, 85@85; do., 1st mort., 85@86; Western Md. 6s, 1890, 80@84; do., guar., 92@94; do., 2d mort., guar., 91½@—; Richmond and Danville bonds, 72¼@73; Baltimore 6s, 1875, 98@98½; do., 1886, 96¾@97; do., 1890, 95½@95¾; do., 1893, 95⅛@97; do., 5s, 1838-'70, 80@—; City Passenger R.R., 18¼@19; George's Creek, 52@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

☞ The first street railroad in Stutgardt, Wurtemberg, was only inaugurated on the 28th of July last.

☞ The Paterson and Newark Railroad has been leased in perpetuity to the Erie Railway Company.

☞ CENTRAL PACIFIC RAILROAD SIX PER CENT. THIRTY YEAR GOLD BONDS.—A limited quantity of these bonds will be disposed of at 103 and accrued interest from July 1, in currency. The road will be completed within twelve months, and is now earning, above operating expenses, more than double its current interest liabilities. Principal and interest payable in United States gold coin. Government securities received at market rates in exchange.

FISK & HATCH.

Bankers and Dealers in Government Securities, No. 5 Nassau-st., New York.

AS GOOD AS THE BEST.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

The Rockford, Rock Island and St. Louis Railroad Company offer a limited amount only of their First Mortgage Bonds at 95, and accrued interest in currency.

The bonds pay seven per cent. interest—February 1, and August 1—in gold coin, *free of Government tax.* The principal also is payable in gold. They have fifty years to run, and are convertible into stock at the option of the holder. A sinking fund is provided sufficient to pay off the whole mortgage at maturity.

Each bond is for $1,000, or £200 sterling. Interest is payable in New York or London, at the option of the holder.

These bonds are amply secured, being a first and only lien upon the Company's entire line of road—which traverses the finest district of Illinois—upon its franchises, rolling stock, and other property, and upon all its coal lands, of which it now controls over 20,000 acres, estimated to contain 100,000,000 tons of coal. These lands, on the completion of the railroad, would probably sell for a sum sufficient to retire the whole mortgage.

For all the coal the Company can produce there is a ready market; 1,000 miles of railway and the population of 30,000 square miles of territory can be supplied with fuel from its mines more readily and cheaply than from any other quarter.

A large part of the means required in the construction is derived from stock subscriptions. Over $1,500,000 has been already expended upon the line from this source alone, and subscriptions to the capital stock are now pledged sufficient to pay the whole cost of the road with the exception of superstructure and rolling stock, leaving the proceeds of the bonds to be applied to these purposes and to the purchase of coal lands.

Of the entire line 165 miles are now graded. The work is proceeding rapidly and successfully. It is intended to have the first division of fifty miles, giving an outlet to the coal, in operation by January 1, and the whole line within one year.

The estimated earnings of the road, with its coal business, are threefold what will be required to pay interest on its bonds.

The trustee for the bondholders is the Union Trust Company of New York.

At the present price of gold the bonds pay an income of over ten per cent. in currency.

For sale at the office of this Company, No. 12 Wall street. Governments and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

Canada Central Railroad.

At a recent meeting of the shareholders of this company at Ottawa, (Ca.) the following officers were elected: John G. Richardson, President; H. Habbott, Vice President; and Messrs. Scott, Powell, Ashworth, Lowe and Rivers, Directors. Subsequently the ceremony of turning the first sod was performed by the president, at the west end of the city. This road, which is destined ultimately to connect Montreal with Georgian Bay, has been definitely located between Ottawa and Carlton Place, and the work of construction will be proceeded with at once. The distance by the Canada Central to Ottawa from Toronto *via* Brockville is only seven miles further than by the Ottawa and Prescott Railroad, and as this line is of the same gauge as the Grand Trunk, it is intended by the company, the principal stockholders in which are largely interested in the Brockville and Ottawa Railway, to bid largely for western traffic, and to set down passengers from Toronto every day at not later than eight o'clock at night. As an evidence that this railroad is to be proceeded with at once, a large sum has been paid for the site of the railway station within the limits of the city of Ottawa.

Boston and Maine Railroad.

The annual meeting of this company was held at Lawrence, Mass., on the 9th inst. Francis Cogswell, Esq., President in the chair. Mr. James C. Merrill was re-elected clerk for the ensuing year. The annual report of the directors, an abstract of which was published in our last issue, was presented and accepted. The meeting then proceeded to vote for directors, which resulted in the re-election of the following gentlemen: Francis Cogswell, Andover; Peter T. Homer, Boston; Nathaniel G. White, Lawrence; E. J. M. Hale, Haverhill; Geo. C. Lord, Boston; Amos Paul, South Newmarket, N. H.; John E. Bickford, Dover, N. H.

The matters on which the meeting was called to act were then taken up. The first was whether the act authorizing change of location of road in North Andover and Bradford, and authorizing increase of capital should be accepted. It was explained that it was not proposed to vote upon increase of capital at this meeting, but simply to vote whether the authority would be accepted. The act was accepted.

The second question was whether the stockholders of this road would accept the act allowing the Eastern Railroad to extend their Salem and Lawrence branch into Lawrence. The third section provides that their consent must be had before the law can be of effect. It was voted to accept the third section.

The question of accepting the act of the Maine Legislature in allowing the Portland, Saco and Portsmouth Railroad Company to increase its capital was discussed. The act is of no effect unless the consent of the Boston and Maine and Eastern Railroads is obtained. It was finally decided to refer the whole matter back to the directors, with instructions to call a special meeting to act upon the subject when they thought the proper time had come.

The matter of opening communication with deep water had the same reference.

The amendment proposed to the bye-laws were adopted.

The Bessemer Process.

PRODUCTION OF CHEAP STEEL IN AMERICA.—COMPLETION OF THE GREAT WORKS AT TROY.—DESCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY.—THE NATURE AND VALUE OF THE IMPROVEMENT.

Continued from page 889.

The Pennsylvania Steel Works were the third Bessemer works started in the United States, and are in present extent of plant, as well as in proposed capacity, the largest in America. They were organized under the presidency of S. M. Felton, Esq., late President of the Philadelphia, Wilmington and Baltimore railway, and under the direction and auspices of prominent railway men and engineers, such as Mr. Thomson of the Pennsylvania railway; Nathaniel Thayer, M. W. Baldwin, & Co., Wm. Sellers & Co., Bement & Dougherty, R. P. Parrott, H. R. Worthington, Merrick & Sons, Morris Tasker & Co., etc. They were built upon the plans, and started under the superintendence of Mr. A. L. Holley, now Chief Engineer. H. S. Nourse, late Assistant, is Superintendent, and John B. Pearse is Manager of the Bessemer department and Chemist.

The Bessemer department was started in June, 1867, and has been in constant operation. The ingots produced were mostly rolled into rails, at the Cambria Iron Works, Johnstown, Pa., until the starting of the Pennsylvania Steel Company's Rail Mill in May, 1868. The annual capacity of the present Bessemer Plant (two five-ton converters,) is about ten thousand tons, and of the Rail Mill, thirty thousand tons. Additional converters will be erected from time to time.

The Pennsylvania Steel Works are situated in the heart of the iron and coal regions of the state, at Baldwin, a suburb of Harrisburg, which is a junction of canals and railways running in eight different directions. Upon a rectangular, high, level plat, one hundred acres in extent, lying upon the banks of the Susquehanna, between the Pennsylvania railway and canal, the company's buildings are arranged with reference to *systematic* growth. Room is left for the indefinite enlargement of each department with reference to ample yard room and economical intercommunication by railway. These railways are of standard gauge, and of such curvature that cars from any of the lines radiating from Harrisburg can enter any building or yard. With such facilities for transportation, the present considerable distances between some of the buildings hardly amount to an inconvenience, and the great inconvenience so generally arising from huddling together the early buildings of growing works will be avoided.

The ground is a deep, solid gravel bank, well adapted to foundations, and its general level is twenty-five feet above low water, and three feet above the highest flood on record.

BUILDINGS.

The Bessemer building is probably the largest of the kind, being one hundred and fourteen feet long by one hundred feet wide, and twenty five feet high in the clear, for one pair of five-ton converters. A lantern twenty-five feet wide and six feet high extends the entire length. The adjoining melting building is eighty-one by fifty-two and a half feet, and thirty-nine feet high, with a hipped roof, and a lantern eighteen by forty-four feet; and the attached engine and boiler building is one hundred and thirty-three by fifty-two feet, and fifteen feet high. They are solidly built of blue limestone from the adjacent quarries. The walls are eighteen inches thick, and twenty-four inches through the pilasters. The windows and doors are arched with brick. The roof trusses are of wood (for greater convenience of giving a top support to the cranes,) and in the Bessemer building a sheet iron sheathing or internal roof is suspended beneath them. The covering of all the roofs is slate.

The rail mill is two hundred and seventy-five feet by ninety-two and a half feet, with two wings, ninety-two and a half by forty-nine and a half feet each, and twenty-eight and a half feet high in the clear. It consists of a hipped wooden truss roof and a continuous lantern (twenty-six feet wide by four feet high) covered with slate and resting on wooden posts (ten by twelve inches, fourteen by fourteen inches, and four posts twenty-eight by twenty-eight inches,) supported by stone piers. A permneant siding of wood, battened, and having a continuous line of fourteen feet, semi-circular windows all around, extends from the eaves down to within nine and a half feet of the ground; but below this point the siding is formed of balanced doors opening upward, so that the building can be entirely closed in Winter, while it may be turned into a mere shed in Summer, and may be opened at any point for ventilation or for entrance and exit of vehicles.

The machine shop is of wood, battened seventy-five by seventy-five feet, and twenty and a half feet high, with a lantern eighteen by seventy-two feet, and six feet high, and slate roof. One end is temporary, for enlargement. The line shafting is driven by a ten by eighteen-inch Hoadley portable engine, and the shop is completely furnished with roll and other lathes, planers, bolt-cutters, drill presses, a fifteen ton Bement crane, a Bement end-lathe, etc.

The smith shop is fifty by fifty feet, and eighteen feet high, with a continuous lantern and slate roof, and is also arranged for enlargement. It has a central crane swinging over six double fires (without chimneys,) and a Davy seven hundred weight steam hammer for forging test ingots and other work. Extensive store sheds for fire materials, etc., are erected at a convenient distance from the converting works. Water is carried to the machine and smith shops under the head of rail mill tank. All the buildings are drained by a three-feet brick sewer running to the river.

The company's boarding house is a brick building seventy by thirty-three feet, and three stories high, with twenty-six sleeping rooms. The workmen's houses are built of wood, on streets one hundred feet wide, with a thirty-foot alley between each pair. Each double tenement, or pair of houses, is twenty-eight by thirty feet, and two stories high, with two attached one-story kitchen buildings, and eight rooms with closet accommodation. The residence for the officers is a neat and commodious wooden villa, situated on an eminence over-looking the works and the river valley for many miles.

Plans are in hand, and proper places are left for the erection of extensive tyre, plate and merchant mills.

The Bessemer Plant is precisely like that at Troy, as to sizes and positions of converters and converter lifts, cars and platform, ingot pit and cranes, except that the central ingot crane is as large as the others, viz., twenty-two feet jib, nine feet lift. Two ovens with top entrances are sunk in the floor under the side ingot cranes. The flues of these ovens pass under brick bins for fire materials, to prevent their freezing in Winter. The regulator, from which the hydraulic machinery and the cranes are worked, is the same as at Troy, although differently situated. The large converting house affords ample room for the storage of moulds, and the dressing of ladles and vessel bottoms, and for bins containing fire materials, charcoal, etc., and for a floor and a hand crane for moulding flasks, etc. Two ovens, eighteen feet long each, with end entrances and railways running out under the side ingot cranes, open into the converting room from the lower story of the cupola building. From a turn-table under the central ingot crane, railways run in five directions out of the building, and under the other two ingot cranes. The railway to the rail mill passes over a ten ton scale, and a two-ton platform scale is placed under one of the cranes, so that ingots can be weighed, assorted and distributed with the greatest convenience and despatch. Upon the roof-trusses there is a hydraulic cylinder, operated from the regulator, which raises a one-ton drop (twenty-five feet fall) outside the building. The chain that raises the drop also unloads from cars the skulls, etc., to be broken up, and places them in position under the drop. The hydraulic machinery was built by H. R. Worthington, in New York.

At the front of the cupola building (opposite the converting building) there is a double two-ton verticle lift, operated by a line of shafting overhead, with openings to the stock-shed and yard. Coal wagons for a charge each, and iron wagons for a ton of pig each, are run upon the stock-house scale, loaded, run upon the lift, and hoisted to the ample cupola-charging floor, seventeen by twenty-five feet, and twenty-nine and a half feet high, or to the air-furnace floor, eleven and a half feet high. Two gangways, ten and a half feet wide, run through the cupola building from the front to the converting room. Between these gangways are the lift, a mixing floor for vessel linings, the pit into which the cupolas as dumped, and an ample space behind the converters. At the sides of these gangways are racks for tuyeres, weighmaster's office, bins for fire materials (which are ground on the floor above), a cinder mill convenient to the cupola dumping pit, a fifty-horse oscillating engine to drive the line shafting in the top of the building, and the ovens opening to the converting room. The next floor is eleven and a half feet high, formed of iron beams, arched between with brick, and reached by the lifts and by two stairways. Centrally upon this floor stand three No. 6 Mackenzie cupolas in line (with space left for a fourth), and two twelve ton ladles standing on platform scales, and arranged with worm-wheels to tip out the melted iron from the cupolas into spouts leading to the converters. This floor is connected with the converting-room by wide arches. An ample space is left upon it for getting at the converter bottoms. In one front corner of this floor is a building containing a five-feet Dimpfel fan for blowing the air and spiegel furnaces, and a No. 6 Root pressure-blower for driving the cupolas. In the opposite front corner is a building containing a Blake crusher and a Bogardus mill for preparing fire materials. The two large spaces at the sides of the cupolas are occupied, the one by two reverberatory spiegel furnaces, worked from behind and tapped in front, and the other by a large reverberatory melting furnace similarly worked (with room left for another), capable of melting five-ton charges of iron for conversion. Wide gangways are left between all the furnaces.

The blowing engine room is sixty-six by fifty feet; the engine occupies a space of sixty by twenty-two feet, and consists of a pair of fifty-four-inch air cylinders, water jacketed, a pair of forty-inch steam cylinders, five feet stroke, directly connected and horizontal, and a pair of eighteen by twenty-four-inch vertical air-pumps, worked by bell cranks. The valve motion is the long slide with adjustable slide cut off valve. The foundations are of heavy dressed stone, leaving a counterarched water tight pit under and between the engines. The air receiver is eighteen feet high by eight feet diameter. These engines were built by Merrick & Sons, in Philadelphia, and are a strong and excellent job.

The water supply for the whole works is from an unfailing well, twelve feet in diameter, at one corner of the engine-room. A Worthington duplex pump, capable of throwing twelve hundred gallons per minute, and arranged to connect with a ten-inch suction pipe from the river, when required, delivers the water through a ten-inch main into an iron tank twenty-feet in diameter and ten feet high, standing on an octagonal brick building twenty-one feet by eighteen and a half feet high, near the rail mill. The tank is covered, and is surrounded by a circular brick wall, with an air space between. From the main, water is carried yb underground pipes to the pressure pump and to the feed pumps for the converting and rail mill boilers, to the machine and smith shops, and to the office and hotel. The overflow from the air pumps runs to a shallow pond five hundred by two hundred feet, behind the rail mill, and when it is cooled runs back into the well. The rail train pit and boshes are drained to the pond. The pressure pump for driving the cranes is of the same size and make as that at Troy, and discharges into an accumulator which also acts as a regulator upon the steam valve. The feed pump for the converting boilers is of the Henderson pattern. These pumps are in the blowing engine room. The rail mill feed pump is a Worthington duplex. By means of an underground connection the fire hose (always connected) either in the Bessemer works or rail mill, and the cranes, and the boilers in either building, can be supplied from either one of the three last-named steam pumps.

The converting boilers, seven in number, are fifty-four inches by thirty feet, and two seventeen-inch return flues, and form a battery forty-eight by sixty feet in plan, with an ample space all around it. They are enclosed in brickwork, supported by iron staves. The blow-off pipes in the rear lead to the main sewer. The water-supply arrangement, safety apparatus, etc., are very complete. The flues from the boilers lead to a brick stack one hundred and ten feet high by five feet and a half square within. A nine-inch wrought-iron steam pipe runs underground, in an enclosed air space, from these boilers to the main steam pipe of the rail mill.

RAIL MILL.

The striking feature of this mill is its ample floor, space, and height. It is the only mill in this country built especially for steel, and the arrangement and strength of machinery are designed accordingly. The furnaces, eight in number (with room for more), are arranged in pairs, at one end and in one wing, with boilers over them, and sheet-iron chimneys outside the building. The furnaces do not front each other; and the smallest space in front of a furnace is twenty-one feet; the mill is consequently cool. In the centre of the space between the furnaces and the rolls, there is ample room for piling ingots, and a hydraulic crane for unloading them from the converting-room cars, and loading them on the furnace buggies. The rail train is near the centre of the building, with the engine at one end, directly connected; the saw carriage in the rear of it is arranged to receive rails from either of two sets of finishing rolls. The hot bed, laid on posts and rollers, is forty-eight feet long, with a twenty four feet table at one end and a straightening plate at the other. Beyond it is a ten-feet gangway, with a railway running from a turntable in the main siding to the other wing of the mill, in which there are two steam hammers. Beyond this gangway there is a cold bed seventy-two feet long, with a straightening press at one end and punching and drilling machines at the other. Outside of this end of the mill are tables for finished rails, ample yard room, and a siding with a twenty-five ton track scale, leading to the main siding.

The furnaces and boiler setting are of the Fritz pattern, built by Matthews & Moore, in Philadelphia. The furnace plates are corrugated, to prevent cracking by expansion. The boilers are thirty feet long by four and a half feet diameter, with two seventeen inch flues, twenty-one by twenty-four inch domes, and eighteen by twenty-one inch feed chambers below. The flame passes through the flues and under the boiler, in the same direction. The boiler-setting is similar to that in the Troy mill. The feed pipes are wrought iron, the main being five inches in diameter. The main steam pipe is fourteen inches diameter, of wrought iron, and the branches are five inches diameter, with S expansion joints. A seven inch wrought iron feed pipe connects the hammer boilers in the wing, with the others. All the steam pipes are thoroughly lagged with paper, hay, rope, and plaster—a thorough non-conductor, and very inexpensive.

The rail-train engine is of the Fritz pattern, vertical and noncondensing, and was built by Pusey, Jones & Co., at Wilmington, Del. The cylinder stands on four piers, bolted to a solid heavy bed plate, twenty-four inches high. It is forty inches diameter by sixty inches stroke, and developes three hundred to five hundred horse power at the different passes. The cross head is above the cylinder, and a forked connecting rod (thus very long) passes down both sides of it to the crank underneath. The valve motion is the Fritz revolving cam, with two double steam and two double exhaust puppet valves. The cut-off is performed by the regulator in the steam pipe. The shaft journals are seventeen inches in diameter and thirty-six inches long. The fly wheel is thirty feet in diameter and weighs fifty three tons.

The rail-train is the heaviest in this country, and consists of four sets of three-high twenty-three inch rolls—one set for blooming ten inch ingots, one for roughing, one for finishing, and one for either finishing rails of another pattern or for rolling beams or blooms. All parts of the train are stronger by some fifty per cent. than similar trains for iron. Each shoe stands on a foundation of heavy dressed stone, fourteen feet deep and four and a half feet thick at the bottom. This train has already run some three months on steel rails, with remarkable smoothness. It was built by Matthews & Moore, in Philadelphia.

The fan engine (fourteen by fifteen inches), fan and feed pump, stand near the main engine at one side of the main building. The fan was built by Morris, Tasker & Co., and is eight feet in diameter, by three feet nine inches face, and delivers to an underground brick air-duct six feet deep by four feet wide, with sixteen inch branches to each pair of furnaces. The saw apparatus, and the straightening and punching machines are driven by separate engines, and were built by Matthews & Moore. There is no line-shafting in the mill.

In the hammer wing, before referred to, there is a five ton Thwaites & Carbutt vertical steam hammer with a forty ton block, a fifteen ton crane, and a heating furnace and boiler similar to the others described, and adapted to cogging ingots and to miscellaneous forging. There is also a one and a half ton Morrison hammer by Sellers, with a two ton crane and a similar heating furnace and boiler. This makes a very complete forge, capable of working up all ingots of unsuitable size for rails, and of producing every class of forging, up to say ten inches.

The present products of these works are steel rails, hammered and rolled blooms, and forgings.

To be continued.

North Carolina Railroad.

We give elsewhere an abstract of the Report of this company for the fiscal year ending May 31 1868. By way of comparison, most of the statements are placed side by side with similar ones from the report of the preceding year. It will be seen that while the excess of expenditures in 1866-'67, was $92,257 33, the excess of receipts in 1867-'68, was $76,884 66—an improvement of $169,141 99. The excess of receipts over "new" or current expenses for the past year shows an increase over the preceding year of $22,949 29. The earnings for the months of June and July, 1868, were $69,629 52, against $61,007 61 in 1867—an increase of $8,621 91. The expenses during the same months were $57,464 82, and $62,115 74 respectively—a decrease of $4,650 92. This shows an improvement in the two months named of $13,272 83. We are informed that none of the mortgage bonds have been sold at less than par.

☞ The work of staking out the Suncook Valley Railroad, in New Hampshire, is being pushed forward, and Pittsfield, the terminus of the road, will probably be reached by the 20th.

☞ A large number of workmen are employed in grading the track for the Belfast and Moosehead Lake Railroad, and the work is going forward as rapidly as could be desired.

☞ The name of the proposed railroad from Tomah to Black River Falls, and so on, has been changed from "Tomah and St. Croix" to West Wisconsin.

Pittsburg and Connellsville Railroad.

We learn from the Cumberland (Md.) *Civilian* that the preliminary arrangements for the resumption of work on this road are now being made, and that there is a flattering prospect that the construction of the road will be put under contract at an early day, and vigorously prosecuted to a speedy completion. On the 1st instant specifications were placed in the hands of contractors desirous of proposing for work, and facilities are afforded them gratuitously by the company for an examination of the line. The work to be placed under contract, running from a westwardly to an easterly direction, commences about a mile above Connellsville, on the north bank of the Youghiogheny river, at the beginning of the branch railroad to Uniontown, and pursues the same shore of the river, passing the Ohiopile Falls, to Turkeyfoot on section 84, about twenty-seven miles from Connellsville. Here the line crosses Laurel Hill Creek, and ascends its northern slope some four miles to the "Brook Tunnel," on section 88 by which it passes from Laurel Hill Creek over to Casselman's river, and thence follows the north bank of the latter to the "Pinkerton Tunnel," on section 92; thence still pursuing the same bank of the river to Meyers' Mills, section 110; thence leaving Casselman's river, the line ascends Flaugherty Creek, through the Alleghany Mountain Gap, to the "Sandpatch Tunnel," section 115; thence descending Will's Creek, sometimes on either bank, to Krigbaum's at the junction with the Mount Savage Railroad, at the end of section 144, 87 miles from Connellsville, and 4 miles from Cumberland. Proposals will be received up to the 20th instant, inclusive, after which due notice of the award of the work will be given to the successful bidders. A circular to contractors, issued by Benjamin H. Latrobe, Esq., Chief Engineer, informs those who may have work allotted to them that they will be expected to begin it within a month after being notified of the allottment, and to complete it at such times in the years 1869 and 1870, as will allow the road to be opened through from Connellsville to Cumberland, not later than the autumn of 1870.

Vermont and Massachusetts Railroad.

A special meeting of the stockholders of this company will be held in Boston on the 19th inst., for the following purposes, viz:

1st. To see if this corporation will accept a lease or transfer for a limited time or perpetually from the Turner's Falls Branch Railroad Company of all their property, right and franchise under acts of the Commonwealth of Massachusetts of 1866, ch. 41, and acts of 1868, ch. 33, and to make arrangements therefor.

2d. To see if they will build a railroad under the authority of said acts, and to determine how they will raise means therefor.

3d. To see if they will subscribe for and hold shares in the capital stock of the Mansfield and Framingham Railroad Company to an amount not exceeding twenty five thousand dollars, under authority of acts of 1868, ch. 189.

☞ A correspondent of the Milwaukee *Wisconsin*, writing from La Crosse, September 2, says the Tomah and St. Croix Railroad, or West Wisconsin Railroad, as it is now called, is still progressing. The iron for the track from Tomah to the Falls has already arrived in New York and been reshipped for Tomah, together with a locomotive and several construction cars.

☞ At the annual meeting of the stockholders of the Boston, Hartford and Erie Railroad Company, in Boston, on the 9th inst., the following gentlemen were elected directors: John S. Eldridge, Mark Healey, Henry N. Farwell, Joseph W. Clark, James S. Whitney, James W. Converse, Henry Thompson, Edward Harris, O. J. Rathburn, Geo. M. Bartholemew, Edmund G. Howe, Thos. Tallman, and Wm. H. Chandler. H. N. Otis, Esq., was elected Secretary for the ensuing year.

☞ The Vermont and Massachusetts Railroad has surveyed a route to Turner's Falls, which will probably be adopted, beginning about 200 feet east of the Connecticut River Bridge, and running north through Montague City. The New London road is surveying a route from the same point, south, through the centre of Montague Town, which probably will also be built, if the Vermont and Massachusetts connection north to the Falls is, thus giving Montague Centre and the New London road a direct connection with the Falls.

☞ The Secretary of the Treasury has issued $1,280,000 bonds to the Central Pacific railroad of California, for an additional forty miles completed to the 255th mile post east of Sacramento.

☞ The Union Pacific Railroad is reported complete up to the 800th mile post west from Omaha, and about 300 miles this side of Great Salt Lake City.

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Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
6m38 **83 Pearl street.**

RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

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We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

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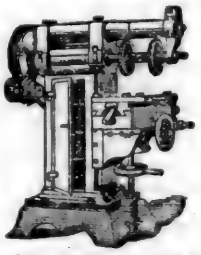
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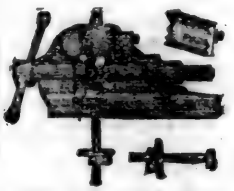
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OF THE
UNION PACIFIC
RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **103**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is *the length of time they have to run.*

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,
And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
SEPT. 14, 1868.

TO RAILWAY CONTRACTORS.

THE GRADUATION, MASONRY AND BALLASTING of the following enumerated sections of the

Pittsburgh and Connellsville Railroad,

Are advertised for contract, and proposals for the same will be received at the Company's Office, in Pittsburgh, up to

20th of SEPTEMBER, inclusive.

Commencing at the Uniontown Branch Junction, about a mile east of Connellsville, Sections 59 to 64 inclusive. Then Sections 65, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 106, 110, 112, 115, 116, 117, 118, 119, 122, 128, 129, 130, 133, 140. All of these Sections are in the valley of the Youghiogheny River, up to Section 112 inclusive. Sections 115, 116, 117 are on the Summit, and embrace the Sand Patch Tunnel; and the remainder are in the valley of Wills Creek, Section 140 being about 5 miles from Cumberland.

Specifications of the work on the above Sections will be ready for delivery on the 1st of September, at the offices of the Company, at Pittsburgh and Cumberland, where contractors will obtain all necessary information to enable them to examine the line.

The Company reserves the right to reject all or a part of each bid.

B. H. LATROBE,
Civil Engineer.
August 10th, 1868. 5134

Steel and Iron Rails,
American, English & German,
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT.
For sale by
HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
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WANTED.—A MASTER MECHANIC to take charge of a Locomotive and Machine Shop. One well accustomed to managing men required.
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Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

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Stationary, River, Marine, Side-Wheel and Propeller Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
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TESTIMONIAL.
Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.
JOHN OLIVER,
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The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

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A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

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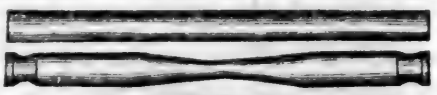
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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.
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SECOND QUARTO SERIES, VOL. XXIV., No. 39.] SATURDAY, SEPTEMBER 26, 1868. [WHOLE No. 1,693, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 26, 1868.

☞ LOUISVILLE AND NASHVILLE RAILROAD FIRST MORTGAGE 30-YEAR 7 PER CENT. BONDS, INTEREST PAYABLE APRIL AND OCTOBER, AT THE BANK OF AMERICA, IN NEW YORK.

INCOME ACCOUNT NO. 7, FISCAL YEAR ENDING 30TH JUNE, 1868:

Gross earnings		$2,228,609 44
Running expenses	$1,309,514 83	
Int. account same time	227,203 21	
		1,536,718 04
Net earnings		$691,891 40

Road and branches finished and running 367 miles, with monthly increasing earnings, and a mortgage debt of only $2,450,000.

For the purpose of retiring the above OLD indebtedness, and of extending its connections Southward, this Corporation has executed a mortgage to JAMES PUNNETT and JUNIUS B. ALEXANDER, of the city of New York, as Trustees, upon its entire lines of Road, with all its rolling stock, property, franchise and INCOME, to secure the prompt payment of its bonds for eight millions of dollars, in denominations of one thousand each, payable thirty years from 1st of April, 1868, and bearing seven per cent. interest—Coupons payable April and October, at the Bank of America, in New York. This mortgage provides for the *registering* of these bonds on the books of the Company, and at its agency in New York, by any holder who may desire this security against loss by theft or otherwise; and also that $2,500,000 of the Bonds shall be set apart for the *express purpose* of retiring at maturity the present indebtedness—thereby making this the *only* and *first* mortgage, on a road costing *double the amount.*

There is no Railroad Corporation in America whose bonds should more fully command the entire confidence of capitalists than this, which has never faltered in the payment of its obligations, of every description.

The net earnings of the Road are more than fourfold the interest on its present bonded indebtedness, and the stockholders have received eight per cent. cash dividends.

It is the purpose of the Company to issue, at present only a small portion of their Bonds secured under this mortgage, which we are now authorized to sell, in lots to suit purchasers, at ninety and accrued interest. Personal knowledge of this property, and its management, fully warrant us in unhesitatingly recommending these Bonds as in *all respects* a *first-class* security.

J. B. ALEXANDER & CO.,
No. 19 Nassau Street.

New York, September 16, 1868.

Kalamazoo, Allegan & Grand Rapids R.R.

The location of the route of this road from Grand Rapids to Allegan has been made, and the contract for preparing it for the iron has been let to Messrs. Goss, Warren & Co., who also have the contract for grading and furnishing the ties for the road from Kalamazoo to Allegan. It is expected that the contractors will put on all the men they can employ, and push the road to completion as fast as possible. Trains are to run to Allegan by October 15, and the contractors hope to complete the line to Grand Rapids by the first of January next.

☞ The directors of the Worcester and Somerset Railroad have decided to proceed with the construction of the road at once. They are to hire their own engineer and laborers, and are to commence the survey on the 28th of this month and the grading about the 1st of October.

Commerce of the United States.

The Director of the Bureau of Statistics has issued his regular monthly report of the import and export trade of the United States, which completes the record of the fiscal year, ending June 30th. According to Mr. Delmar's figures, the total value of import entries and the re-exports, and the resulting net imports of the United States, during the fiscal years 1860 to 1868, inclusive, specie and bullion included, were:

Years.	Import Entries.	Re-exports. Specie.	Net Imports.
1860..	$362,166,254	$26,933,022	$335,238,232
1861..	352,739,387	20,645,427	332,093,960
1862..	275,446,939	14,145,973	261,300,966
1863..	252,919,920	23,406,832	229,513,088
1864..	329,565,134	18,684,317	310,880,817
1865..	248,595,652	26,110,773	222,444,879
1866..	445,512,158	13,866,444	431,645,714
1867..	411,733,309	20,106,820	391,626,489
1868..	370,559,737	21,832,479	348,727,258

The following table exhibits the receipts from customs, imports, tonnage, &c., during each fiscal year since 1860:

1860 ...	$53,187,511 87	1865 ...	$84,928,260 60
1861 ...	39,582,125 64	1866 ...	179,046,651 58
1862 ...	49,056,397 62	1867 ...	176,417,810 88
1863 ...	69,059,642 40	1868 ...	164,464,599 56
1864 ...	102,316,152 99		

The total specie value of the domestic exports of the United States, during the fiscal years 1860 to 1868, inclusive, (specie and bullion included,) is shown in the following table:

1860	$373,189,274	1865	$196,235,455
1861	382,836,474	1866	417,142,084
1862	213,253,560	1867	334,350,653
1863	240,407,512	1868	352,389,639
1864	241,967,048		

York River Railroad.

The Richmond *Whig* says that a preliminary contract has been entered into between the York River Railroad Company and a party of Northern capitalists, which will secure its completion to West Point by the 1st of January, 1869. All of the remaining sixteen miles, from the White House, its present terminus, to West Point, is graded, and to lay the track ought not to require over sixty days. The work will be commenced about the 1st of October. It is stated that Joseph R. Anderson & Co., of the Tredegar Iron Works, Richmond, has the contract for the iron.

Mctchell, Bloomfield and Terre Haute R.R.

Articles of association have been filed in the office of the Secretary of State, at Indianapolis, Ind. The capital stock of the company is $2,000,000, divided into 40,000 shares, of $50 each. The directors for the first year are James Lyons, Jason N. Conly, John Jones, Henry Irons, Henry Vandike, Wm. Mason, and Marcus H. Scheicer. The proposed road will commence at Mitchell, Lawrence county, and run through the counties of Lawrence, Green, Clay and Vigo, to Terre Haute, a distance of about eighty miles.

Louisville, Cincinnati and Lexington Railroads.

We have been favored with a copy of the Second Annual Report of the "Louisville, Cincinnati and Lexington Railroads," being the Twentieth Annual Report of the *Louisville and Frankfort* and *Lexington and Frankfort* Railroad Companies. The former road is 65 miles in length, and the latter 29—together, 94 miles. These roads are operated as one, under the control of an executive committee, consisting of W. A. Dudley, Norvin Green, C. N. Warren, F. K. Hunt, J. Guthrie Coke, J. W. Kalfus and M. C. Johnson, of which W. A. Dudley, President of the Lexington and Frankfort Railroad Company, is chairman.

The receipts from operations of these roads for the years ending June 30, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers	$283,612 64	$277,702 59
" freight	202,137 92	187,247 74
" express	12,881 65	15,437 14
" mail	9,400 00	9,400 00
" telegraph	1,249 74	1,111 27
" miscellaneous	837 07	2,320 19
	$510,319 02	$493,218 93
Expenses, viz:		
Conducting transp	$83,222 14	$71,610 54
Motive power	98,585 62	77,641 95
Maintenance of way	122,901 88	139,566 41
" cars	41,415 68	38,977 50
General expenses	10,976 58	13,175 47
	$357,101 90	$335,971 87
Net earnings	$153,217 12	$157,247 06

Compared with the previous year, the gross earnings of 1867–'68 show a decrease of $17,100 09, with a decrease in expenses of $21,130 03—making the increase in net earnings, $4,029 94.

The receipts and expenses from all sources for the year ending June 30, 1868, were as follows:

RECEIPTS.

Transportation receipts, as above	$493,218 93
Discount on loans and interest on investments	40,358 53
Sales of first mortgage bonds	1,283,000 00
" preferred stock	162,483 76
Received from sundry persons on amounts due	13,255 25
Decrease of cash on hand	203,828 75
Due sundry individuals	107,449 58
Bills payable	449,314 62
Total	$2,752,909 42

Operating expenses, as above	$335,971 87
Construct'n account—Cincinnati Br.	1,963,547 69
Interest on first mortgage bonds	94,474 11
Discount "	192,450 00
Real estate	3,500 00
Increase in supplies on hand	4,526 93
Dividend on preferred stock—9 p.c.	8,900 09
Louisville and Frankfort R. R. Co.	103,838 73
Lexington and Frankfort R. R. Co.	45,700 00
Total, as above	$2,752,909 42

INCOME ACCOUNT.

Balance on hand July 1, 1867		$96,470 22
Gross earnings for the year ending June 30, 1868		493,218 93
Total		$589,689 15
Operating expenses for the year ending June 30, 1868		$335,971 87
Paid Louisville and Frankfort R.R. Co. on account of net earnings		103,838 73
Paid Lexington and Frankfort R. R. Co. on account of net earnings		45,700 00
Two 4½ per ct. dividends on perferred stock		8,900 00
Supplies on hand July 1, '68	$59,456 08	
Paid to Cincinnati Br. fund.	35,822 38	
		95,278 48
Total, as above		$589,689 15

We give elsewhere statements showing the financial condition of the respective companies July 1, 1868. The most noticeable changes since the last report are a reduction of $12,000 in the debt of the Louisville and Frankfort, and $19,000 in that of Lexington and Frankfort Railroad Companies. In addition, the latter company had on hand cash means applicable to the reduction of its debt to the amount of $12,000. Practically, therefore, the aggregate debt of these companies may now be stated as $43,000 less than the sums named in their last reports. Excluding their joint engagements, contracted on account of the Cincinnati Branch, the general condition of each company is as follows:

	Lou. & Frank.	Lex. & Frank.
Capital stock	$1,109,594 40	$514,646 42
Debt secured by mort.	208,000 00	32,000 00
Debt unsecured—perpetual loan	74,519 50	.....
Cost of road	1,532,644 99	654,265 37

The aggregate cost of both roads has been $2,186,910 36; represented by: Capital stock, $1,624,240; 82 debt secured by mortgage, $240,000; unsecured debt, $74,519 50—total, $1,938,760 32.

The net earnings of the road from Louisville to Lexington during the year were $157,247 06. Out of this there was paid:

To the Louisville & Frankfort Railroad Co:		
In preferred joint stock	$66,405 00	
In cash	37,433 73	
		$103,838 73
To the Lexington & Frankfort Railroad Co:		
In preferred joint stock	$30,878 76	
In cash	14,821 24	
		45,700 00

These payments are not exactly in the proportion fixed by the operating agreement between the two companies. The difference is due to an error in the payments of the preceding year, through which the Louisville Company received $1,406 70 less than the sum to which it was entitled, and that deficit is made good in the payment of the last year.

A balance of $7,708 33 remains undivided in the hands of the joint companies. The Report says:

The condition of your roads is steadily improving. A large quantity of new ballast is annually placed in the road-bed to supply original deficiencies; the cost of which is, for the present, charged to operating expenses, as has been our habit for several years past.

The net earnings are slightly in excess of those of the preceding year, notwithstanding the payment of several thousand dollars in compromise of the suits instituted against us for injuries to persons by the explosion of the locomotive *Scott*, in the month of June, 1865. These are the only suits of any consequence in which the company has been engaged for many years. We have pursued the policy of settling without suit all claims against us which were *colored* with justice, even when, as in the instances in question, we have not regarded the companies as subject to any legal liability.

Our continued freedom from accident is a subject for congratulation. On few, if any, of the roads in this country have trains been run with greater safety and regularity—a result principally attributable to the watchful fidelity of the men in your employment.

CINCINNATI BRANCH.

At the date of our last report the construction of this Branch had just been fairly commenced. Since then the work has been steadily prosecuted, and now approaches completion.

In November, through the agency of A. S. Hewitt, Esq., of New York, I negotiated the purchase of 8,000 tons of rails, and the joint fastenings for half that quantity of rails, from Messrs. Guest & Co. and Bolckow, Vaughan & Co., leading English manufacturers. In February following, Messrs. Guest & Co. accepted an order for an additional thousand tons. The sad exprience of other companies had shown the purchase of *cheap* rails to be false economy. Our original estimate, therefore, contemplated the payment of an extra price, with a view to secure a really good rail, and Mr. Hewitt was authorized and agreed to pay, for rails manufactured under inspection, upon specification furnished by himself, about twenty per cent. more than was asked for ordinary Welsh rails made for the American market. Mr. C. P. Sandberg, an engineer of distinction, was employed to make the inspections. The larger portion of the rails have been received, and, in justice to the manufacturers and the inspector, I should add that, from such examination as we have been able to make, we are satisfied that their quality will be found fully to justify the extra price paid for them.

Our first estimates were for about 8,300 tons of rails, at a cost of $95 per ton, delivered on the line of the road. The actual purchase, as above stated, is 9,000 tons; the cost of which, delivered on the line of the road, will not exceed $86.50 per ton. Notwithstanding the purchase of 700 tons more than was estimated for, the aggregate amount paid will fall short of the estimated cost by several thousand dollars. The new rails not required to lay the Cincinnati Branch will be used in relaying the road between Lagrange and Louisville. The old iron thus replaced will be used for repairs of the line between Lagrange and Lexington, and in laying the sidings upon the Cincinnati Branch.

The purchases of rails were made on credits of one, two, and three years from the several dates of shipments. The notes of the companies, bearing interest at the rate of seven per cent. per annum, were given in settlement, and our bonds deposited (at the rate of eight dollars of bonds to each pound sterling of the notes) as collateral security for their payment. The item "Bills Payable," in the generel balance-sheet, of course includes only the notes given for that portion of the rails for which shipping documents had been received prior to the 1st July.

The adoption of a less expensive form of joint fastening than was originally proposed, coupled with the decline in prices, has enabled us to effect a saving of nearly $40,000 from our estimate of the cost of that item. All of these have now been purchased.

Ten locomotives for passengers and freight and two for switching purposes have been contracted for with the Rogers Locomotive Works. One switching engine has been delivered, and the remaining number will be ready when needed. This purchase also was made upon satisfactory credit—the payments being secured by a deposit of bonds, as collateral, at the rate of 85 cents to the dollar. Owing to the decline of prices since our estimate was made two years since, we were able to secure the locomotives at an average reduction

of more than $5,000 each from our estimate of their cost.

All the iron spikes have been purchased and paid for at prices less than our estimate. Cross-ties have been contracted for and are being rapidly delivered. Their cost will not exceed the estimate.

Our charter authorizes the issue of three millions of mortgage bonds. These have been disposed of as follows:

Amount issued and paid for as per general balance-sheet	$2,116,000
Amount subscribed but not yet paid	162,000
Amount deposited as collateral on purchase of rails	552,000
Amount retained as collateral for purchase of locomotives	170,000
Total	$3,000,000

We were also authorized to issue one million of preferred joint stock. Of this there has been paid for from the net earnings of the road, and issued for dividends during the years 1867–'68,

The sum of	$145,921 94
And sold for cash	65,200 00
Making amount actually issued	$211,121 94
To which add amount subscribed but not yet paid	77,000 00
Leaves for future disposition	711,878 06
Total	$1,000,000 00

The amount necessary to place the Cincinnati Branch in operation was originally estimated at $3,459,011. Three fourths of the graduation and masonry are now complete. The iron rails, joint fastenings, spikes, cross-ties, and locomotives have been purchased or contracted for at fixed prices; and we are now satisfied that the original estimates will be reduced rather than exceeded by the actual result. The means to meet that expenditure are as follows:

Proceeds of $3,000,000 of mortgage bonds at 85	$2,550,000
Proceeds $1,000,000 preferred stock at par	1,000 00
Total	$3,550,000

Which gives an excess of means over estimated expenditure of $90,989.

In this statement it will be observed that the $722,000 of hypothecated bonds are supposed to yield us no more than those which have already been disposed of, although since the success of our enterprise has been established, and we have ceased to offer the bonds for sale, there has been a marked advance in their market value, and a still further advance may be confidently expected upon the opening of the road before we shall be required to offer them for sale. Nor is any deduction made from the estimated cost of the road, although large savings have been effected in several of the most important items.

The company have 14 locomotives, 13 passenger, 5 baggage, 24 freight, 74 stock, 51 platform, 38 ballast, 38 hand and 1 boarding-house cars. Miles run by locomotives with passenger trains, 144,473; with freight trains, 74,474; distributing trains, 25,087—total, 244,034, against 248,321 in 1867, and 239,626 in 1866. Total cost per mile run, 83.15 cents, against 42.28 cents in 1867. The total mileage of cars was 1,520,384.

The number of passengers carried was 328,803. Number carried one mile, 7,078,999. Average distance traveled by each passenger, 21.53 miles. Earnings per passenger per mile, 3.92 cents. Miles run by passenger trains, 137,839. Earnings per mile run by passenger trains, 219.49 cents.

Number of tons of freight hauled 68,510. No. of tons hauled one mile, 3,181,380. Average distance hauled, 46.44 miles. Earnings per ton per mile, 5.88. Miles run by freight trains, 63,604. Earnings per mile run by freight trains, 294.40 cents. Total earnings per train mile, 244.95 cents.

The gross cash receipts of the joint roads for two years ending June 30, 1868, were $1,003,537 95; and the actual cash expenditures, $637,888 97—leaving a balance of $365,648 98. Of which there has been paid to the Louisville and Frankfort Railroad Company $122,313 77; and to the Lexington and Frankfort Railroad Company, $52,690 80—total $175,004 57. The balance ($190,644 41) has been paid to Cincinnati Branch Fund, and is thus accounted for: proceeds of three preferred stock dividends, $145,921 94; dividends on preferred stock, $8,900 09; balance, to credit side of income account, $35,822 38. Of the $190,644 41 paid to Cincinnati Branch Fund, $71,691 75 has been paid for interest on bonds to the close of the fiscal year, leaving a balance of $118.952 66 still on hand to be applied to the payment of interest on the mortgage debt for the ensuing year.

GENERAL ACCOUNT, JUNE 30, 1868.

Construction acc't—Cincinnati Br.		$2,107,196 57
Discount on bonds		317,400 00
Interest on bonds		71,691 75
Due from sundry individuals		26,898 37
Real estate		59,456 08
Stock of supplies on hand for current operations		59,456 08
Cash on hand		389,952 61
		$2,995,845 38
7 per cent. first mortgage bonds, due in 1897		$1,116,000 00
9 per cent. preferred stock		211,121 94
Due sundry contractors for reservation on estimates		102,369 48
Due other companies for ticket sales		242 44
Bills payable—Due Messrs. Bolckow, Vaughan & Co., and Messrs. Guest & Co., England, for rails, fish-plates, and bolts received, payable in one, two, and three years, interest included and converted into currency		449,314 62
Unpaid coupons		12,110 00
Unpaid dividends		7,578 00
Due sundry individuals		1,830 44
Balance to credit side of income account		95,278 46
		$2,995,845 38

Superintendent.—SAMUEL GILL.
Chief Engineer Cin. Br.—I. M. ST. JOHN.
Secretary and Treasurer.—W. H. BEYNROTH.
Auditor.—WILLIAM MAHL.

☞ Geo. W. Lefevre has been elected president of the Doe Run and White Clay Railroad Company, and Levis Pennock, Martin Landenberger, Levis Barnard; George B. Sharp, Cyrus Hoopes, John M. Pomeroy, Nelson P. Boyer and Aaron Baker, directors. The road will run from Parkersburg to Delaware City, following Brick Run and White Clay Creek. It is proposed that the citizens along the line shall grade the road, and the Pennsylvania Railroad will lay the rails, and equip the road as a coal road, to Delaware City as a shipping point.

☞ Twenty five miles of the projected Belfast and Moosehead Lake Railroad have been surveyed.

☞ Work on the Boyertown and Pottstown Railroad is progressing rapidly. A large force is at work, and already over a mile of the grade is ready for the rails.

Central Pacific Railroad.

This road is now within 300 miles of Salt Lake, and extending eastward very rapidly. The continuous rail will be completed by July next. The business for the month of July last was as follows:

Gross earnings	$259.590 89
Operating expenses	80,352 72
Net earnings	$179,238 17

This result was upon less than 200 miles opened for business, with insufficient rolling stock, and was derived from legitimate commercial business only—being altogether independent of the transportation of the immense amounts of men, subsistence and materials required for grading and extending the track nearly 100 miles eastward during the same period.

The Funcke & Elbers Steel & Iron Works, Hagen, Prussia.

Our advertising columns contain to day the card of the above company, which, to judge from numerous certificates of German Railways, has manufactured puddled steel and steel headed rails with remarkable success for upwards of seven years. The prospectus of the company gives detailed accounts of the manner in which these rails are made, the main novel feature being the peculiar method of piling, viz: Instead of rolling out solid ingots, as in the Bessemer process, or five flat bars (tops and bottoms) as is usually done with common iron rails, the pile is composed of two rows of thirteen flat bars (more or less) standing on top of each other, the lower row, or part of it, consisting of fine fibrous iron if steel headed rails are to be made.

This pile is hammered down under a five-ton steam hammer to the requisite size for the rollers, and when the rail is finished thirteen welding-joints run nearly parallel from the rail-top down into the flanges or feet of the rails.

Messrs. Funcke & Elbers claim, that so far no kind of steel, except puddled steel, can be perfectly welded in the aforesaid manner, and also, that these rails are superior to Bessemer rails, because the tread-piece demands a very hard and the bottom of the rails a very tough substance; these two qualities are combined in the former, hence freedom from breakage, while the Bessemer rails are rolled out of a solid, uniform mass, which obviously must be deficient in one of the aforesaid qualities. Funcke & Elbers' rails are now in use on six American Railroads, and on the way for other companies, so that their practical value will be soon ascertained.

The reputation of their American agents, Messrs. Hermann Boker & Co., who are established in this city over forty years, is too well known to require any comment.

☞ Trains have commenced running through to Charlotte from Jackson, on the Grand River Valley Railroad. A daily line of stages connects Charlotte and Hastings.

☞ The work on the Kent (Md.) Railroad is making considerable progress. The wharf on Chester River, at Chestertown, is now nearly completed.

☞ Passenger trains are now running on the Perkoimen Railroad from the Junction to Skippack, a distance of ten miles.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool.....	$3,582,753	$3,125,694
" cotton...	1,322.108	1,376,978
" silk	2,109,826	2,598,347
" flax	947,314	1,103,665
Miscellaneous dry goods..	820,014	830,625
Total entered for consump.	$8,782,015	$9,035,309

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool.....	$3,273,970	$2,424,438
" cotton...	480,535	280,297
" silk	1,085,398	725,370
" flax	685,339	450,363
Miscellaneous dry goods..	206,698	140,815
Total withdrawn from warehouse	$5,731,940	$4,021,288
Add entered for consump.	8,782,015	9,035,309
Tot. thrown on the market.	$14,513,955	$13,056,592

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool.....	$2,250,646	$2,044,855
" cotton...	368,402	369,936
" silk	681,662	800,114
" flax	420,164	478,441
Miscellaneous dry goods..	105,130	124,951
Total entered for wareh'g..	$3,826,004	$3,818,297
Total entered for consump.	8,782,015	9,035,309
Total entered at the port.	$12,608,019	$12,853,606

The imports of foreign dry goods at New York for eight months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$12,400,586	$10,486,794
" cotton..	8,432,014	7,530,917
" silk	8,668,721	11,958,086
" flax	6,087,013	5,776,363
Miscellaneous dry goods.	4,372,970	4,129,147
Tot. entered for consump.	$39,961,304	$39,881,257

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$12,943,758	$8,250,244
" cotton..	5,502,186	3,140,059
" silk	5,454,591	3,010,027
" flax	5,146,163	3,477,540
Miscellaneous dry goods.	1,199,890	1,233,298
Total withdrawn from warehouse	$30,246,538	$19,111,168
Add entered for consump.	39,961,304	39,881,527
Total thrown on the market....	$70,207,842	$58,992,425

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	$12,849,883	$8,100,006
" cotton..	4,752,986	2,791,487
" silk	4,353,257	3,180,583
" flax	3,401,038	2,561,609
Miscellaneous dry goods.	1,221,411	1,200,055
Total entered warehouse.	$26,078,575	$17,833,720
Add entered for consump.	39,961,304	39,881,257
Total entered at the port..	$66,039,879	$57,714,977

☞ The Cecil *Whig* says there are indications that the Columbia and Port Deposit Railroad Co. are about to make a move towards finishing the road to the Octoraro Creek. A few days since a train arrived bringing one hundred tons of railroad iron, and they report more on the way. The prospect now is that some of the rails will be laid before Christmas.

Union Pacific Railroad.

THE COST IT SAVES, AND THE PROFIT IT MAKES TO THE GOVERNMENT.

The prospective value of the Union Pacific Railroad, as a promoter of emigration and of increased production of the minerals of the West, is beyond question. But its value and profit as a national undertaking are by no means confined to the future. Each year of its operation, even in its unfinished state, ensures direct, unequivocal profit to the National Treasury, as the following figures, furnished by Gen. M. C. Meigs, U. S. Quartermaster-General, abundantly prove.

Previous to the building of this continental railroad, all Government freight, consisting chiefly of supplies for the troops upon the frontier, was carried by wagons under contracts given to the lowest responsible bidders. At the time of the Mormon War, the annual expense of maintaining troops upon the Plains amounted to about $1,000 per man, most of this sum being chargeable to transportation. In 1866, wagon transportation upon "Route No. 1" (the route now occupied by the Union Pacific Railroad,) cost an average of 28.4 cents per ton per mile. In 1867, an average of 39.4 cents was paid for similar service, while, on account of the increased distance, for the season from January 1, 1868, to March 31st, the lowest contract that could be made was for 50 cents per ton per mile.

The average tariff of Government transportation over the Union Pacific Railroad is 10.61 cents per ton per mile, but even this is in excess of the actual cost, as may be seen by the following extract from a letter from Quartermaster-General Meigs, under date of September 1, 1868:

"It may properly be assumed that the average rate per ton per mile charged by your company, (10.61 cents,) being based upon your published tariff rates, is somewhat in excess of the actual average rate paid by this department for its transportation, owing to the fact that the greater portion of the freight carried for it is comprised under the lower classes, and that 10.5 cents per ton per mile would approximate the rate actually paid."

The amount paid by the Quartermaster-General to the Union Pacific Railroad in 1867, for Government transportation, was $699,698 81. Had this same freight been transported by wagons, at the contract price for that year (39.4) cents,) the cost would have been $2,625,536 41. In other words, the money actually saved, in one year, in the transportation of Government freight, with the road in operation for an average distance of but 386 miles, was $1,925,837 60. As has been stated, one-half the Company's charges against the Government for transportation are paid in cash, the balance being credited toward the payment of the United States Bonds and their interest. The U. S. Treasury Department officially reports that the total amount of interest which had been paid by Government upon bonds issued to the company up to June 30th, 1868, was $764,655 75. The amount paid by the company on account of the above charge to the same period, was $615,914 58, with a balance then due from the War Department, of $55,229 42, one-half of which was applicable to the payment of the interest account. It will therefore be seen that the Government has actually paid out only $121,126 46 (which itself will probably be more than paid by Government transportation during the present year,) while its actual saving in one years' transportation was almost two million dollars. As the railroad is rapidly carried forward, the amount of its Government service and the corresponding saving to the treasury will increase even more rapidly, while in other respects the national gain will be equally manifest. By the building of the road and the emigration which it renders possible and profitable, the value of all Government lands along its line will be increased beyond present computation. Lands which before were entirely inaccessible, and therefore worthless, are now brought into direct connection with markets whose demand for all productions of the soil will steadily increase, while those situated near the town sites established by the company will at once become of very great value. The population thus supported and encouraged by the railroad will not only swell our agricultural and mineral productions, but, if the present ratio of national taxation be kept up, the people along the line of the Pacific road will, in ten years time, pay not less than ten million dollars as annual taxes into the U. S. Treasury. In short, it is safe to assert that this railroad will prove by far the most profitable of all the internal improvements ever aided by Government.

THE WAY BUSINESS—ACTUAL EARNINGS.

As no one has ever expressed a doubt that as soon as the road is completed, its through business will be abundantly profitable, it becomes interesting to know, not only what may be expected, but what has actually been earned, by the way or local business, so far as it has been opened. It should be remembered that, although settlements are being rapidly made along the line, until recently the road has run through a wilderness for almost its entire length; but as every year brings an influx of population, this local traffic will have a steadily increasing value. At present, its transportation for the Government and for the mining regions is the chief source of its already large revenue. As these mining regions are penetrated, the earnings will be greatly increased, and the various branch lines that will soon be constructed will be most valuable feeders of the main trunk.

The following are the earnings of the Union Pacific Railroad for the year ending June 30, 1868:

From passengers		$888,335 05
" freight		3,238,371 61
" express....		30,954 79
" mails....		66,800 00
" miscellaneous.....		26,579 28
		$4,246,040 73
Expenses:		
Conducting transp.....	$517,802 86	
Motive power.....	977,010 62	
Maintenance of cars...	209,150 57	
Maintenance of way...	831,537 66	
General expenses.....	149,255 43	
		2,684,757 14
Net earnings to balance		$1,561,283 59

The average length of road in operation for the same time was 472 miles.

The amount of first mortgage bonds the company can issue on this 472 miles is $7,520,000.

Gold interest for one year, at the rate of 6 per cent., is....	$451,200
Add 40 per cent. premium for gold.....	180,480
	$631,680

Surplus for the year, after paying interest on first mortgage bonds, $929,603 59.

We will now add to the account the interest on the U. S. second mortgage bonds, and it will stand as follows:

Net earnings for one year....		$1,561,283 59
Interest on first mortgage bonds, reduced to currency.....	$631,680	
Interest on second mortgage bonds, in currency.....	451,200	
		1,082,880 00
Surplus after paying all interests....		$478,403 59

The earnings for the first half of the financial year were so large that the company reduced their charges twenty-five per cent. If the way or local business produces such results, what may we expect from the traffic that must pass over it from the two sides of the whole North American continent?

THEIR SECURITY AND VALUE.

As before stated, the Union Pacific Railroad Company are authorized by Congress to issue their first mortgage bonds in the same amounts as

are issued by the Government to the company on the various sections of the road *as they are completed*, viz:

On the first 517 miles at $16,000 p. m.	$8,272,000
On the Rocky Mountain region, 150 miles, at $48,000 per mile.....	7,200,000
On 433 additional miles at $32,000 per mile.....	13,856,000
Total for 1,100 miles.....	$29,328,000

All these bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear interest at the rate of six per cent. per annum *in gold*, payable on the first days of January and July, at the company's offices in the city of New York.

PRINCIPAL AS WELL AS INTEREST PAYABLE IN GOLD.

While the company have never supposed that the principal of their bonds would be paid otherwise than in gold, yet, to put all question on this subject at rest, at a meeting of the directors held on the 12th of March, 1868, it was unanimously

Resolved, That the President and Treasurer are authorized and directed to enter into a covenant with the Trustees of the first mortgage bonds of this company, to pay the principal of said bonds, at maturity, in United States gold coin.

In accordance with this resolution, the President and Treasurer made the following

COVENANT.

Know all men by these presents, *that whereas*, the Union Pacific Railroad Company heretofore executed to Edwin D. Morgan and Oakes Ames, Trustees, a certain indenture of mortgage bearing date the first day of November, one thousand eight hundred and sixty-five, mortgaging thereby the railroad of the said company to the said Trustees to secure the payment of the said company's first mortgage bonds, and the said indenture of mortgage was duly recorded; *And whereas*, the said company have issued divers of the said first mortgage bonds, and intend hereafter to issue divers others of said first mortgage bonds mentioned in and provided for by the said indenture of mortgage; *And whereas*, by the tenor of said bonds the principal sum payable thereon at maturity is to be paid in lawful money of the United States; *Now*, in consideration of the premises, and of one dollar to the said company in hand paid, the receipt whereof is hereby acknowledged, and for divers other good and valuable considerations the said company thereunto moving, the said company hereby covenant and agree to and with the said Edwin D. Morgan and Oakes Ames, as Trustees, for the benefit of all who are or shall be holders of said bonds, and to and with the successors of said Trustees in the trust created by the said indenture of mortgage, that the principal of all the said first mortgage bonds, being one thousand dollars each, as well such as have been issued hitherto as such as shall be issued hereafter, shall and will be paid by the said company whensoever the same respectively become payable according to the tenor thereof, in the gold coin of the United States at par, that is to say, one thousand dollars of such coin for each of the said bonds.

In witness whereof, the said company have caused these presents to be sealed with their corporate seal, and to be subscribed by their President and Treasurer, this twelfth day of March, one thousand eight hundred and sixty-eight.

Sealed and delivered in the presence of BENJAMIN F. HAM. } OLIVER AMES, *President*. JOHN J. CISCO, *Treasurer*.

It will be noticed, that this covenant applies to all the first mortgage bonds of the company without exception, including those that have been heretofore issued as well as those which may be issued hereafter. We now come to the first question which will be asked by every investor, viz:

ARE THE BONDS SECURE?

ANS.: Congress has taken an especial care that the interests of the bondholders of this road shall be secured, that has never before been shown towards a similar enterprise. The mortgage is made to Hon. E. D. Morgan, U. S. Senator from New York, and Hon. Oakes Ames, Member of U. S. House of Representatives from Massachusetts, who alone can deliver the bonds to the company, and who are responsible for their delivery in strict accordance with the terms of the law.

The President of the United States appoints five Government directors who cannot be stockholders, who take part in the direction of all its affairs, and one of whom is to be on every committee of the company. It is the duty of these directors so see that all the business of the company is properly managed, and to report the same to the Secretary of the Interior, who reports, through the President, to Congress.

The President of the United States also appoints three Commissioners to inspect the work as it progresses, in sections of twenty miles, to see that it is in all respects a first class road, and that it is suitably provided with depots, stations, &c., and all the rolling stock necessary for its business. The U. S. bonds are issued to the company only as each section of twenty miles is accepted by the U. S. Commissioners, and the Trustees of the first mortgage bondholders deliver the company's own first mortgage bonds to the company only on the same conditions, except that the company are permitted to issue their bonds for one hundred miles in advance of the completed line, to cover a part of the cost of grading, &c.

To give every facility for the negotiation of the company's first mortgage bonds, the Government makes its own bonds issued to the company a *second lien*, and it will be noticed that the Union Pacific Railroad is, in fact, a Government work, built under the supervision of Government officers, and to a large extent with Government money. We may say, without danger of contradiction, that no bonds issued by any other company in this country, or, so far as we know, in the world, are made so secure by a responsible Government, as the first mortgage bonds of the Union Pacific Railroad Company. They are not only a first mortgage upon a property that costs three times their amount, but upon a property of daily increasing value, and whose income is already much more than their interest. First mortgage bonds, whose principal is so thoroughly secured, and whose interest is so liberal and so amply provided for, must be classed among the very safest and best securities.

A PERMANENT VALUE.

The recent movements in Congress in favor of redeeming the Government bonds in currency, or taxing them directly or indirectly so as to reduce the rate of interest, and practically compel the holders to fund them at 4 or 4½ per cent., have induced many careful investors to exchange their Government securities, as a whole or in part, for Union Pacific First Mortgage Bonds. There are others who always prefer a first mortgage upon such a great, valuable, and productive real estate, to the obligations of any State or nation, which are subject to the vicissitudes of political action.

WHAT ARE THEY WORTH AS AN INVESTMENT?

ANS.: Other conditions being the same, securities are valuable *according to their rate of interest*. The recent average quotations for U. S. 10-40 bonds, bearing only 5 per cent. gold interest, redeemable by the Government in six years, have been 105 to 106, and the U. S. sixes of '81, gold six per cents which may be redeemed in thirteen years, have been at from 113 to 115½. The best first mortgage six per cent. railroad currency bonds range at about par, and the seven per cents run to a considerable premium, while the Union Pacific First Mortgage Bonds are sure to pay six per cent. in gold, which, with the premium at 40, (where it has stood upon the average for about three years,) pay 8 2-5 per cent.

It will be noticed that a very important consideration in determining the value of these bonds is *the length of time they have to run*.

It is safe to assume, that during the next thirty years, the rate of interest in the United States will decline as it has done in the old countries of Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 28 per cent. above par.

There is no doubt that the Union Pacific bonds will become a favorite investment abroad, for although the company have made no effort to sell them, except at home, considerable amounts have been voluntarily taken on foreign account, and it is probable, that as soon as the road is completed, a very large proportion of the whole issue will be taken out of the country.

It should be remembered, that the whole issue of these bonds will be only about thirty million dollars, of which over eighteen millions have already been sold; and while subscriptions are now received at 102, it is expected that, with a favorable money market, the price may be further advanced at an early day.

In addition to their safety and profit, these bonds offer every convenience of a convertible investment. The gold coupons will be cashed by bankers in any part of the country, and the bonds themselves are taken as security for loans at the lowest current rates.

JOHN J. CISCO, Treasurer,
Union Pacific Railroad Co.
NEW YORK, Sept. 20th, 1868.

Debt of Tennessee.

The following is a statement of the debt of Tennessee as recently reported to the Legislature of that State:

BONDED DEBT OF THE STATE.

State debt proper to Jan. 1, 1866...		$3,334,606 66
Int. on same funded to Jan. 1, 1866.		743,553 60
Total.....		$4,078,160 26
State b'ds loaned to railroads to Jan. 1, 1861.....	$21,465,000 00	
Interest funded to Jan. 1, 1866.....	3,732,343 10	
State bonds loaned railr'ds since Jan. 1, 1861.....	4,438,000 00	
		$29,635,343 10
State bonds loaned to turnpike companies to Jan. 1, 1861.....	$490,000 00	
Interest on same, funded to Jan. 1, 1868...	102,060 00	
		592,060 00
State bonds loaned to Agricultural Bureau to Jan. 1, 1861.....	30,000 00	
Int. funded Jan. 1, 1866	7,200 00	
		37,200 00
Total.....		$34,342,772 76
State bonds cancelled.....		71,006 00
Aggregate state debt.....		$34,271,762 76

BONDS ENDORSED BY THE STATE.

Nashville and Chattanooga R. R.....	$1,650,000
East Tennessee and Virginia R. R.....	200,000
East Tennessee and Georgia R. R.....	150,000
Memphis and Little Rock R. R.....	350,000
Total.....	$2,315,000
Of this amount there has been cancelled by sinking fund.....	143,000
Balance.....	$2,172,000

☞ Work has been commenced on the Cheyenne end of the Denver Branch of the Union Pacific Railroad.

☞ The track on the Maryland and Delaware Railroad is laid to within three-quarters of a mile of Tuckahoe creek, near Hillsborough.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point.. 100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,745,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,680,000	A. & O.	Apl. '68 5
Baltimore City Passenger....	670,000		Jan. '68 3
Bay de Noquet & Marq....100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Jul.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont.100	459,900		
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,000	J. & D.	Jun. '68 4
Boston and Maine.....100	4,076,974	J. & J.	July '68 5
Boston and Providence ...100	3,860,000	J. & J.	July '68 4
Broadway (Boston) 50	326,000	J A. J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*..100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jul. '68 3½
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110		Jul. '68 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....		J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S. Carolina....100	1,201,000		
Chemung*.....100	380,000		Oct. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,885,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '68 5
Chicago and Milwaukee*...100	2,227,000		
Chicago & N. Western....100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger....		J'n & J'ly	Jan.'68$2
" Street.....		J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,000,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind.....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 2½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Oct. '68 2
Cleveland and Toledo*..... 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*.....100	1,786,200	J. & J.	Jan.'68 4s
Concord..... 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,284,941		
Delaware*..... 50	466,132	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City.100	1,973,641		
Do. do. pref.100	1,987,351		Jul.'68 3½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100			
East Tenn. and Virginia....100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834		
Fitchburg.....100	4,540,000	J. & J.	Jul. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly		M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		J. & J.	Sept.'68—
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J. A J&O	July '68 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River.....100	13,937,100	A. & O.	Apl. '68 4
Hazleton..... 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,589,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Apl.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....			Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,550	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J. A J&O	Jul.'68 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'67 1s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000		Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central.....100	1,600,880		
Manchester & Lawrence.100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J & J.	July '68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,065,340	August.	Aug.'68 4
" " guaranteed.100	683,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 [
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 5
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 5½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 [
Nashua and Lowell.....100	600,000	M. & N.	May'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '68 3
New Jersey.....100	5,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " prof. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,643,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh..100	3,067,400	J. & D.	Jun.'68 4
Northern of N. Jersey ...100	158,800		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	July'68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607,197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct.'68 2½
Old Colony & Newport ...100	4,848,300	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3,581,000		
Panama.....100	7,000,000	J.A.J&O.	July '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'65 4
Pennsylvania 50	20,000,000	M. & N.	May '68 3
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor'th 50	1,507,850	A. & O.	Oct. '68 5
Phila. and Trenton*.....1 0	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Oc'.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul. '68 3
Portland and Kennebec....100	879,800	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Oct.'68 2½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	July'68 5
Rutland preferred.....100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800,000		
" " " pref.100	1,700,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Manef. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Oct.'68 3½
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	293,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	635,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '68 3
South Carolina 100	2,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia....100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Summit Branch 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref..100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'l*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.).100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River....100	634,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Virginia Central 100	3,353,679		
Virginia and Tennessee....100	3,452,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon.....100	1,340,273		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,062,088		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 5
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....		J. & J.	Jul. '66 4
Mt. Pleasant Coal.....	200,000		Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000		Sep.'68 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express..... 500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp....100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,223	353,344	328,826	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	438 279	585,991	412,521	464,507	493,243	466,898	568,589	533 150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	493,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	369,181	341,286	407,888	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	164,413	195,803	162,723	178,786	206,090	224,257	312,165	364,554	320,879	307,803	252,015	2,770,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,097
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,299	322,538	360,223	323,020	271,247	3,695,153
1867	348,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	570,365	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,996	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,736	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,464	268,369	297,625	276,681	297,513	444 024	566,403	599,549	442,275	37 ,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,698	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	764,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,859	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,357	800,325	1 038,824	1,461,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	856,611	1,068,959	1,206,796	1,167,844	1,001,466	1,265,831	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	73,113	81,676	80,967	61,956	735,606
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 648
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	..including Buffalo Division.. 1,186,746	987,935	1,070,917	1,153,441	1,101,682	1,243,636	1,208,248	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	..including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,781	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	280,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,487	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,345	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	526,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579 560	621,685	576,458	764,138	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,063
1866	90,411	85,447	84,351	81,181	96,288	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	123,383	1,286,971
1868	92,428	81,530	98,482	108,461	95,416	95,924	108,413	126,556	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,505	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	368,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	362,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	397,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,953	400,486	363,550	301,495	435,781	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	276,432	238,495	236,453	206,221	193,328	215,449	303,163	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,801	476,631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,936	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,294	412,934	320,373	4,371,073
1868	343,516	304,315	326,880	415,758	369,226	325,591	321,013	392,942	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	389,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	360,884	338,281	425,629	565,718	458,094	423,247	522,545	.....	.....	.....	.....	.....
New York Central:													
1862	749,162	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,166	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,851	936,587	059,023	1,105,064	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,506	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,754	1,524,434	1,526,839	1,486,356	1,117,851	14,576,128
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	1,530,518	1,211,108	936,857	14,143,215
1867	901,571	845,853	1,076,773	1,227,286	1,093,781	934,536	1,101,698	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	250,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,008	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,360,583
1867	242,793	219,065	279,647	284,729	282,989	240,135	234,633	322,521	365,371	379,367	336,066	272,063	3,459,310
1868	211,918	231,361	265,906	252,149	204,620	217,082	194,485	287,557	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,422	258,674	283,996	254,285	388,725	414,707	448,994	463,573	466,557	454,826	4,088,837
1863	395,684	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,556,510
1865	653,063	608,306	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,284	1,196,955	702,685	10,033,026
1866	738,061	725,987	779,198	861,604	1,109,287	1,140,301	996,841	1,252,386	833,742	687,798	674,974	498,990	10,637,194
1867	500,488	594,561	703,618	834,603	966,358	903,974	864,637	693,104	873,153	956,658	837,751	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,696	277,009	261,210	249,419	277,380	397,525	401,290	364,384	370,983	3,745,310
1863	337,350	368,598	461,965	462,987	427,094	396,846	350,753	407,077	463,509	506,814	466,300	487,642	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	432,911	508,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	738,866	637,186	646 935	684,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,506	682,510	633,667	552,378	648,201	654 926	757,441	679,935	556,232	7,467,217
1867	542,416	525,497	627,980	590,557	586,484	507,451	537,381	606,218	669,087	784,800	690,598	573,727	7,242,128
1868	492,694	502,753	684,190	774,103	611,914	601,246	571,834	653,247	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,278	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,236	234,194	204,585	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	161,300	177,625	173,722	167,513	218,546	216,783	224,736	207,301	162,694	2,240,744
1866	178,120	155,898	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	219,127	177,364	2,250,141
1867	149,658	149,342	174,163	158,162	171,736	156,066	174,933	220,788	219,160	230,349	205,096	180,971	2,218,402
1868	127,693	138,392	149,164	165,388	130,545	140,408	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,879	150,506	151,063	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,470	230,209	205,154	2,050,423
1865	144,084	139,171	156,753	144,001	138,738	194,525	271,799	374,024	377,961	375,544	381,910	247,028	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,445	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	466,706	351,759	333,480	3,809,363
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	494,208	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	62,862	82,147	68,189	59,862	75,677	92,715	61,770	37,836	699,388
1866	45,102	36,005	39,301	43,332	55,913	02,918	85,276	00,098	84,462	100,813	75,348	54,406	814,085
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	120,496	120 263	79,631	54,152	774 547
1868	46,415	40,705	39,198	49,231	70,163	77,339	59,762	84,607	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Sept. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113½
" " " coupon		6	" "	1881	114½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,300	6	Jan & July.	1881	113½
" " " coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) registered	1,891,226,050	6	May & Nov.	1882	109
" " " (5-20s) coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	109½
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	109
" " " (5-20s) coupon		6	" "	1885	110½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	108
" " " (5-20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	109½
" " " (5-20s) coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. & Sept.	1904	104½
" " " (10-40s) coupon		5	" "	1904	104½
Pacific R. R. Bonds (currency)	35,314,000	6	Jan. & July.	'95-'97	100½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July	1868	----
Matured Debt not presented	12,409,213	---	presentation.	----	----
Gold Certificates of Deposit	25,161,620	---	presentation.	----	----
Compound Interest Notes 1864 '65	10,595,410	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	----	----	----
Three per cent. certificates	62,205 000	---	----	----	----
Fractional currency	31,802,218	---	----	----	----
Navy Pension Fund	13,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	6	Jan. & July.	var	----
" — " " "		7	" "	var	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	91
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	81
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'80	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,329,936	5	" "	1866	97
Iowa—State Bonds coupon	180,000	6	May & Nov.	1886	96
" —War Loan Bonds "	300,000	7	Jan. & July.	1868	----
Kansas—State Bonds coupon	99,945	7	" "	1881	----
" —War Loan Bonds "	500,000		Jan. & July.	1875	----
Kentucky—State Bonds coupon	901,000	6	" "	'76-'81	----
" — " " "	1,421 000	6	Jan. & July.	'68-'71	100
" — " " "	415,000	6	April & Oct.	'70-'71	----
" — " " "	253,000	6	May & Nov.	1870	----
" —Military Bonds "	636,000	5	April & Oct.	'67-'73	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	various.	'80-'95	----
" — " " (Railroads) "	2,928,000	6	Feb. & Aug.	'68-'88	----
" — " " (Schools, &c.) "	655,000	6	various.	'69-'99	63½
" — " " (Levees) "	1,000,000	6	Jan. & July.	1897	----
" — " " (New) "	892,800	6	various.	1886	----
Maine—Mass. Land Debt of '53	150,000	6	"	'88-'87	----
" —Civil Loans of 1855-'56 coupon	174,000	5	October.	'67-'72	----
" — " " 1857-'61 "	171 000	6	Mar. & Sept.	'67-'74	----
" —War Loan of 1861 "	800,000	6	various.	'75-'78	----
" — " " 1863 "	525,000	6	"	1871	100½
" —Bounty Loan of 1863 "	475,000	6	Mar. & Sept.	1883	100½
" —War Loan of 1864 "	2,832,500	6	Feb. & Aug.	1880	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	6	June & Dec.	1889	100½
" — " " (S. & T. W. Can.) sterl.	1,017,622	3	J. A. J. & O.	1890	98½
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1866	----
— " " (C. and O. Can.) sterl.	1,405,507	5	" "	1880	----
— " " (R.R. various) "	120,000	5	" "	1889	----
— " " (") currency	159,974	5	" "	1889	----
— " " (B. & O. R.R.) sterl.	3,277,389	5	" "	'89-'90	----
— " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
— " " (Ches. & Ohio Can.)	2,000,000	6		1850	----
— " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
— " (Bounty)	801,000	6		1870	100
— (Ches. & Ohio Can.)	80,000	6	"	abt.'74	----
— " (Balt. & Susq. R.R.)	429,588	6	"	1885	----
Massachusetts—Funding Loan	15,000	6		1890	----
— " "	21,000	5	June & Dec.	1868	----
—General Statutes Loan	150,000	5	" "	1870	----
—Funding Loan	17,000	5	Jan. & July.	1870	----
		5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115½
" — " " "	4,379,500	5	May & Nov.	1894	115½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	108
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	98
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	91½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,300	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds coupon	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108½
" — " " " registered	27,726,500	7	" "	1877	108
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1873	101½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	74½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	98½
" — " " registered	5,033,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,909,520	6	" "	1882	106½
" — " " 3d series	9,270,017	6	" "	1892	108
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,600	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " "	21,869,398	6	" "	long.	----
" — " " coupon	10,900,000	6	" "	long.	----
" — (new) registered	1,379,500	6	" "	1876	63½
" — " (") coupon	489,300	6	" "	1886	----
" — " " (")	89,600	6	" "	1890	----
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7*	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	98
Loan of 1850	602,000	6	" "	"	1880	....
Loan of 1853	1,744,500	6	April & Oct.	"	1885	99½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	....
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	....
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	61¾
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	....
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	'68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	
2d Mortgage	380,000	7	May & Nov.	" "	1872	
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	92
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	....
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	....
Loan for $675,000	675,000	6	" "	" "	1875	93
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	....
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	....
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	....
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 60 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1887	....
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	....
Central of New Jersey:						
1st Mortgage	960,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage	600,000	7	May & Nov.	" "	1875	....
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st Mortgage (on 157.2 m.) free	7,336,000	6	Jan. & July.	New York.	1896	....
1st Mortgage (guaranteed by Cal.)	1,500,000	7	" "	" "	1885	....
National Loan	7,336,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Certificates of Indebtedness	36,600	7	— & —	"	1875	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage	3,123,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, convertible	194,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	80
1st Mortgage (convertible)		7	" "	" "	1895	....
Income bonds	150,000	7	— & —	" "	18—	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee:						
1st Mortgage (C. and N. W.)	1,726,200	7	Jan. & July.	New York.	1893	90
Chicago and Northwestern:						
Flagg Trust, mort. on C. D. G.	200,000	8	Jan. & July.	New York.	.....	....
Pref. sinking fund b'ds (193 m.)	1,250,000	7	Feb. & Aug.	" "	1885	97
Funded Coupons	756,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,604,000	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	165,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,040,000	7	F. M. A. & N.	" "	1915	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	1871	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,173,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mortgage (Chic. & Mil. R.R.)	1,726,200	7	Jan. & July.	" "	1893	90
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	95
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1900	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	....
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	....
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (June. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	Feb. & Aug.	New York.	1908	80½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	....
2d Mortgage	816 000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delawnre, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	....
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	....
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	....
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	....
Plain Bonds	570,000	5	April & Oct.	"	1872	....
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	95
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	1,173,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.) £100=$485:						
1*st Preference Bonds* £2,300,000	11,155,000	6*	— & —	London.	18—	....
2*d Preference Bonds* £1,294,897	6,280,250	5*	— & —	"	18—	....
3*d Preference Stock* £596,250	2,891,812	4*	— & —	"	18—	....
4*th Preference Stock* £3,776,144	18,314,308	—	— & —	"	18—	....
Equipment Mort. Bonds £250,000	2,425,000	5*	— & —	"	18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Mortgage Bonds £1,000	4,850	5*	— & —	"	1881	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	....
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	91½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432 000	6	April & Oct.	New York.	'67–'69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6*	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	101
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	....
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	....
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	63,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	1,800,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	120,000	6	Jan. & July.	New York.	'68–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'78–'75	....
1st Mortgage, Bardstown Branch	30,000	7	—— & ——	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	—— & ——	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	92
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	76½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1892	....
1st Mortgage, Convertible	1,294,000	7	May & Nov.	" "	1880	....
2d Mortgage for $1,000,000	417,000	7	Jan. & July.	" "	1887	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	18—	....
Memphis and Little Rock:						
Tenn. State, endorsements	350,000	6	Jan. & July.	New York.	18—	....
Tenn. State, Funded coupons	105,000	6	" "	" "	18—	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Memphis and Ohio:						
Tenn. State Loan and coupons	2,396,110	6	Jan. & July.	New York.	18—	....
Michigan Centra :						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1860	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1860	113
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	100¾
2d Mortgage	2,693,000	7	" "	" "	1877	....
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
or as they will be on completion of exchanges—						
1st Mortgage	3,582,000	8	.....	New York.	18—	....
2d Mortgage	739,000	8	.....	" "	18—	....
Milwaukee and St. Paul:						
1st Mortgage	5,361,000	7	Jan. & July.	New York.	1893	93
2d Mortgage and Income	1,500,000	7	April & Oct.	" "	1884	89
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	....
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	....
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	....
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1892	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1892	....
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	....
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Company Bonds	100,000	7	Jan. & July.	.....	1870	....
Company Bonds	299,200	7	" "	.....	1876	....
Company Bonds	639,500	7	" "	.....	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100⅝
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	87¼
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	295,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	....
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	....
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	....
1st Mortgage	328,600	8	" "	" "	'65–'70	....
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83¼
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	90
Chattel Mortgage	377,365	10	April & Oct.	"	1887	....
2d Mortgage	274,500	7	—— & ——	"	18—	....
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	87¼
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	18—	....
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	....
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	1,182,000	7	Jan. & July.	Boston.	1870	....
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1872	....
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67-'69	90½
Company Bonds	223,000	5	Various.	"	'77-'84	....
Company Bonds	2,467,000	6	"	"	'75-'76	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	....
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92-'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70-'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72-'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68-'70	....
St. Louis Loan	700,000	6	" "	St. Louis.	'71-'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	98½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pennsylvania Coal:						
1st Mortgage	597,500	7	Feb. & Aug.	New York.	1881	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71-'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	....
1st Mortgage (General)	5,000,000	6	" "	"	1881	....
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	....
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72-'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	....
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	....
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69-'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75-'76	....
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69-'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69-'75	....
Company Bonds, dollar	271,399	7	"	"	'75-'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, free	.....	7	Feb. & Aug.	N. Y. & Lond.	1919	95
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	....
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68-'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	....
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	....
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	96½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84¾
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	....
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	15,472,000	6*	Jan. & July.	New York.	1897–8	....
2d Mortgage (Gov. subsidy)	15,472,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	80
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	....
Equipment Loan	1,000,000	8	" "	"	18—	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consol. Mortgage for $3,500,000	.....	7	Jan. & July.	Philadelphia.	1890	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	65
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Salt Works Branch Bonds	9,500	6	" "	" "	1861	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	— & —	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	....
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	82⅝
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	91
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camd	den and	A	mboy R. R.)			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	....
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,201,850	6	" "	"	1877	....
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	86½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	69½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	....
Consolidated (Md.) Coal:						
1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad				Rolling Stock.				Companies.	Abstract of General Balance Sheet.								Railroad Operated.	Operations.		Earnings.		Dividends.	Value of Shares.	
						Cars.				Property and Assets.			Accounts and Cash.	Liabilities.					Trains Moved.	Carried one mile.					
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.		Railroad.	Rolling Stock.	Assets		Stocks.	Bonds.	Accounts.	Surplus Income.			Passengers.	Freight.	Gross.	Net		Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased | to Cheshir | e.)	.....	7,000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	18	6	5	78	Atlanta and West Point ..... Alabama.	1,200,079	*	133,306	13,249	1,232,200	35,500	56,557	22,378	86.7	.....	.....	.....	391,477	68,881	7	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	123
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	20½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,185	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased | to Housat | onic.)	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat | ed 5½ mon | ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,892,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	146½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	22½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	66
Nov. 30, 1867	74.3	8.8	54.4	—	42	67	20	909	Boston and Maine..... Mass., N. H. & Me.	4,087,397	627,717	.....	337,187	4,076,974	.....	.....	975,327	92.3	858,737	42,900,232	11,628,014	1,603,167	481,470	10	100	136½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	608,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	135
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat | ed by Gra | nd Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie...New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	208,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat | ed by Wes | t Jersey.)	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	....
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased | to Dela.,L | . and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased | to Central | Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased | to Chic. a | nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64 0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	123½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio..... Ohio.	8,100,000	*	.....	.....	5,000,000	2,500,000	66,631	.....	137.0	(Leased | to Balt. an | d Ohio.)	888,080	.....	—	100	35
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah ...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased | to Phila. a | nd Read.)	.....	.....	—	50	....
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	155
Apr 30, 1867	370.0	30.0	100.0	—	111	95	—	2,285	Chicago, Burlington and Quincy..Illinois.	13,246,781	2,956,327	741,971	1,912,017	10,399,010	5,458,250	1,194,268	1,905,426	400.0	2,421,566	42,334,983	.....	6,083,138	2,797,949	10	100	173
Dec. 31, 1867	30.0	—	....	73.0	8	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased | to Chic. a | nd N. W.)	.....	.....	10	00	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	87½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,288,148	10	100	103
Jun. 30, 1867		Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio.	620,000	.....	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	18s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased | to Kentuc | ky.)	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operat | ed by Cin., | H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Gainsville..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.6	—	85	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,869	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	..	100	80
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	—	—	—	2,656,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W'n	—	—	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	49½
Nov. 30, 1867	101.0	102.5	57.0	—	65	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	44
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	102½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	6,670,000	*	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	—	—	—	100	....
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection with	Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	73
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1867	110.3	—	10.0	—	11	10	6	294	Connecticut and Passump. Riv.	Vermont.	3,093,996	*	95,741	—	1,961 800	873,800	276,465	48,852	110.3	171,490	3,486,989	.....	493,705	184,652	—	100	....
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,065	53.4	288,750	9,021,492	5 073,551	629,165	169,164	8	100	....
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	—	—	—	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	—	—	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	—	—	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	—	9,625	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	—	—	—	594,260	912,250	—	—	—	(Leased	to Phila;	W. & B.)	—	—	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,084,524	.....	.....	2,613,979	loss.	10	50	61
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,199	—	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	663,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	100
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	6.0	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	34,660	—	—	—	—	—	—	—	—	—	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	89,800	168,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	120½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Delawa	re.)	—	—	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Reading.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,000	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2 369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky ¶	Tenn.	1,175,000	—	.....	.....	—	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central.)	—	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central.)	—	165,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	2,933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	49
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97 0	....	....	....	....	European and North American ¶	Maine.	.....	—	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(C	onstructe	d by the	Provin	cial Gov	ernment.)	—	108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	—	.....	.....	150,000	200,000	27,450	—	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	—	21,759	.....	107,400	—	—	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	100,000	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	132
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	—	—	—	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'ss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	—	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	—	—	—	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	—	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1867	171.0	61.0	....	—	44	25	8	410	Georgia	Georgia.	4,156,000	*	2,572,368	60,027	4,156 000	389,500	1,253,824	989,071	232.0	585,338	.....	.....	1,003,723	491,889	7	100	....
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,187	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,554	363,650	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	99½
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,147	12,965,380	19,922,754	1,716,270	516,270	—	100	102½
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	—	133,284	7	50	....
Aug. 31, 1867	61.4	14.1	70.3	—	20	43	14	491	Hartford and New Haven	Connecticut.	3,129,047	254,000	1,019,303	543,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	1,685 335	592,286	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	—	—	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,568	*	308,696	80,062	2 000,000	287,000	137,525	39,791	119.8	298,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	—	.....	.....	.....	.....	.....	—	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	141½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	500.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illino's	31,328,473	*	8,488,199	1,775,608	23,415,780	10,544,500	7,602,000	—	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	144
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50	26
Dec. 31, 1867	159.0	—	....	—	51	30	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,3 9	4,456,485	106,746	6,185,897	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	—	.....	.....	.....	.....	—	—	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400 000	150,000	—	—	11.0	.....	.....	.....	37,144	17,165	—	80	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	167,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	164.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	—	152,927	7	100	....
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	—	8	100	....
Oct. 31, 1867	4.6	—	4.5	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	—	—	—	155,250	800,000	—	—	—	13,792	.....	.....	75,263	32,195	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	—	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	—	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	—	—	—	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	50	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	.....	.....	.....	(Open. J	an.1,'68)	.....	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	.....	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	534,154	193,776	6	50	....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	3,580,764	1,372,063	10	50	55½
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	38,718	5,642	—	100	....
Jun. 30, 1867	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	29,525	7,186	514,646	63.000	113,330	—	.....	(Operat	ed by Lou	isv. Cinc.	and Lex.)	53,309	7	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411.824	1,012,564	778,955	624,683	1,804,397	.....	627.251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	.....	.....	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	44½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	* .	.....	.....	178,232	.....	4,448	9.0	.....	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1867	—	—	—	81.0	14	18	5	220	Louisville, Cincinnati and Lexington.Ky.	143,649	.....	258,784	593,781	48,638	833,000	18,106	96.470	94.0	284,321	.....	.....	510,319	153,217	—	100	....
Jun. 30, 1867	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	48,154	6,124	1,109,594	294.520	7,429	175,379	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	118,079	7	100	....
Jun. 30, 1867	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469.757	3,989,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810,469	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,683	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222.174	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	....
Jun. 30, 1867	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	.....	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250.000	.....	—	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	135½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	—	.....	(Owned	and oper.	by Conc.)	.....	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Memphis and Charles.Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,098	.....	.....	1,484,264	441,296	3	100	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	—	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	—	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571.510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358 549	2,865,817	738,436	799,793	10,646,200	9,088,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	84½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	—	.....	(Leased	to West J	ersey.)	.....	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	78	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	95
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	—	63.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	—	.....	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	57½
Aug. 31, 1867	236.0	—	....	—	36	19	9	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	—	99.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129.000	236,828	15,301	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644.104	1,130,700	288,782	—	22.0	.....	.....	(9 mos.)	17.921	15,302	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	116.9	170,707	.....	.....	449.007	187,402	—	100	....
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	—	95.0	827,530	.....	.....	1,382,840	264,547	3½s	50	32½
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	51,122	720.000	.....	15,000	120,725	72.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719.000	.....	—	43.2	381,529	6,752,429	5 415,670	440,241	74,769	10	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110.232	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶..Tenn. & Ky.	4,600, 55	*	92,000	406,087	1,157,736	3,464.050	317,626	159,529	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	6.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	—	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	—	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142 167	.....	6.0	(Owned	& oper. b	y Phil.,W	. and B.)	13,294	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000.000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	133½
Nov. 30, 1867	100.0	—	10.0	—	15	18	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	—	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,580	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	638,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	127½
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	—	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143.480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	140
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,566,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	—	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	....
May 31, 1867	223.0	—	....	—	26	20	—	204	North Carolina ¶.....North Carolina.	4,950,766	*	269,845	69,835	4,000,000	339,000	354,832	596,603	223.0	.....	.....	.....	581,559	72,426	—	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	*	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)					12,569	—	100	....
Feb. 28, 1867	102.0	—	....	—	12	12	6	95	North-Eastern ¶.....South Carolina.	2,145,131	*	—	51,078	1,053,950	845,000	556,345	—	102.0	.....	.....	.....	317,775	55,967	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	—	...
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,158,701	13,691,447	892,057	377,206	53	50	36
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	...
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	49
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	117
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	—	26,201	159,100	300,000	62,145	—	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	92
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by	Provincial Government.)					145.0	.....	.....	(9 mos.)	155,098	22,699	—	—	....
Sept. 30, 1867	118.4	4.0	18.0	—	26	14	8	480	Ogdensburg and Lake Champlain...N. Y.	4,954,779	1,070,154	.....	.....	3,077,000	1,182,000	.....	.....	122.4	521,932	5,009,432	26,654,145	908,645	86,515	—	100	69½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	29½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,509,246	599,882	—	50	....
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	98½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	—	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—	.....	.....	.....	.....	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716,000	3,387	.....	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	.....	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	5,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	364
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,166	4,256,856	6	50	58½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,233,200	69,526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	607,239	—	50	25½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	70
Nov. 30, 1867	93.0	54.0	271.1	—	288	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	47
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	.....	287,418	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	54½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	109½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)			.....	.....	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	102½
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350,000	—	.....	.....	—	(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	366,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9 2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,062	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,516	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	6	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	400,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	114
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	30
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	.....	209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	44
Dec. 31, 1868	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	—	—	700,000	1,400,000	—	—	—	(Completed Jan. 1, 1868.)			—	—	—	100	....
Dec. 31, 1868	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)							54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,000	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)				125,000	—	50	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,289,150	97,000	149,218	.....	54.0	143,124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	990,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,900	363,684	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	*	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	—	2.9	—	—	—	—	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	.....	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)				26,000	—	100	....
Dec. 31, 1 67	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	—	21.0	8	17	8	18	South Side (L. I.) .....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	9.5	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,690	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31 1867	68.0	—	....	—	3	4	2	27	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	1,006,953	408,959	9	100	....
Dec. 31, 1867	20.0	—	....	—	....	....	....	....	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	.....	.....	.....	.....	196,000	150,000	.....	.....	.....	(Leased	to Cinc., D	ayton and	Eastern.)	.....	—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	854,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	.....	.....	.....	.....	Stockbridge and Pittsfield.....Mass.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	.....	.....	.....	.....	Stony Brook.....Massachusetts.	448,700	—	2,700	.....	448,700	.....	.....	.....	.....	(Leased	to Housat	onic.)	.....	.....	—	100	....
Dec. 31, 1867	—	—	22.0	—	.....	.....	.....	.....	Sullivan and Erie.....Pennsylvania.	267,883	.....	.....	.....	267,300	.....	.....	.....	13.2	(Leased	to Nashua	& Lowell.	17,700	31,409 14,118	7 5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	278,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	.....	.....	.....	.....	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	3,809,353	1,022,471	—	50	29½
Sept. 30, 1867	6.0	—	6.0	—	.....	.....	.....	.....	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	.....	.....	.....	.....	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operat	ed by Vt	& Mass., &	T. & B.)	.....	19,208	7	100	....
Sept. 30, 1867	2.1	—	2.1	—	.....	.....	.....	.....	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned	by railroa	ds centrin	g in Troy .)	32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	.....	.....	.....	.....	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Penney	lvania.)	.....	.....	.....	—	....	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division) .Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,772	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,625,156 150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	.....	.....	.....	.....	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	(Leased	to Vermo	nt Centra	l.)	.....	.....	8	100	102½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,169	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	14	100	60½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	357,408	1,992,293	450,627	436,560	140.0	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	601,943	loss.	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	.....	.....	.....	.....	Virginia and Tennessee ¶.....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operat	ed by Eri	e.)	458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—	.....	.....	.....	.....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	.....	.....	.....	.....	23.0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.8	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	8,725,100	5,764,520	561,323	2,902,363	178.4	1,840,291	43,036,674	84,534,424	375,680	165,260	—	50	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	4,972,000	.....	.....	.....	138.0	700,504	.....	.....	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	.....	.....	.....	.....	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	63.7	—	....	—	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	2,318,000	1,283,600	630,919	84.5	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	Leased	to Penney	lvania.)	.....	.....	—	50	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	.....	.....	.....	.....	Whitehall and Plattsburg ¶...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	.....	.....	.....	.....	278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—	.....	.....	.....	.....	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,000	2,480,982	266,315	223,154	(Leased	to Boston,	Concord a	nd Mont	real.)	.....	6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	18	5	140	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	171.0	.....	.....	.....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—	.....	.....	.....	.....	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	.....	.....	.....	.....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	.....	.....	.....	.....	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	13,845	6½	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	203,333	.....	.....	.....	(Leased	to Balt. an	d Ohio.)	.....	.....	—	100	....
Dec. 31, 1867	13.0	—	....	—	.....	.....	.....	.....	Wrightsville, York and Gettysburg.Penn.	293,230	.....	.....	.....	317,050	52,000	24,180	.....	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
																			(Leased	to Northe	rn Central	.)					
									CANALS, &c.																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	346,196	216,271	3	100	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leas	ed to Le	high Nav.	Co.)	.....	.....	—	25	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	59	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	4	50	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	.....	.....	.....	.....	.....	16	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	871,672	543,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,604,297	1,733,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	.....	247,603	8	50	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,155	7,775,720	489,316	136,275	109.2	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	1,099,013	.....	6	50	....
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	211,829	61,218	—	50	....
																						132,037	33,921	4	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	97
30 Nov.'67	6.84	—	266	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,536	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	289,426	200,000	50,000	48,984	154,987	loss.	—	10	—
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	25	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,628,226	1,250,000	—	183,198	726,709	129,635	10	—	65½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,530	79,694	188,085	10,087	—	—	62
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	1.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.1[illegible]	—	50	17	—	Salem and South Danvers	196,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	89½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	23,000	—	—	8,589	89	—	—	—
30 Nov.'67	0.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Mel rose.)	—	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	—	55
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,861	15,873	—	100	—
30 Sep.'67	24.00	—	—	63	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,643	—	100	—
30 Sep.'67	19.7[illegible]	—	—	—	37	Broadway (Brooklyn)	265.561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553.340	400,000	200,000	20,587	129,267	14,862	—	100	—
30 Sep.'67	.12	—	—	14	—	Brooklyn City & Rock. Bch	125,586	107,700	45,000	.....	16,085	6,352	—	100	—
30 Sep.'67	21.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	483,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	5.[illegible]	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Central Pk, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16,285	—	100	—
30 Sep.'67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678.114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	—	1o2	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	4[illegible]	—	42d st., & Grand st. Ferry	1,041,204	748,000	250,000	—	390,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,429	18,793	9¼	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,400	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	K ngston and Rondout	78,510	75,000	—	—	27,800	1 620	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	197,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,69o	458,948	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,039	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,598	1,178	6	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453.404	1,170,000	1,280000	50 000	1,18945	222,222	12	100	—
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44.150	19,000	11 238	12,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep.'67	2.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,26[illegible]	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	194,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	—	7	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.06	2.50	—	—	8	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	285,142	56,996	6	50	33
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct.'67	4.84	—	197	33	—	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,595	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & K. L.)	—	59,500	57,715	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,000	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	2[illegible]5,000	150,000	61,911	226,044	53,011	10	50	48
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	2[illegible]5,307	—	—	9[illegible],885	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,595	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	24,842	21,560	11½	50	—
31 Oct.'67	3.00	—	53	12	—	Ridge Avenue & Manyunk	179,685	120,500	63,300	—	40,752	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	330,007	114,200	68,088	408,156	105,448	18½	50	61
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	71
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	15
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	—	West Philadelphia	479,706	2[illegible]5,000	100,000	—	281,058	50,692	10	50	66
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	161,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	4.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	3.61	—	—	—	—	Passenger (Cinc')	69,387	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	90
Central Park, East & North River:					
1st Mortgage	850,000	7	J. & J.	1874	—
Citizens' Pittsburg)					
1st Mortgage	66,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1880	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1880	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose:					
1st Mortgage [un antied	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Maldan & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1870	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,100	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100.000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	----	----	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	----	----
Camden & Atlantic (preferred)	620,800	7	----	21
Catawissa (preferred)	1,150,000	7	----	33½
Chemung (guarantied)	380,000	----	----	----
Cayuga & Susquehanna (guarant.)	343,500	----	----	----
Cheshire (preferred)	2,017,825	7	----	68½
Chicago & Alton (preferred)	2,425,400	7	7	150
Chicago & Northwestern (pref.)	14,789,125	7	7	88
Cocheeho (preferred)	177,750	8	----	----
Ct. & Passumpsic Rivers, (pref.)	1,572,500	10	10	91
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	----	----	----
Dubuque & Sioux City (preferred)	1,998,171	7	3½	93
Elmira, Jeff. & Canandaigua (guar.)	500,000	----	----	----
Elmira & Williamsport (preferred)	500,000	7	7	40½
Erie (preferred)	8,836,910	7	7	70
Hannibal & St. Joseph (preferred)	5,253,866	7	----	82½
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	72½
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	----	----
Lackawanna & Bloomsburg (pref.)	500,000	7	----	----
Marietta & Cincinnati (1st pref.)	6,586,125	7	3	28
" (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	----
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	107
" " " (2d pref.)	841,400	7	7	99½
Milwaukee & St. Paul (preferred)	7,370,900	7	----	94½
New Haven & Northampton (guar.)	1,010,000	----	4	----
New York & Harlem (preferred)	1,500,000	8	----	122
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	----	5	----
Paterson & Ramapo (guarantied)	248,000	----	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	----	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	----	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	----	----
" (preferred)	608,176	6	----	----
St. L., Alton & Terre Haute (pref.)	1,700,000	7	7	65½
Toledo, Wabash & Western (pref.)	1,000,000	7	7	76½
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	----	----
" " " (2d pref.)	908,400	7	----	----
Troy & Greenbush (guarantied)	276,400	6	6	48½
Vermont & Canada, (guarantied)	1,000,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	96
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	----	18..	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----	----	----	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	84
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	455,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	----	----	83
Boat Loan	267,010	6	----	----	83
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	66
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86½
2d Mortgage	3,980,670	6	J. & J.	1882	69½
Improvement	1,601,670	6	M. & N.	1876	80
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	"	1865	----
Mortgage bonds	993,000	6	" "	1878	58
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	12
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
[illegible]	800,000	6	J. & J.	1872	73

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	----	38½
Chesapeake and Ohio	100	8,226,595	----	----
Delaware Division	100	1,633,350	----	49½
Delaware and Hudson	100	10,000,000	10	130
Delaware and Raritan	100	2,296,400	10	----
Erie of Pennsylvania	50	64,000	----	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	6,968,146	10	22½
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	33
" (preferred)	100	1,175,000	10	72
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,908,207	----	9
" " (preferred)	50	2,888,988	----	20
Susquehanna and Tide Water	50	2,048,260	----	14½
Union	----	----	----	----
Union (preferred)	50	2,787,000	----	1
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	32

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	43 50 @ 45 —
Pig, American, No. 1		41 — @ 43 —
Pig, American, No. 2		36 — @ 38 —
Bar, Refined, English and American		87 50 @ 90 —
Bar, Swedes, assorted sizes	(gold).	87 50 @ 90 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @155 —
Bar, English and American, Refined		— — @100 —
Bar, English and American, Common		— — @ 90 —
Scroll		130 — @175 —
Ovals and Half-round		125 — @155 —
Band		130 — @ — —
Horse Shoe		130 — @ — —
Rods, ¾ @ 3-16 inch		105 — @165 —
Hoop		135 — @190 —
Nail Rod	per lb.	— 9¼ @ — 10½
Sheet, Russia, Med. No's		— 13 @ — 14
Sheet, Single, D. and T. Common		— 5 @ — 6
Rails, English	(gold) per ton.	51 — @ 52 —
Rails, American (at works)		80 — @ 81 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @ — 22
English Spring.(2d and 1st qlty.)		— 10 @ — 12½
English Blister.(2d and 1st qlty.)		— 11½ @ — 20
English Machinery		— 13½ @ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 10½ @ — 16
American, Cast, Tool,	do.	— 19 @ — —
American, Spring,	do.	— 10 @ — 13
American Machinery,	do.	— — @ — 13
American German	do.	— 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ 33
Bolts		— 33 @ —
Braziers'		— 33 @ — 42
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23½ @ — 23¾

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ — —
Spanish	(gold)	6 35 @ 6 40
German Refined	(gold)	6 35 @ 6 50
English	(gold)	6 35 @ 6 87½
Bar	(net)	— — @ 10 50
Pipe and Sheet	(net)	— — @ — 12

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 26½ @ — 27
Straits	(gold).	— 24 @ — —
English	(gold).	— — @ — 24

	—Gold.—	—Currency.—
Plates, I.C. Charcoal, p. box	8 25 @ 8 50	12 25 @ 12 75
Plates, I. C. Coke	7 — @ 7 62½	10 25 @ 11 50
Plates, Coke Terne	— — @ 6 25	9 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12½	11 50 @ 12 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 16 @ — —
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 21½
Refined, free, S. W.		— — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 20
Refined, in bond, Standard White		— 33 @ — 32
Refined, in bond, prime White		— 30 @ — 31
Naptha, Refined, (60 @ 63 gravity)		— 14½ @ — —
[illegible]	per bbl.	— @ 8 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	Th. 17.	F. 18	Sat. 19.	M. 21	Tu. 22.	W. 23
Atlantic M. S. S. Co.	21	----	----	----	----	----
Boston, Hartford & Erie	----	----	----	----	22½	----
California 7s	134	----	----	----	----	----
Canton Co.	47	----	49½	49½	49½	----
Central of N. Jersey	123½	122½	----	123	----	122½
Chicago & Alton	155½	156	----	----	----	----
" " pref.	----	----	154½	----	----	----
" " [M.]	----	----	----	101	----	101
" " S. F.	----	----	----	----	----	----
" " Ins. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	79	79½	79	79½	79½	110½
Chic. & Northwest'n	89½	89½	90½	90½	89½	89½
" " pref.	89½	90	91½	90½	89	89½
" " 1st M.	----	----	91½	----	----	91
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	94½	94½	----	----	----	----
Chicago & Rock Isl.	103½	103½	103½	104	103	103½
" "1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	95	95	----	----	95	95
C., C., C. and Ind	----	----	80	----	79½	----
Clev. and Pittsburg	88½	88½	87½	88½	89	88
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	90	----	----
" " 4 M.	----	----	----	----	----	----
" " con.	----	----	----	----	----	----
Clev. and Toledo	103	103	102½	102½	102	102½
" "S. F. 7 p.c.	100½	----	----	----	----	100½
Clev., Painesv. & Ash.	100	----	----	----	99	----
Cumberland Coal pref.	33	35	----	34½	----	----
Del. & Hudson Canal	130	129	129½	129½	128½	130
Del., Lack. & West.	122	----	----	----	----	----
" " 1M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2M. 8 p.c. '81	----	----	----	----	----	----
Erie	47½	48½	48	47	48	48½
" pref.	70	70½	----	70	----	----
" 1 M. 7 p.c. '67	----	----	----	105	----	----
" 2 M. 7 p.c. '79	100	----	----	----	----	----
" 3 M. 7 p.c. '83	95½	----	----	95	----	----
" 4 M. 7 p.c. '80	----	----	----	----	92½	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	79½	80	81	----	----	----
Hudson River	140	140½	----	141½	141½	----
" 1M. 7 p.c. '69	----	----	----	----	----	101
" 2M. S. F. 3	----	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	----	----	----	144	144	143½
" bonds	----	----	----	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	118
" S F. 8 p.c. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	113	----	----
M. S. and N. I.	85	84½	85½	85½	84½	----
" " 1M. S. F.	----	----	----	----	----	100½
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	95	95	----	96	----	95
" " pref.	95½	94½	95½	95½	94½	95
" " 1st mort.	93	----	----	----	92	----
" " 2d mort.	----	----	----	----	----	83
" " 8s	102	----	102½	----	----	----
" " 7 3-10	97½	----	----	98	----	----
Missouri 6s	92½	92	----	----	92	92
" 1ss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	65	----	----	65
" " 1st mort.	100	----	----	100	----	100½
" "2d mort.	88	88	----	----	87½	87½
N. Jersey R.R. & T. Co.	132½	----	----	----	----	----
New York Central	126	128½	130½	130½	129½	127½
" "7s. S. F. '76	----	----	----	----	----	----
" "7s. conv. '76	----	----	----	----	----	----
" "6s, S. F. '83	----	----	95½	----	95	----
" "6s, S. F. '87	----	----	----	----	----	----
N. York & Harlem	----	124	----	----	----	----
" "pref."	----	----	----	122	----	----
" "1M. 7 p.c. '73	----	----	----	103	103	103
N. Y. and N. Haven	140	----	----	----	140	----
N. Carolina 6s ex-coup.	72½	73	----	75½	75½	75½
" new	----	73½	74	74½	74½	74½
Ohio & Miss.	29½	29½	29½	29½	29	29
" " pref.	75	78	----	----	----	----
" " 1st m.	----	----	----	----	95½	----
Pacific Mail S.S. Co.	107½	111	112½	110½	108½	110
Panama	----	----	----	----	----	----
Phila. and Reading	93	92½	92	92½	92½	95½
Pitts. Ft. W. & Chicago	109½	110½	110	109½	109½	109½
" " 1M.	105	----	----	----	----	----
" " 2M.	----	----	----	98½	----	98½
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	21	22	23	22	22½	23
St. L., Alton & T. H.	46	44½	44	----	----	----
" " pref	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	94½
" " 2M. pref.	----	----	----	----	----	----
" " Ins. b'ds.	----	----	----	----	----	----
Tennessee 6s. ex-coup.	69½	69½	----	69½	70	70
" new	69	68½	69	69½	69½	69½
Tol. Wab. & Western.	62½	62½	61½	62½	61	61
" " Pref.	----	77½	76½	76½	----	76½
" " 1M. ex.	----	----	92	92	----	91
" " 2M.	84	84	----	84	83½	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon	----	----	----	53½	53½	53½
" new	----	----	----	----	53½	----

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	Th. 17.	F. 18	Sat. 19	M 21.	Tu. 22	W. 23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	104¼	----	104¼	105	104¼	----
U. S. 5s, 10-40s, reg.	----	----	104¼	104¼	----	----
U. S. 6s, 1881, reg.	----	113¼	113¼	----	----	----
U. S. 6s, 1881, coup.	114	----	114¼	114¼	----	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	108¾	108¾	109¼	----	109	----
U. S. 6s, 5-20s, c. '62	113¾	114¼	114¾	116¼	116	----
U. S. 6s, 5-20s, reg. '64	----	----	----	----	109¾	----
U. S. 6s, 5-20s, c. '64	110	110¼	110½	110¼	110¼	----
U. S. 6s, 5-20s, reg. '65.	----	----	109	----	----	----
U. S. 6s, 5-20s, c. '65	110¾	111¼	111¼	111¼	111¼	----
U. S. 6s, 5-20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	108¾	109	109	109¼	109	----
U. S. 6s, 5-20s, reg. '67	----	----	109	----	109¾	----
U. S. 6s, 5-20s, c. '67	108¾	109	109¼	109¼	109¼	----
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	----	----
U. S. 6s, 5-20s c. '68	109	109¼	109¼	109¼	----	----
U.S 6s, Pac. R.R.issue	100¼	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

	W. 16.	Th 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22
Catawissa	----	----	----	----	----	----
" preferred	33¾	33¾	33¾	33¾	33¾	----
Camden & Amboy	128¼	128¾	----	----	129	128
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	----	93	----	93	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Elmira & W'msport	30	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21¼	21¼	21¾	21¾	21¾	22
" " 6s, '84	----	----	85	----	----	----
" " Gold L.	90¾	90¾	----	90¼	90¼	90¼
" " R.R. L.	85	----	----	----	----	----
Lehigh Valley R. R.	55¼	55¾	56	55¾	56	55¾
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	----	----	44¾	44¾	45
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	70	----	----	----	----	72
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	35¼	----	----	----	----	----
" 6s	----	90	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	49	----	----
Pennsylvania R. R.	55¼	55	55¼	55¾	56	56¼
" 1st m.	100¾	----	----	----	----	----
" 2d m.	98¾	----	98¼	98¾	93¾	----
Penn. State, 6s 1st series	105	----	----	----	104¾	----
" " 6s, 2d series	----	----	----	----	106	106¼
" " 6s, 3d series	108	----	----	----	108¼	----
" " 6s, W. L.	103	----	103	----	----	----
Philadelphia City, 6s	100¼	----	----	100½	----	101
" " new	103	103¼	103¼	103¼	103¼	103¼
Philad. Germ. & Nor.	70	----	----	----	----	----
Phila. & Reading	45¼	46¼	46¼	45¾	46¼	46¼
" " 6s, '70	105¼	----	105¾	----	----	----
Philadelphia & Erie	25¾	----	----	----	25	25¼
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	19¼	19¼	----	19¼
" " 6s '82	69¾	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	86¼	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	58	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10	----	----	10¼	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	51	----	----	----	51
Spruce & Pine, "	----	----	----	----	----	----
13th and 15th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

	W. 16.	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22
Baltimore City 6s, 1875	98¾	----	98¾	----	----	----
" " 1886	----	97	----	----	----	----
" " 1890	95¾	96	96	----	9 ¼	96
" " 1893	----	----	----	----	----	----
Balt. and Ohio	122¾	123	123	123	98	----
" " b'ds '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	99¼	----	----	----	----	----
Marietta & Cin. 1st m.	91¼	91¾	----	92	92	----
" " 2d m.	76¾	----	----	----	76¾	----
Northern Central	49¼	----	----	----	49¼	49¾
" " b'ds, 1885	----	----	86	----	----	86
" " " 1900	----	86¼	----	----	----	87¼
N. W. Va. 1st mort.	----	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	----	----	----	18½	18½	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22	W 23
Boston and Albany	----	147¾	148	146¼	146¼	
Boston and Lowell	----	----	----	----	----	
Boston and Maine	----	136¼	----	136¼	136¼	
Boston and Providence	135	135	----	----	----	
Boston, Hartford & Erie	22¾	22¾	22¼	23	23¼	22¾
Cheshire, pref.	----	----	65¼	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	----	----	----	----	----	----
Eastern	----	----	120¼	----	----	120
Fitchburg	132	----	132¼	----	132	132
Manchester & Lawr'ce	----	----	135¼	----	----	----
Michigan Central	118¼	----	----	----	119	----
Northern, N. H.	----	----	----	117	----	----
Ogdens. & Lake Champ	69¾	----	----	----	----	69¾
" " pref.	----	----	----	----	105	105
Old Colony & Newport	----	----	98¼	----	98	98¼
Ph., Wil. & Baltimore	54¾	54¾	----	----	54¼	54¼
Portl'd, Saco & Ports.	102¼	----	----	----	102¼	----
Vermont & Canada	102¾	----	102¼	102¼	----	----
Vermont & Mass.	60¾	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	99¼	----	99¼	99¼
Metropolitan "	64¼	----	65	----	----	65¾
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	18¾	----	----	----	19	----
Franklin "	----	----	----	----	15	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	8	----	----	7¾
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Sept. 4 and 11:

	Closing Prices. Sept. 11.	Sept. 4.
United States, 5-20s, 6 per cent 1882	71¼@ 72	71¼@ 77
Do. do. 6 do. 1884	— @ —	69 @ 71
Do. do. 6 do. 1885	70¾@ 70¾	70¼@ 70¾
Do. do. 6 do. 1868	75 @ 80	75 @ 80
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	33 @ 35	33 @ 35
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	65 @ 70	65 @ 70
Do. do., 2d mort., 1882	58 @ 62	60 @ 65
Do., consolid. mort. bonds, 1890	35 @ 39	37¼@ 38¼
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 62
Erie shares, $100 (all paid)	30 @ 31	30½@ 31
Do., sterlg. 6 p. c. conv. bonds	69 @ 71	69 @ 71
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	78 @ 80	91 @ 92
Do., 7 p. c., 1875	90¼@ 91¼	78 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	70 @ 72	70 @ 72
Panama R. R. 2d mort., 1882, 7 p. c.	— @ —	105 @107
Penn. R.R. bonds, 2d mort. con. 6 p c.	96 @100	96 @100

American Railroad Journal.

Saturday, September 26, 1868.

Stock Exchange and Money Market.

Money has been in very full supply, all through the week, and rates have been quoted quite easy for responsible borrowers at 3@5 per cent. on call, and 6½@7½ per cent. per annum in the discount form, as the governing figures. The speculative demand has been less urgent, both from the dealers in the public funds, and from the Stock and Gold Exchange firms. There has been fair average inquiry for accommodation on mercantile credits, which has been responded to with uniform promptness. The outflow of currency to the interior has been very moderate for the season, while we have heard of a few important receipts of legal tender from the interior, including, on one day, a sum of $200,000 in greenbacks by a prominent Government house. The U. S. Sub-Treasury has added two millions of dollars to its cash reserves, during the week, closing with an available balance of about 92¼ millions. The city banks have made an addition of $343,363 to their legal tender hoard, while they have reported a loss of $1,485,200 in specie, and $2,664,487 in their deposit line. They reduced their loan averages nearly a million, and slightly contracted their circulation. The city banks now hold a legal tender reserve of $63,772,700, against $74,051,548 on the 8th of August. Their specie hoard is now down to $14,765,742, against $24,784,427 on the 8th ult. Their deposits amount to $202,824,583, against $231,716,942 six weeks since. The loans of the banks are $271,252,096, against $284,147,708 August 8th. Their circulation is now $34,044,693, against $34,074,374 on the 8th of August.

The specie reserve of the city banks is now $14,665,742, against $8,617,498 same time last year. The city bank deposits are now $202,824,583, against $185,603,937 week ending Sept. 21, 1867. The legal tender reserve amounts to $63,772,700, against $57,709,385 same time last year. The circulation now stands at $34,044,693, against $24,056,442 same time last year. The loans are now $271,252,096, against $254,794,067 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $86,412,000 a day, against a daily average of $82,198,500 the preceding week, and $78,339,350 the week ending with Sept. 3, 1868. The current week's exchanges average about $95,000,000 a day. The city banks, last week, lost $1,485,200 of specie, and $2,664,487 of deposits, while they gained $343,363 of legal tender notes. They reduced their loans, $803,594; and their circulation, $92,233.

The New York Gold Exchange Bank reports for the week ending Saturday, the 19th day of Sept., 1868, the average amount of loans and discounts as $1,340,739; average amount of specie, $386,802; average amount of deposits, $1,119,717.

The Philadelphia Bank movement the past week shows a decrease in loans of $26,030; a decrease of $11,846 in specie; a decrease in legal tenders of $453,533; a decrease of $700,441 in deposits; and an increase of $6,857 in circulation. The Bank Clearings show an increase of $914,597 and the balances, an increase of $10,114.

The outstanding amount of coin certificates on the 1st of Sept., was $25,161,620, against $22,414,000 on the 1st of Aug., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $321,000, and retired $2,710,584 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during August, reached $9,075,920.

The U. S. Sub-Treasury receipts, week ending with Sept. 19, were $9,347,483, including $2,832,584 from customs duties; payments, $7,319,185, including $328,388 of coin interest; balance at the close of the week, $91,330,486, against $89,302,188, at the close of the preceding week, showing an increase of $2,028,298. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $4,141,463 including $495,000 from customs; and payments, $3,077,064, including $49,336 of coin interest; on Tuesday, receipts, $1,009,879 including $641,000 from customs, and payments, $1,113,276, including $28,000 of coin interest. The balance at the close of business on Tuesday stood at $92,291,486, against $90,261,836, a week previous; and $87,896,063, on Sept. 9, 1868. The aggregate receipts of the office from all sources to August, were $81,253,235; aggregate pay-

ments, $73,830,968. The balance on the 1st inst. was about 7¼ millions more than on the 1st ult., which amounted to $80,133,186.

National Bank notes to the amount of $91,500 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,790,376, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $9,941,349, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,849,027. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,921,700; and for the public deposits, $38,052,350—making a total of $379,974,050. The Treasury Department last week redeemed and destroyed $483,000 of worn and mutilated fractional currency, and issued $535,613 of new. The outstanding amount of fractional currency on the 1st of September was $31,802,218, against $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been up to a fair average, since our last, in both forms of excise and customs. The excises, last week, yielded some 4½ millions; customs at the port of New York, $2,832,584, and at the outports about $950,000 (in coin) more, making the grand total income for the week equal to about $10,184,700 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $45,500,000.

The Gold market has been much less confidently dealt in, since our last, and the price has receded from 144⅞ as the highest rate to 142⅛ as the lowest figures of the week. The offerings of Gold have been on a more liberal scale than the requirements of purchasers either on speculative account or for legitimate purposes; and the tendency of the premium has been downward. The export demand has been limited. The customs inquiry has been the main reliance of the market, for the absorption of the floating supply. It took an average of nearly half a million a day, last week, and this drain was enlarged to nearly $600,000 a day, through the first half of the current week. The available stock of Gold under the control of the Treasury Department at the close of last week was estimated at 75½ millions, against 71¾ millions the preceding week. The specie movement of the whole country in the fiscal year ending with June 30, 1868, has been officially given thus:

Exported from New York	$76,309,886
From Pacific and other outports	17,389,762
Total twelve months	$93,699,648
Less foreign specie received	13,535,083
Net outgo of specie, 12 months	$80,164,565

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $5,855,645, against $2,417,026 same time last year. The customs demand for Gold last week, averaged $472,097 a day; thus far, this week, it has been equal to $568,000 a day, or equal to a weekly aggregate of $3,408,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $106,728 and from California, $731,452 The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $87,060,193, against $91,669,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $31,239,632, against $22,605,470 in 1867, showing an increase thus far in 1868, of $8,634,162. The exports of specie, from this port, last week, were $646,890, against $179,222 same week last year; total, since Jan. 1, 1868, $65,998,946, against $41,494,472 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $328,388; since Jan. 1, 1868, $63,171,733, against $43,172,765. The specie exports from San Francisco, from Jan. 1, to Sept. 2, 1868, were $26,987,496, against $29,527,324 same time last year.

Government received $5,381,120 from customs at the port of San Francisco, from Jan. 1, to Aug. 22, against $4,890,948 same time in the preceding year.

The foreign exchange market has been dull and weak, most of the time that has elapsed since our last review, but toward the close, there was some revival of firmness in values on lighter offerings of prime bills, unaccompanied, however, by any notable improvement in the demand. Bankers' prime sixty day bills on London closed on Wednesday at 108½@108¾, and on Paris to 5.22½c.@5.18¾; sight bills on London to 108⅞@109⅛, and on Paris to 5.17½c.@5.16¼. The offering of produce bills has been comparatively light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,599,006, against $3,425,523, same week last year; total, since Jan. 1, 1868, $120,294,772, against $133,572,340 in 1867.

Government securities have been in good investment demand on home and foreign account, since our last, and improved in price. The inquiry has been mainly from home investment buyers, who are withdrawing considerable amounts of the funded obligations, particularly of the later. Five-twenty six per cent. coin bearing bonds from the open market, thus perceptibly diminishing the floating supply. The foreign orders are running mostly in the Five-twenties of 1862 and 1867, the latter being daily more and more sought after for shipment. Little, if any speculation business is in progress at present. The 1862 Five-twenties sold as high as 115¼@115⅜ on Tuesday, under purchases to cover outstanding contracts for forward delivery, but receded ⅜@½ per cent. from these figures on Wednesday, under a less urgent call for the bonds. The general market closed with less buoyancy, the demand on Wednesday having been on a restricted scale for nearly all issues of the funded obligations.

U. S. sixes of 1881 closed here on Wednesday at 114⅛@114⅜; U. S. Five-twenties of 1862, 114½@114¾; U.S. Five-twenties of 1864 at 108⅛@110¼; U. S. Five-twenties of 1865 at 111⅛@111¼; U. S. Five-twenties of 1865, consolidated, 109@109⅛; U. S. Five-twenties of 1867, 109@109⅛; U. S. Five-twenties of 1868, 109@109⅜; U. S. Ten-forties at 104¾@105; U. S. Six per cent. currency bonds, 100@100½. The brokers are buying the outstanding October 1865 compound interest notes at 118¾@119.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 9.	Sept. 16.	Sept. 23.
Consols	94⅛	94⅛	94¼
U. S. 5-20's of 1862	72	72¾	73⅛
Erie	30½	30¼	32
Ill. Central	91	91	91½

The railway and miscellaneous share speculation opened quite spiritedly at rapidly advancing prices; but the later dealings were on a less confident basis and the general market closed weak and feverish the investment inquiry having fallen off considerably.

General business has been on a rather more active scale, in both the produce and merchandise lines. Breadstuffs and Provisions have been quoted lower. Cotton has been quite variable, but closed weak and drooping. Middling upland cotton was dull and heavy on Wednesday at 26 cents per lb. The stock of cotton now here is estimated at about 12,500 bales. The receipts at the port this week, have averaged about 1,525 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 36,500 bales, against 18,500 bales same time last year; exports, same time 6,500 bales, against 8,450 bales same time last year; stock on hand at latest dates, 52,500 bales, against 77,500 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales At the Live Stock market, this week, Beeves have been fairly active at from 11@17c. per lb.; week's receipts, 6,920. Veal calves in moderate demand at from 7½@12c. per lb.; receipts, 1,470. Sheep and lambs in more request at from 4¾@7½c., and 8@9c., respectively, per lb.; receipts, 37,878. Swine less active at from 9½@10¾c. per lb., all live weight; receipts, 17,716. Foreign merchandise has been generally firm in price. Groceries have been more freely dealt in, sugars have advanced. Dry Goods have been fairly active; dress fabrics have been selling advantageously. The total imports of foreign dry goods, last week, were $2,298,940, and the total amount marketed $2,609,247. The value of foreign merchandise imported last week, was $3,314,235—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,613,175, against $4,726,415 same week last year; from Jan. 1, 1868, $185,085,419, against $196,510,493 same time in 1867. The freight market has been quoted much firmer, on a moderately active business. For Liverpool we quote flour at 1s. 9d. by sail, and 2s. by steamer, per bbl.; grain at 6½s. 7d. by sail, and 7½@7¾d. by steamer, per bushel; cotton at $\frac{5}{32}$d. by sail, and $\frac{3}{16}$d.@¼d. by steamer, per lb.; and heavy goods at 15s.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 557.

The New York exports, exclusive of specie, for the week ending Sept. 22, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,425,523	$2,599,006
Prev. reported	130,146,817	117,695,766
Since January 1	$133,572,340	$120,294,772

The imports for the week ending September 19, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,846,197	$2,298,940
Gen. merchandise	2,880,218	3,314,235
Total for the week	$4,726,415	$5,613,175
Previously reported	181,169,890	177,182,348
Since January 1	$185,896,305	$182,795,523

The balance in the Sub-Treasury on Wednesday was $92,699,872 30.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Col., Chi. and Ind. Cent. 1st mort., 80¼; Toledo, Peoria and Warsaw 1st mort., E. D., 86; do., W. D., 84¾; Chicago and Milwaukee 1st mort., 90; New York and N. Haven 6s, 96½; Chicago and Gt. Eastern R. R., 40; Stonington R. R., 83; Dubuque and Sioux City pref., 93; Hannibal and St. Joseph pref., 89½; Georgia 7s, 91; do., 6s, 81; N. Y. State 7s, Bounty Loan, reg., 108¼; Adams' Express Co., 52½; Wells-Fargo Exp., 81¼; American Exp., 51; Merchants' Union Exp., 24½; U. S. Exp., 50; Mariposa pref., 11⅝; Boston Water Power Co., 15⅛; Western Union Telegraph, 34¼; do., 7s, 88; Am. Ex. Bank, 121½; Central National Bank, 109; Shoe and Leather Bank, 120; Fourth National Bank, 105; Bank of Commerce, 124; Park Bank, 150; Tenth National Bank, 99; Phœnix Bank, 107½; Ocean Bank, 108; Continental Bank, 102; Hanover Bank, 115; Consolidated Gregory, 4.40; Corydon, 0.11; Grass Valley, 0.40; Montana, 0.58; New York, 1.06; Quartz Hill, 1.05; Rocky Mt., 0.10; Rutland Marble, 17.00; Rynd Farm Oil, 0.25; Smith and Parmalee, 5.00; Wallkill Lead, 0.06.

Philadelphia.—Connecting R. R. bonds, 85; Phila. and Erie 7s, 80; West Jersey R.R. 6s, 92¼; West Pennsylvania R. R. 6s, 82¾; Belvidere Delaware 8d mort., 80; Tenth and Eleventh streets R. R., 71; Pennsylvania State coupon 5s, 1870, 98½; New Jersey 6s, 103½; Alleghany comp. 5s, 74½; Morris Canal Boat Loan, 83; N. Y. and Middle, 3⅜; Ocean Oil, ⅝; Commercial Bank, 61; Mechanics Bank, 32½; Consolidation Bank, 44½; Western Bank, 92; Farmers' and Mechanics' Bank, 130⅞; Girard Bank, 62. The latest quotations are: City 6s, 101@101¼; do., free of tax, 103@103; State 5s, reg., 100@101; do., coupon, 98¼@100; do., 6s, W. L., 102½@102¾; do., 1st series, 104¾@105¼; do., 2d series, 106@106½; do., 3d series, 108¼@109; Reading, 47½@47⅝; do., 6s, 1870, 105@105¼; do., bonds, 91¾@92; Camden and Amboy, 128¾@129; do., mort. 6s, 1889, 96¾@97; do., 1883, 88½@89; Penn. R. R., 56⅜@56½; do., 1st mort., 100½@100¾; do., 2d mort., 98½@98¾; Little Schuylkill R. R., 44¾@45; Morris Canal, 30@34; do., pref., 71@73; do., bonds, 87@90; Wyoming Valley Canal, 30@35; do., 6s, 80@81; Susquehanna Canal, 14⅜@14½; do., 6s, 57¼@59; Sch. Nav., 10@11; do., pref., 21@20¼; do., 6s, 1882, 69@70; Delaware Div. Canal, 45@50; do., bonds, 80@—; Elmira and Williamsport, 30@30½; do., pref., 41@45; do., 7s, 1873, 93@95; do., 5s, 61@63; Lehigh Coal and Navigation, 22⅞@23; do., R. R., Loan, 84@85; do., Gold Loan, 90¼@90½; North Pennsylvania, 35½@36; do., 6s, 90@90⅝; Philadelphia and Erie, 25¾@26; do., 6s, 91½@92; Minehill, 57½@57½; Catawissa, 9@10½; do., pref., 33¾@33⅞; Lehigh Valley, 55½@55¾; do., bonds, 97@99; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 51@52; West Philadelphia, 64@66; Spruce and Pine, 23½@23½; Green and Coates, 31@—; Chestnut and Walnut, 46@50; Thirteenth and Fifteenth, 15@15½; Girard College, 25½@26½; Tenth and Eleventh, 70@73; Union, 41@43 Hestonville, 10@10½.

Boston.—Vermont Central 1st mort. 7s, consol., 80; Burlington and Missouri River R. R. 7s, 1893, 92; Ogdensburg and Lake Champlain Equipment 8s, 1878, 103; Union Pacific 6s, gold, 99½; Old Colony and Newport 6s, 96½; Boston, Hartford and Erie 7s, new, 61¾; Connecticut and Passumpsic Rivers R. R. 6s, 1876, 96¼; Salem and Lowell R. R. 6s, 1878, 89¾; Vermont Central and Vermont and Canada 8s, 103½; Summit Branch R. R., 25; Indianapolis and Cincinnati R. R., 26; Cary Imp. Co., 10⅛; Boston Water Power Co., 15¼; Ophir (N. S.) gold, 95c.; Short Mt. Coal, 15; New Hampshire 6s, 1870, 100; Massachusetts 5s, 1894, gold, 115¾; do., 1883, 114¾; do., 6s, 1875, 125; St. Louis 6s, 1898, 88½; do., 1887, 84¼; Chicago 7s, River Imp., 99⅜; do., sewerage, 99¾; Cincinnati 7 3-10s, 1888, 103⅜; Augusta 6s, 1887, 97; St. Joseph, Mo., 10s, 1879–'80, 97½; Portland 6s, 1885, 94¾; do., Building Loan, 100; Boston 6s, 1876, currency, 102; do., 5s, 1876, gold, 114; do., 1878, 113⅞; do., 1886, 113; Bath 6s, 1870, 96¼; do., 1891, 90¾; City National Bank, 103¾; Eliot National Bank, 114¾; Everett National Bank, 109⅞; Hamilton National Bank, 127½; Hide and Leather National Bank, 94½; Merchants' National Bank, 125½; North National Bank, 119½; National Bank of North America, 109, National Bank of Redemption, 125; National Bank of Commerce, 130; New England National Bank, 135¼; Old Boston National Bank, 74¾; Pawners' National Bank, 103⅞; State National Bank, 108¾; Suffolk National Bank, 123½; Traders' National Bank, 104¼; Webster National Bank, 118; Allouez Mining Co., 6½; Calumet, 58; Hecla, 88; Humboldt, 57½c.; Petherick, 1; Phœnix, 7½; Pontiac, 87½c.; Seneca, 6; St. Clair, 75c.; South Side, 62½c.; Tremont, 45c.

Baltimore.—Wilmington and Weldon 7s, gold, endorsed by N. C., 91; Virginia and Tennessee R. R. bonds, 65; Central Ohio 1st mort., 85½; Parkersburg R. R., 25½; Virginia 6s, old, 47¼; Maryland Defence Loan, 102; Balt. and Cuba S. & M. Co., 48; Third National Bank, 106½; Bank of Commerce, 26½; Howard Bank, 11¼; Bank of Baltimore, 117; Union Bank, 59¼; Farmers' and Merchants' Bank, 49; Mechanics' Bank, 11⅜; Farmers' and Panters' Bank, 32; Franklin Bank, 14⅝. The latest quotations are: Balt. and Ohio, 122½@123; do., 6s, 1875, 98@98; do., 1880, 97½@98½; do., 1885, 99@100; Northern Central, 49¼@49½; do., bonds, 1885, 86@86; do., 1900, 87@89; Parkersburg Branch, 25¼@25¾; N.W. Va., 1st mort., 95@—; do., 2d mort., 92½@—; do., 3d mort., 1878, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91½@92; do., 2d mort., 76¾@77; Central Ohio, 35@35; do., 1st mort., 85½@86; Western Md. 6s, 1890, 82@84; do., guar., 92@94; do., 2d mort., guar., 92@—; Richmond and Danville bonds, 72½@73½; Baltimore 6s, 1875, 98¼@98½; do., 1886, 96½@97; do., 1890, 96@96¼; do., 1893, 96@97; do., 5s, 1838–'70, 80@—; City Passenger R. R., 18¼@18½; George's Creek, 50@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

☞ COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILROAD COMPANY SINKING FUND FIRST MORTGAGE 40 YEARS 7 PER CENT. COUPON BONDS. INTEREST PAYABLE APRIL AND OCTOBER, IN THE CITY OF NEW YORK.

The road is about 600 miles in length, with unsurpassed connections, passes through the most populous and richest agricultural sections of the States of Ohio, Indiana and Illinois, and its traffic receipts, it is believed, will prove ample in any contingency, not only to provide for the prompt payment of its interest and other liabilities, but also for satisfactory dividend to its stockholders.

The bonds can be registered at the office of the company in New York.

Parties desiring to invest in these bonds can obtain the same, together with any further information that may be desired, on application to the undersigned.

WM. R. FOSDICK,
At St. Nicholas National Bank, No. 7 Wall st.
U. A. MURDOCK,
At Continental National Bank, No. 7 Nassau st.
JNO. A. ISELIN & Co.,
No. 66 Wall st.

☞ PRINCIPAL AND INTEREST IN GOLD. THE FIRST MORTGAGE FIFTY YEAR SEVEN PER CENT. SINKING FUND COUPON BONDS of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in GOLD COIN, *free of Government tax*, are for sale at the office of the Company, No. 12 Wall street, at 95 per cent. and accrued interest in currency.

At the present price of gold the bonds pay an income of over ten per cent.; and, in the estimation of the Company, they are the cheapest first-class security offered in the market.

Pamphlets giving further information may be had at the office.

Government and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

☞ CENTRAL PACIFIC RAILROAD SIX PER CENT. THIRTY-YEAR GOLD BONDS.—A limited quantity of these bonds will be disposed of at 103 and accrued interest from July 1, in currency. The road will be completed within twelve months, and is now earning, above operating expenses, more than double its current interest liabilities. Principal and interest payable in United States gold coin. Government securities received at market rates in exchange.

FISK & HATCH,
Bankers and Dealers in Government Securities,
No. 5 Nassau-st., New York.

☞ A temporary organization of the Louisville, Harrodsburg and Virginia Railroad has been made with S. B. Buckner as President, and W. B. Hoke Secretary and Treasurer. Subscription books have been opened at Louisville and other points on the route as far as Harrodsburg, and H. M. Patton, a competent engineer of Virginia, is on the route making a reconnoisance from Harrodsburg on a direct line to Wythville, in Virginia.

The Bessemer Process.

PRODUCTION OF CHEAP STEEL IN AMERICA.—COMPLETION OF THE GREAT WORKS AT TROY.—DESCRIPTION OF THE VARIOUS BESSEMER WORKS IN THIS COUNTRY.—THE NATURE AND VALUE OF THE IMPROVEMENT.

Continued from page 913.

The Freedom Iron and Steel Works, at Lewiston, Pa., were the fourth Bessemer works started in this country, and are now producing steel forgings and ingots for rails. The Bessemer plant consists of a pair of five ton converters and apparatus, on the English plan, and mostly built in England. The blowing engine is vertical, and was built by Messrs. I. P. Morris & Towne, in Philadelphia. The iron is melted in cupolas. The works are equal in quality to the best in England. A very heavy plate mill, driven by a Ramsbottom reversing engine, is completed, and a rail mill and a crucible steel works are in progress. A tyre mill and eight hammers of different sizes are in operation. The iron tyres and other products of the Freedom Iron Works are well known. The company also runs four charcoal blast furnaces, and owns some forty-five thousand acres of woodland, and extensive mines of ore, much of which is suitable for Bessemer pig.

The Cleveland Rolling Mill Company's Bessemer Works, at Newburgh, six miles from Cleveland, Ohio, are nearly completed, and will be running within a month. They are connected with the company's present furnaces and rolling mills, and are situated between the lines of the Atlantic and Great Western and the Cleveland and Pittsburg Railways. On both these lines, within sixty miles, are large deposits of bituminous coal, of various qualities. Cleveland is the principal outlet of the iron and ores of the Lake Superior region, most of which are well adapted to Bessemerising. The best raw coal and coke irons in this country, are made within a circuit of seventy-five miles from the works. Railway supplies for the West and Northwest, and lake and manufacturing machinery, are already furnished largely by the various iron works in the region, and there are few, if any, better points for the manufacture and supply of steel rails and products.

The arrangement of the Bessemer works is substantially the same as that of the Pennsylvania Steel Works, but has been somewhat modified by Mr. H. Gmelin, the engineer in charge of construction. The converting house is one hundred and twenty-four feet by seventy-five feet; the engine house, eighty-three by thirty-four feet; the boiler-house, eighty by fifty-six feet; and the melting-house, one hundred and twenty-four by fifty-eight feet. They are all of brick, with iron and slate roofs. The converters are wrought iron, of five tons capacity. The ingot cranes have no top supports. Two have twenty-two feet jibs, and one has a seventeen foot jib. The ladle crane is turned, and the ladle is moved radially, and rotated by hand-gearing. The blowing engine, horizontal and non-condensing, has two thirty-six inch steam cylinders, and two fifty inch air cylinders, five feet stroke, and a twenty feet fly wheel, of twenty-five tons weight. The water pressure engine has two fourteen inch steam cylinders, and four four-inch water cylinders, and discharges into an accumulator. The boilers, eight in number, are twenty-six feet long, by four feet in diameter, with two return flues. The stack is one hundred and twenty feet high, and twenty-five feet square at the foundation. The machinery foundations are very substantial, being built of large stone found near the works. All the machinery, except one converter, was built by the Cuyahoga Steam Furnace Company in Cleveland.

The lower floor of the melting house is used for drying-rooms for ladles, &c., and the mixture and storage of fire materials. The second floor is of iron girders and brick arches, and sustains two six-ton reverbatory melting-furnaces, and two similar small furnaces for the recarburiser, and has room for two more large furnaces and four cupolas.

The adjoining rail-mill contains a three-high twenty-one inch train, driven by a forty-inch four feet horizontal engine, with a twenty-four feet fly-wheel, weighing forty tons. The two blast furnaces are forty-eight feet high, and twelve feet at the boshes. They work Lake Superior ore by the celebrated Briar Hill coal, into pig suitable for steel making. The Bessemer works are under the superintendence of Mr. John C. Thompson, late Assistant Superintendent of the Troy works.

The Wyandotte Steel Works, owned by E. B. Ward, and connected with his extensive iron works, were the first Bessemer works started in this country. The experimental machinery has been replaced by a permanent plant, which is not yet in full operation.

The National Iron Armor Company, at Chester, Pa., have built a Bessemer building and rolling mill—well constructed buildings of brick and iron, and well located on tide water and railway. Their machinery is being constructed by Messrs. Reaney, Son & Co., at Chester.

The Cambria Iron Company, are adding a Bessemer plant substantially like that of the Pennsylvania Steel Company, to their works at Johnstown, Pa., already the largest iron works in America. The Bessemer department will be under the management of Mr. R. W. Hunt, and the plant will be built (the machinery mostly at the company's works,) by Mr. Goerge Fritz, chief engineer of the company, which guarantees their success.

CONCLUSIONS.

The vast importance of the Bessemer manufacture, its success all over the world, the rapidity of its development, and the revolution it has created in the great practical problem of the age—cheap iron—render it the most remarkable, if not the most splendid achievement of modern times. The capital invested is estimated by tens of millions, and the saving to railway companies and to the uses of machinery, by hundreds of millions—and yet it is but twelve years since Mr. Bessemer took out his principal patent. Nearly a century had elapsed since any great stride had been made in the production and alloying of iron, and the time was ripe for the Bessemer process. But the Bessemer process, the locomotive, the sewing machine and all inventions that ameliorate the condition of the race, have not repressed cognate enterprises, nor lowered the condition and pay of labor. Every branch of human industry has been stimulated by them, and even the "pauper labor of Europe" is beginning to feel their elevating influence.

Now that the Bessemer process is an established success in this country, its rapid developments, and, in American hands, its rapid improvement, are assured. But its first introduction, with all the embarrassments of unused materials and labor, was not an easy task, nor one likely to be overtaken by men of narrow views. Capital is ready enough to take hold of an established business, and to stand back when heavy risks and patient experiment are required. The enterprises that set the world ahead are conducted upon higher and more humane principles than mere greed; and something more is due from the public to their projectors than the mere pecuniary compensation they sometimes earn. It is a matter of general satisfaction that Mr. Bessemer's labors have been nobly rewarded in money and in honor. We believe that similar recognition awaits, in this country, the pioneers of the great enterprise we have described, and that it will be gladly awarded to our distinguished townsman, to whom more, perhaps, than to any other person, we owe the Monitor fleet and the establishment here of the Bessemer process.

☞ The contract for building the Cairo, Mound City and Vincennes Railroad has been let to Messrs. Lloyd, Morris, Dodds and Stein.

☞ Work has been commenced on the railroad between Waterloo and Magog. The intention is to grade the road to Stukely Mills this fall.

Journal of Railroad Law.

LIABILITY OF RAILROAD FOR NEGLIGENCE OF ENGINEER—CONDUCTOR OF PRIVATE FREIGHT CARS—WHEN A PERSON, DETAILED FOR SPECIAL SERVICE, CEASES TO BE SUCH AND BECOMES A PASSENGER.

The case of Myers *vs.* Cumberland Valley R. R. Co., [55 Penn. st. 288], was an action on the case brought by Nicholas A. Myers, against the Cumberland Valley Railroad Company, for injury received by the plaintiff, as he alleged, by the negligence of the defendants' agents.

The plaintiff was the conductor on the freight train of Henderson and Myers, and on the 4th of February, 1860, the defendants were, by their engine, drawing these cars. Immediately behind Henderson's were cars belonging to Mr. Bryson, which were to be delivered at his switch at Mechanicsburg. There was evidence that at the request of the company's conductor of the train, Myers consented to cut Bryson's cars loose at Mechanicsburg. When the train came to the place where the cars were usually cut loose, the engineer slackened the speed, and Myers, on a signal from Bryson's conductor, who was on the hinder part of Bryson's cars, drew the bolt which coupled the cars, and gave a signal to the engineer, who moved on. Myers was thrown off, and Bryson's cars, coming up of their own speed, ran over and injured him. There was evidence also that the engineer "jerked suddenly, more so than usual," that the engineer "was more reckless than other engineers," that he did not answer Myers' signal which is usually done on other roads; but seldom on the defendants' road.

The decision of the court was delivered by AGNEW, J.—The question now presented is not the same as it was when this case was here before. The error which the court below then fell into was in instructing the jury in substance that the plaintiff could recover: notwithstanding his own fault, want of skill or awkwardness, and notwithstanding there was no negligence or unskilfulness on the part of the engineer, if the mode of detaching the cars was unnecessary and a useless exposure of person. But on the second trial the judge avoided these objections and answered all of the defendants' points in the affirmative without qualification; excepting the last point, which was qualified by instructing the jury that if the injury was not caused by the drawing of the bolt, but by the negligence or misconduct of the engineer in increasing the motion of the cars with a violent, unnecessary and unusual jerk, such as the plaintiff could not have anticipated, and if this occurred after Myers had resumed his proper position on the platform of his car, the plaintiff might recover. We discover no error in this qualification. Myers was requested by the conductor of the train to cut loose Bryson's cars at his station, by drawing the coupling bolt. The engineer slackened the speed of the train; and after drawing the bolt, Myers stepped to the side of the car with it in his hand, and held it out, showing it to the engineer, to let him see that the cars had been cut off. The engineer who was proven to be a quick, impulsive and somewhat reckless man, suddenly let on steam, started the train with a violent jerk into quick motion, which threw Myers off upon the track, where he was overtaken and badly injured by the cars following up their own speed. Clearly it was a question o

fact for the jury to decide whether Myers at this time had fully accomplished the special duty he had undertaken to perform, and had resumed his position upon the platform of his own car, and whether being in this position his being thrown off and injured was caused by the negligent act or misconduct of the engineer. Assuming according to the former opinion that Myers took upon himself the risk of the act he undertook to perform, there is nothing in this case demanding him to be held to very strict presumptions. He did an act of mere accommodation at the request of the conductor without hire or reward, and as soon as he had performed it and resumed his proper position as a passenger on the train he became entitled to the protection which such a relation gave him, and a jury would not be called on to discriminate against him with an unfriendly eye. If satisfied upon the evidence that the injury was caused by the misconduct of the engineer after he had substantially performed the duty and resumed his position, the railroad company, and not he, should suffer for the mismanagement of the train by their own employees.

The judgment is affirmed.

Louisville and Frankfort & Lexington and Frankfort Railroads.

We give elsewhere a detailed statement of the earnings and expenditures of these roads for the fiscal years ending June 30, 1867 and 1868. The following is a recapitulation:

	1866–'67.	1867–'68.
Earnings	$510,619 02	$493,218 93
Expenses	357,101 90	335,971 87
Net	$153,217 12	$157,247 06

The aggregate earnings and cash receipts for the two years under review have been $1,003,537 95; and the expenses, $693,078 77—leaving as the aggregate net earnings of both roads for the years named, $310,464 18. Deducting from the expenses the sum of $55,184 80 (being decrease in amount of material used from the stock of supplies on hand,) will leave the actual cash expenditures, $637,888 97, and the actual net cash receipts, $365,648 98. These have been disposed of as follows:

Paid Louisville & Frankfort R. R. Co.	$122,313 77
Paid Lexington & Frankfort R.R. Co.	52,690 80
Paid Cincinnati Branch Fund	190,644 41
Total, as above	$365,648 98

The receipts of the Louisville and Frankfort R. R. Co. from all sources for the year ending June 30, 1868, were:

Received from the L., C. & L. R.R., in part net earnings	$103,838 73
Bills receivable—amount received on account	4,486 35
Cash on hand in N. Y. July 1, 1867	2,842 00
Cash on hand July 1, 1867	3,281 91
	$114,448 99

Expenditures, viz:

Preferred joint stock dividends No. 2 and 3	$66,405 00
Interest account	17,551 66
General expense account	2,094 55
Taxes—Municipal, State & National.	6,965 29
Redemption of bonds	12,000 00
Cash in New York	2,699 50
Cash dividends paid	2,891 45
Cash on hand	2,819 78
Bills receivable—charged off	1,021 76
	$114,448 99

The financial condition of the company June 30, 1868, was as follows:

Capital stock	$1,109,594 40
Railroad bonds, due 1869–'78	108,000 00
City of Louisville bonds, due in '81.	100,000 00
Loan from State of Kentucky for right of way on perpetual credit at 6 per cent	74,519 50
Cash dividends unclaimed	4,538 21
Profit and loss	185,179 59
	$1,581,831 70
Construction	$1,532,644 99
Real estate	33,235 10
Bills receivable	1,932 33
Stock in other companies	8,500 00
Cash in New York	2,699 50
Cash on hand	2,819 78
	$1,581,831 70

The receipts of the Lexington and Frankfort R. R. Co. from all sources for the year ending June 30, 1868, were:

Received from L., C. & L. R.R. in part net earnings	$45,700 00
Sale of 13 bonds L. & F. R. R. Co	13,000 00
Rents, etc	136 38
Cash on hand, July 1, 1867	7,186 02
	$66,022 40

Expenditures, viz:

Railroad bonds due in 1869 redeemed	$19,000 00
Interest	2,182 00
Insurance and tax	1,715 31
Government tax on dividends, etc.	2,523 30
Contractors bond	50 00
Cash dividends paid	312 71
Joint stock dividends paid	30,878 76
General expenses	217 04
Cash on hand, July 1, 1868	9,140 28
	$66,022 40

The financial condition of the company June 30, 1868, was as follows:

Capital stock	$514,646 42
Railroad bonds due 1869–'74	44,000 00
Cash dividends unpaid	1,477 22
Joint stock dividends unpaid	1,732 14
Renewal and contingent fund	35,296 72
Stock profits	66,242 94
Sinking fund	10,000 00
Profit and loss	8,266 97
	$681,662 41
Construction	$654,265 87
Bills receivable	1,266 44
Bonds receivable	4,000 00
Stock in other companies	1,500 00
Preferred joint stock	1,732 14
Real estate	9,255 80
E. D. Sayre, Treasurer	602 88
Cash on hand	9,140 28
	$681,662 41

Vermont and Massachusetts Railroad.

As a special meeting of this company on the 19th inst., a resolution was passed authorizing the directors to accept a lease or transfer, for a limited time, or perpetually, from the Turner's Falls Branch Railroad Company of all their property, rights and franchises under acts of the Commonwealth of Massachusetts of 1866, chapter 41, and acts of 1868, chapter 33, on such terms and under such arrangements as they may see fit to make. And in case such transfer is made, the directors are authorized to locate and build a railroad under the same, as soon as they shall be of opinion that the public interests and convenience shall require it. And they are further authorized for the purpose of locating and constructing the road, to use the income of the company, or to borrow money therefor.

☞ NORTH MISSOURI RAILROAD FIRST MORTGAGE 30 YEARS 7 PER CENT. BONDS, INTEREST PAYABLE JANUARY AND JULY, AT THE NATIONAL BANK OF COMMERCE IN NEW YORK.

The road is completed and in operation from ST. LOUIS to BRUNSWICK, on the Missouri River, and to ATLANTA, in Northeast Missouri, 242 MILES.

The entire length of road, which will be completed in NOVEMBER, OF THIS YEAR, 382⅛ MILES.

Amount in actual cash expended in construction to date, $11,340,000.

The only lien upon the Road is this First Mortgage of Six Millions, and which is LESS THAN $16,000 PER MILE.

This road connects with the Union Pacific at Kansas City, already completed westward 350 miles, and with the Iowa Central and the Cedar Rapids Railroads in Iowa, forming by the Iowa Central a direct connection with St. Paul, and by the latter with Dubuque. It runs through the choicest agricultural and coal lands in the State of Missouri, and by its Iowa connections will have the finest and most populous portions of Iowa and Minnesota tributaries to it. The road now completed is constructed in the most substantial manner.

We recommend the above loan as an undoubted security and are authorized to offer a limited amount of the Bonds at 83½ and accrued interest, For the character of the security we refer by permission to

R. LENOX KENNEDY, New York.

Messrs. E. D. MORGAN & CO., New York.

H. F. VAIL, Esq., Cashier, National Bank of Commerce.

JAMES LOW, Esq., New York.

J. H. BRITTON, Pres't National Bank of the State of Missouri, St. Louis.

J. R. LIONBERGER, Pres't Third National Bank, St. Louis.

JOHN J. ROE, Esq., Pres't State Savings Institution, St. Louis.

JAMESON, SMITH & COTTING,
16 WALL ST., NEW YORK.

Kansas and Neosho Valley Railroad.

The capital stock of this company has been increased $5,000,000, and the President is authorized to issue mortgage bonds upon the road to that amount. The following directors have been elected for the ensuing year: Nathaniel Thayer, H. H. Hunnewell, Sidney Bartlett, W. B. Weld, and J. H. Burnham, of Boston; James F. Joy, of Detroit; K. Coates, of Kansas City; J. T. Burris, of Glathe; W. R. Wagstaff and B. F. Simpson, of Paola; Benjamin McDonald of Fort Scott.

Taxes and Valuation of Portland.

The Assessors of Portland, Me., have made up the tax list for 1868. The valuation is $28,565,522; real estate, $16,186,900; personal estate, $12,378,622. The rate of taxation is $2 50 per hundred. Number of polls, 7,737. The valuation of 1867 was $28,313,845; real estate, $14,951,500; personal estate, $13,362,345. The rate of taxation was $2 45 per hundred. Number of polls, 7,288.

Atlantic and St. Lawrence Railroad.

The city council of Portland, at their regular monthly meeting on the 17th inst., voted to redeem certain Atlantic and St. Lawrence Railroad bonds by issuing new bonds for the purpose, the road guaranteeing the city against loss of discount and other expenses.

The road is not able to pay the sum that will be due at an early day. The bonds to be redeemed are those authorized by the acts of Aug. 1, 1848, and July 15, 1850. The act of March 3, 1868, authorizing the redemption of the bonds by the city, was accepted by the Council, and is the basis of authority under which their action takes place.

☞ The Shamokin *Herald* says that the contract for building a road from Locust Dale to the breaker about being erected by Mr. R. B. Douty, near the town of Helfenstein, has been let to Thomas Reilly. The work will be commenced immediately, and is to be completed by January, 1869. The road will connect with the Mahanoy and Broad Mountain, and will be six miles in length.

☞ A meeting of citizens of Omaha and delegations from St. Louis and other points was held in Omaha on the 21st inst., at which the subject of building an air line railroad from Omaha to St. Louis was fully discussed. Speeches favoring the project were made by prominent citizens of each city. Omaha gave assurances that she would furnish as much money for the enterprise, in proportion to her taxable property, as St. Louis.

☞ The contract for grading and bridging the Junction and Breakwater Railroad to Lewes, Del., has been given to a company from Pennsylvania for $32,125 in cash, and $10,000 in stock. The work will be completed in January.

☞ At a meeting of the stockholders of the Atlantic and Great Western Railway, in this city, on the 21st inst., resolutions were passed authorizing an issue of $7,000,000 of second mortgage consolidated bonds.

☞ Contracts have been let for building the St. Louis and St. Paul Railroad, from Ackley on the Dubuque and Sioux City Railroad, to Hampton, the county seat of Franklin, about fifteen miles to the northwest.

☞ It has been decided to commence work on the line of the Winona and St. Peter Railroad, between Waseca and Janesville, and the grading will be continued to St. Peter during the next winter and spring.

☞ Contracts for the grading, masonry and bridging on the first division of the McGregor and Sioux City, R.R. extending from Calmer to Charles City, have been let, and work is to commence immediately.

☞ The St. Clair (Mich.) *Republican* says that two hundred men are at work on the Air Line road between Ridgeway and Romeo. The route is level and easy to grade, and good progress has already been made.

PROPOSLAS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., September 14, 1868.

SEALED PROPOSALS will be received at the Office of the Company in Oneida, N. Y., until the 30th day of October, 1868, at noon, for the GRADING, MASONRY and BRIDGING of that portion of the New York and Oswego Midland Railroad, extending from Sidney Plains to the village of Walton, in Delaware County, a distance of about 22 miles. Also, for that portion of the line from Westfield Flats to Centreville, in Sullivan County, a distance of about 25 miles.

Proposals will also be received at the same time and place, for the Grading, Masonry and Bridging of the Delhi Branch, extending from the Main Line at Walton to Delhi, in Delaware County, a distance of about 16 miles.

The company will entertain separate proposals for Bridging only, both on the Main Line and Branch.

Plans, Profiles and Specifiations will be ready for examination at the office of the Resident Engineer, in the village of Walton, for that portion of the line in Delaware County, including the Delhi Branch, on and after the 20th day of October next, and also at the office of the Resident Engineer in Middletown, Orange County, for that portion of the line in Sullivan County, at the same date.

Contractors who may desire to examine the work will receive all necessary information at the respective offices of the Resident Engineers above named.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer. 5t39

TEN NEW DUMP CARS,
For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33 in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

WROUGHT IRON PIPE
For Steam, Gas and Water.

Every variety of Fittings
FOR STEAM AND GAS WORKS.
Steam and Gas Fitters' Tools
Of the most Improved kind.
IRON AND BRASS CASTINGS
Of every Description.
JAS. J. WALWORTH & CO.,
18 Devonshire st.,
Boston.

HERMANN BOKER & CO.,
NEW YORK;
Agents for
Funcke & Elbers Steel and Iron Works,
HAGEN, PRUSSIA.

Specialty:
Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and
Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

1500 TONS 56 LBS. RAILS, ERIE PATTERN, "Crawshay's" make ready for immediate delivery, for sale by M. K. JESUP & COMP'Y,
12 Pine Street.

Two New First Class Passenger Cars.

Monitor or Raised Roof, can be finished with or without Saloons—will be ready for delivery the 1st of December. Gauge 4 ft. 8½ in. Seat 60 Passengers.

WILLIAMS, PAGE & CO.,
4t37 **91 Water st., Boston.**

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

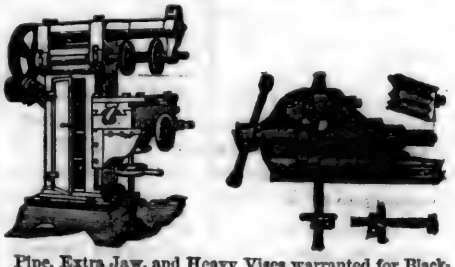
Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,
58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

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69 & 71 Broadway, New York.

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61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.

Godeffroy Brancker & Co.
42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by
G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m36

800 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **102**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is *the length of time they have to run.*

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
SEPT. 14, 1865.

Intercolonial Railway!

TO CONTRACTORS.

THE Undersigned is instructed by the Government of Canada to inform intending Contractors that at an early day orders will be invited for the execution of certain portions of the INTERCOLONIAL RAILWAY, between River du Loup and Rimouski, in the Province of Quebec, between Truro and Amherst, in the Province of Nova Scotia, and between Dalhousie and Bathurst, in the Province of New Brunswick.

It is intended to let the work in Sections or Divisions, ranging from 15 to 35 miles, according to the situation and local circumstances.

The surveys are now in progress, in part completed, and the object of this notice is to afford intending contractors ample opportunity of examining the ground at once.

The Plans, Profiles, Specifications, Conditions of Contract, Forms of Tender, and other documents required for the information and guidance of Contractors, are now being prepared, and when ready, of which due notice will be given, will be seen at the Railway Engineer's Office, in Halifax, St. John, Dalhousie, Rimouski, River du Loup and Ottawa.

SANDFORD FLEMING,
Chief Engineer.

Intercolonial Railway Office,
Ottawa, Sept. 12, 1868. 1139

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
6m38 **83 Pearl street.**

RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

D. N. BEARDSLEY,
3m33 **251 West street, N. Y.**

FREIGHT CARS.

TWENTY FIRST CLASS FREIGHT CARS will be ready for delivery in thirty days, part of them earlier if wanted. Gauge 4 ft. 8½ in.

WILLIAMS, PAGE & CO.,
4t37 **91 Water st., Boston.**

G. COPELAND,
BANKER,
72 WALL STREET.

Buy and sell Town, City, State, Railroad and other Securities. 3m36

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NOVELTY IRON WORKS,
NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

Stationary, River, Marine, Side-Wheel and Propeller Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Blowing and Pumping Engines;
Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;
Steam, Vacuum and Water Gauges, Indicators, Registers, &c.;
Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
Burnett's Movable Cranes, Crane Engines, Hoisting Gear, &c.
Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

HAMILTON SQUARE
RUBBER WORKS.
C. V. MEAD & CO.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.
P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 12,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

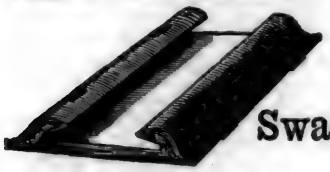
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American, English & German,
FROM WORKS, YARD OR
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For sale by
HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
23 William st., New York.

WANTED.—A MASTER MECHANIC to take charge of a Locomotive and Machine Shop. One well accustomed to managing men required.
4t36* Address Box 116, N. Y. P. O.

American Natural Oil Company
No. 7 Broadway, New York City,
SOLE PROPRIETORS OF THE CELEBRATED
American Natural Lubricating Oils
Prepared expressly for all classes of MACHINERY.
The cheapest reliable lubricator in the market.
First Premium—Paris Exposition, 1867.
Indorsed by leading Mechanics and Artisans of the UNITED STATES AND EUROPE.
American Natural Paint Oils
At Half the Cost of Linseed,
and warranted to give excellent satisfaction.
Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.
Post-Office Box 4781, New York City.

VAN ANDEN RAIL CHAIR COMPANY,



359 MAIN STREET,
POUGHKEEPSIE, N. Y.,
By their Improved Machinery are enabled to offer
Swaged Wrought-Iron Rail Chairs
WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.
☞ *All orders will receive prompt attention. Samples sent on application.*
PATENTED SEPT. 18th, 1866.

Safety Railroad Switch.
MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN*, and it is impossible for any accident to occur from the misplacement of switches.
The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.
AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*
I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.
I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.
WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,
Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

ESTABLISHED 1821.
RAILROAD UPHOLSTERY GOODS.
Plushes Reps, Damasks,
Curled Hair, Car-Seat Duck,
CAR-SEAT SPRINGS,
AND ALL UPHOLSTERERS' SUPPLIES.
HEAD LININGS MADE TO ORDER.
A. S. THORP & Co.,
163 William street, New York.



Factory, TRENTON, N. J.
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No. 431 Walnut street, Philadelphia.

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—AND—
MACHINE WORKS,
(Branch of Harrisburg Car Manufacturing Co.,)
HARRISBURG, PENN.,
MANUFACTURERS OF
MACHINISTS' TOOLS,
SUCH AS
Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.
W. T. HILDRUP, Treasurer.

CAR PLUSHES.
Best French and German makes.
LOUIS WINDMULLER & ROELKER,
20 Reade street.

GERMAN STEEL AND HARDWARE,
For sale by
LOUIS WINDMULLER & ROELKER,
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OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.
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CATALOGUE OF
Scientific Books.
FIFTH EDITION, Revised, issued July, 1868. Sent on receipt of six cents in stamps.
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ENGINEERS' STATIONERY
AND
MATHEMATICAL INSTRUMENTS of all KINDS.
Long Profile and 8 Cross Section Paper, for sale by
JAMES W. QUEEN & CO.,
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A descriptive manual of Mathematical Instruments (a pamphlet of 112 pages) sent free on application.

WILLARD FELT & CO.,
Stationers, Printers,
AND
BLANK BOOK MANUFACTURERS,
47 & 49 Liberty St., opp. Post Office, N. Y.
IMPORTERS & DEALERS
In Artists' and Engineers' Materials. Whatman's Drawing Paper; French, English and German roll Drawing Paper, white and tinted; Tracing Paper, in rolls and sheets; Tracing membrane; Tracing Vellum; Brown's, Hufty's and other Cross Section and Profile Papers. Profile Paper in continuous rolls; Water Colors; Lead Pencils; Field and Transit Books, &c., &c.

THE
NOVELTY IRON WORKS,
NEW YORK,
Manufacture
Iron Piers and Bridges.
Works foot 12th street, E. R.
Office, 77 and 83 Liberty st.

IRON AND STEEL WIRE ROPE,
MANUFACTURED BY
JOHN A. ROEBLING,
TRENTON, N. J.,
FOR
INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
TILLERS, &c.
A large stock of Wire Rope constantly on hand. Orders filled with dispatch.
☞ For strength, size and cost see circular, which will be sent on application.

IRON BRIDGES, PIVOT BRIDGES,
AND
TURN TABLES.
F. C. LOWTHORP,
CIVIL ENGINEER,
Patentee and Builder,
TRENTON, N. J.

CHAPIN & WELLS,
BRIDGE BUILDERS,
86 Dearborn street,
CHICAGO, ILLINOIS.
Mill and Machine Shops, 721 & 723 S. Clark street,
Dock and Bridge Bolts, Bridge Materials and Dimension Timber, promptly furnished.

C. SHALER SMITH. CHAS. H LATROBE.
SMITH & LATROBE,
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AND
BRIDGE BUILDERS,
No. 49 Lexington Street,
Baltimore.
Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.
Particular attention paid to Hydraulic Engineering.

CAR AXLE WORKS.

A. & P. ROBERTS & CO.,
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Rolled or Hammered Car Axles, Bar Iron and Forgings.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 40.] SATURDAY, OCTOBER 3, 1868. [WHOLE No. 1,694, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 3, 1868.

Union Pacific Railroad.

The Union Pacific Railroad Company have just published a pamphlet replete with important information touching the present and future of this great marvel of engineering skill. Opposite the title page is a map clearly defining the route of the road, and its pages throughout are illustrated by vignettes, in excellent taste, both in design and engraving. The pamphlet treats on the progress of the work and its character; the agricultural resources of the region through which it passes, and its mineral wealth. And gives interesting figures showing the present and prospective earnings of the road, its profit to the Government and the entire country. The cover is very attractive; its medallion centre is occupied by two female figures with clasped hands, representing the union of the East and West. Around and about them are the implements of husbandry and the arts, and in the distance the great slaves of commerce by land and sea—the steamboat and the railroad engine. The East is clad in flowing silk and adorned with jewels; the West in severe simplicity of garb, carries the wand, surmounted by the cap of liberty; a cornucopia lies between them.

Wharton's Safety Railroad Switch.

We invite attention to the advertisement of this Switch in another portion of our paper. The chief feature of this Switch is that by its use the continuity and solidity of both rails of the main track are entirely undisturbed; and therefore switches, so far as the main track is concerned, are entirely dispensed with. The great saving effected in the wear and tear of both rails and rolling stock, as well as the perfect protection it affords to trains traversing the main track in case the switch is by accident left wrong, should not be overlooked by railroad companies.

The Philadelphia and Reading Railroad Company, after a severe trial of 18 months, purchased the right to use them; and now, after a still further and much more extended experience—almost three years in all—upon their main down track, which carries the loaded coal cars, they are putting them down upon their tracks generally.

The annexed certificate from the Chief Engineer of the company will show the estimation in which it is held by that gentleman:

ENGINEER'S OFFICE,
PHILA. AND READING R. R. Co.
Pottstown, September 4th, 1868.

WILLIAM WHARTON, JR., ESQ.

Dear Sir:—My experience, during the past year and a half, with your Safety Switch, proves it to be all that is claimed for it, in respect to safety and economy. Its great economy and advantage consists in its entire freedom from wear, by the through traffic, it only comes into service when necessary to transfer a train from the main track to sidings; thereby avoiding, from the general trade, wear to itself and to the rolling stock.

Its worst feature is its appearance—but on account of its superior merits, I think Engineers and Superintendents of Railroads will come to use it sooner or later. Immunity from accident, to through trains, is the great desideratum in Railway management; and so far as relates to the track, this switch secures it.

Yours truly,
[Signed] CHARLES E. BYERS,
Chief Engineer.

☞ The earnings of the Erie Railway for the first seven months of the current fiscal year, January to July, inclusive, were $7,680,068, against $7,593,252 during the corresponding period of 1867—an increase of $80,816.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the years ending April 30, 1867 and 1868, were as follows:

	1867.	1868.
From freight	$4,124,692 99	$4,216,911 36
" passengers	1,543,714 15	1,482,506 92
" mails, etc	414,730 91	455,228 97
	$6,083,138 05	$6,154,647 25
Expenses, viz:		
Repairs of track	$845,254 72	$682,125 17
" bridges	86,526 10	14,412 55
" buildings	84,275 32	67,104 16
" fences	4,096 18	10,089 18
" docks	5,917 15	9,682 31
" locomotives	328,646 43	365,189 55
" cars	364,245 16	405,006 26
Loss and damage	40,901 99	39,196 02
Fuel consumed	254,393 28	296,697 80
Stationery	28,248 10	28,832 25
Oil and waste	85,894 40	69,271 55
Foreign agencies	16,090 52	20,369 09
Train service	174,824 02	187,676 86
Engine "	240,750 66	258,128 87
Station "	312,280 25	312,987 78
Water "	33,766 70	42,084 01
Ferriage	40,379 15	65,955 21
General expenses	197,903 94	190,456 93
	$3,093,574 07	$3,067,165 55
Earnings less exp	$2,989,563 98	$3,087,481 70
Add balance April 30, 1867		1,905,496 00
Trustees Quincy and Chicago R.R.		24,571 74
Interest and exchange		43,061 39
Total		$5,060,630 83

From which deduct:		
Rent of tracks	$10,970 00	
Interest on bonds	868,554 98	
Taxes, State & county	128,305 90	
Taxes National, dividends	197,205 00	
Taxes National, manufactures & earnings	71,231 20	
Transfer office exp	1,000 00	
Dividend May 15, '67	519,950 00	
" Sept. 15, '67	519,950 00	
Distribution of stock, September 15, 1867	2,079,800 00	
Dividend, Mar. 16, '68	627,195 00	
45 C., B. & Q. bonds purchased for sinking fund	49,500 00	
		4,568,662 03
Leaving balance to credit of income account April 30, 1868		$491,968 80

VAN ANDEN RAIL CHAIR COMPANY,



359 MAIN STREET,
POUGHKEEPSIE, N. Y.,

By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

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PATENTED SEPT. 18th, 1866.

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The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,

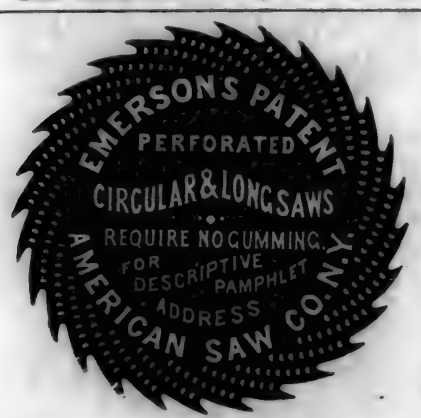
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 3, 1868.

Union Pacific Railroad.

The Union Pacific Railroad Company have just published a pamphlet replete with important information touching the present and future of this great marvel of engineering skill. Opposite the title page is a map clearly defining the route of the road, and its pages throughout are illustrated by vignettes, in excellent taste, both in design and engraving. The pamphlet treats on the progress of the work and its character; the agricultural resources of the region through which it passes, and its mineral wealth. And gives interesting figures showing the present and prospective earnings of the road, its profit to the Government and the entire country. The cover is very attractive; its medallion centre is occupied by two female figures with clasped hands, representing the union of the East and West. Around and about them are the implements of husbandry and the arts, and in the distance the great slaves of commerce by land and sea—the steamboat and the railroad engine. The East is clad in flowing silk and adorned with jewels; the West in severe simplicity of garb, carries the wand, surmounted by the cap of liberty; a cornucopia lies between them.

Wharton's Safety Railroad Switch.

We invite attention to the advertisement of this Switch in another portion of our paper. The chief feature of this Switch is that by its use the continuity and solidity of both rails of the main track are entirely undisturbed; and therefore switches, so far as the main track is concerned, are entirely dispensed with. The great saving effected in the wear and tear of both rails and rolling stock, as well as the perfect protection it affords to trains traversing the main track in case the switch is by accident left wrong, should not be overlooked by railroad companies.

The Philadelphia and Reading Railroad Company, after a severe trial of 18 months, purchased the right to use them; and now, after a still further and much more extended experience—almost three years in all—upon their main down track, which carries the loaded coal cars, they are putting them down upon their tracks generally.

The annexed certificate from the Chief Engineer of the company will show the estimation in which it is held by that gentleman:

ENGINEER'S OFFICE,
PHILA. AND READING R. R. Co.
Pottstown, September 4th, 1868.

WILLIAM WHARTON, JR., ESQ.

Dear Sir:—My experience, during the past year and a half, with your Safety Switch, proves it to be all that is claimed for it, in respect to safety and economy. Its great economy and advantage consists in its entire freedom from wear, by the through traffic, it only comes into service when necessary to transfer a train from the main track to sidings; thereby avoiding, from the general trade, wear to itself and to the rolling stock.

Its worst feature is its appearance—but on account of its superior merits, I think Engineers and Superintendents of Railroads will come to use it sooner or later. Immunity from accident, to through trains, is the great desideratum in Railway management; and so far as relates to the track, this switch secures it.

Yours truly,
[Signed] CHARLES E. BYERS,
Chief Engineer.

☞ The earnings of the Erie Railway for the first seven months of the current fiscal year, January to July, inclusive, were $7,680,068, against $7,593,252 during the corresponding period of 1867—an increase of $80,816.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the years ending April 30, 1867 and 1868, were as follows:

	1867.	1868.
From freight	$4,124,692 99	$4,216,911 36
" passengers	1,543,714 15	1,482,506 92
" mails, etc	414,730 91	455,228 97
	$6,083,138 05	$6,154,647 25
Expenses, viz:		
Repairs of track	$845,254 72	$682,125 17
" bridges	36,526 10	14,412 55
" buildings	84,275 82	67,104 16
" fences	4,096 18	10,089 18
" docks	5,917 15	9,682 81
" locomotives	328,646 43	365,189 55
" cars	364,245 16	405,006 26
Loss and damage	40,901 99	39,196 02
Fuel consumed	254,393 28	296,697 80
Stationery	28,248 10	28,832 25
Oil and waste	85,894 40	69,271 55
Foreign agencies	16,090 52	20,389 09
Train service	174,824 02	187,676 86
Engine "	240,750 66	258,128 87
Station "	312,280 25	312,987 78
Water "	33,766 70	42,084 01
Ferriage	40,379 15	65,955 21
General expenses	197,903 94	190,456 93
	$3,093,574 07	$3,067,165 55
Earnings less exp	$2,989,563 98	$3,087,481 70
Add balance April 30, 1867		1,905,496 00
Trustees Quincy and Chicago R.R.		24,571 74
Interest and exchange		43,081 39
Total		$5,060,630 83
From which deduct:		
Rent of tracks	$10,970 00	
Interest on bonds	368,554 93	
Taxes, State & county	128,805 90	
Taxes National, dividends	197,205 00	
Taxes National, manufactures & earnings	71,231 20	
Transfer office exp	1,000 00	
Dividend May 15, '67	519,950 00	
" Sept. 15, '67	519,950 00	
Distribution of stock, September 15, 1867	2,079,800 00	
Dividend, Mar. 16, '68	627,195 00	
45 C., B. & Q. bonds purchased for sinking fund	49,500 00	
		4,568,662 03
Leaving balance to credit of income account April 30, 1868		$491,968 80

The gross earnings of the road (including interest and exchange, $43,081 39,) have been $6,197,728 64; and the ordinary expenses of operating and maintaining the road, including taxes, State and County, the tax on the manufacture of cars and tax on dividends, and rent of tracks, depots, etc., $3,475,877 65—leaving for interest and dividends during the year, $2,721,850 99; to which add surplus from the former year ($1,930,067 74,) and the balance to credit of income account, but for payment of dividends and interest, would have been $4,651,918 73. The amount paid for dividends during the year has been $1,667,095; for interest, $363,554 93; stock distribution, $2,079,800; expended for bonds for sinking fund, $49,500—total, $4,159,949 93, leaving balance to credit of income at the close of the year $491,968 80, exclusive of the amount paid into the sinking fund up to that time, viz: $878,225 99. If the amount paid into the sinking fund may be deemed a proper credit to the income account, the balance of that account is $1,370,194 79. The report says:

The gross earnings of the road are, it will be observed, a little in excess of those of the year ending April 30th, 1867, a result not at all anticipated by the board in its report of the business of that year. In that report they state that the failure of the corn crop, which is the great staple of Illinois and which was to a great extent destroyed by frost, would seriously impair the revenues of the road for the then coming year, not only directly, but indirectly also, greatly affect them as it would affect the general prosperity and more or less affect every branch of business.

These predictions have not been realized and the aggregate business of the road has been fully equal to that of any prior year. This has been owing to the extraordinary high prices of grains of all kinds which has induced the farmer to sell much closer than usual, and has brought the full surplus and perhaps more than the actual surplus into market. So high have been the prices, that for the first time in the history of railroads, the transportation of grains from Chicago and the country west of it to New York, by rail, has continued during the whole winter. The result has been that probably much of the corn, which usually waits the opening of navigation to move, has been moved during the winter by rail.

Although it is apparent that it is not safe to predict a diminished business by reason of the failure of the great staple crop, yet it is quite probable that this movement of corn to the seaboard during the winter months will be felt in a diminished business during the summer months when the movement of corn has usually taken place.

The aggregate tonnage of freight transported over the road has not been quite equal to that of the year ending with April, 1867, while the prices have been somewhat better. Some large items of business have fallen off while others have largely increased. The number of cattle transported, for instance, is not equal to that of the former year by 26,000, while the number of hogs has exceeded that of the prior year by 163,000. The traffic in lumber has considerably increased, while that in corn has diminished not quite, but nearly one-half. While, however, there have been these variations in the staples of the country still the aggregate volume of the traffic has not materially changed and has actually yielded a somewhat larger revenue than in the prior year.

In passenger traffic there has been a falling off of $61,207 23, not quite so great as the increased revenue from freight. This decline in passenger business is common to nearly all the roads in the West, and perhaps is so with quite all of them where no additional road has been made tributary to them during or shortly before the year began, and counteracting, so far as they are concerned, the gradual decline of travel which has been generally observable since the close of the war.

The operating expenses have not varied materially from those of past years, having been, exclusive of taxes 49.83 per cent. of the gross earnings, and inclusive of taxes 53.07 per cent. and about one per cent. less than the same expenses during the prior year, evincing an economy in management it is believed equaled by that of very few railways in the country. Yet while there has been great economy used in attaining this result the track of the road and all its appointments have been fully kept up and it is believed they were never in better condition than at the present time. The equipment, both of machinery and rolling stock, are in excellent order, and the condition of the whole property of the company has been kept up to the best working standard, which it has ever been the aim of the managers of the road to fully maintain.

There has been relaid upwards of thirty-five miles of the track with new or re-rolled iron, of which about three miles are steel rails. These last have been laid where they will be subject to the heaviest wear in order to test their quality and durability as compared with iron. The result thus far has not been such as to encourage the board in an extended use of it in the ordinary track of the road. There has also been added about nine and a quarter miles of side or double track during the year, and an additional amount of continuous double track from Mendota eastward is now being put down. Several of the bridges have been rebuilt with iron superstructures resting upon stone foundations, and so nearly all the bridges upon the road are of those materials that the annual expense of keeping them in repair hat been a comparatively small item; that of the lass year having been less than any previous year. A very short period will now elapse before there will be no bridge, except of iron, but little affected by decay and not subject to destruction by fire. About sixty miles of road has been ballasted with stone or gravel, a very considerable portion of which had never received any ballast before and much of which had not been sufficiently ballasted. There remains perhaps thirty-three miles between Galesburg and Quincy, of which eleven miles is between Quincy and Camp Point, and about thirty between Galesburg and Burlington yet to be done. As material for this purpose must be taken from a great distance the work is necessarily slow. But the whole will be completed as soon as practicable.

Thirty-one miles have been fenced, very nearly closing up that work, and on the main lines entirely so. Mainly thoroughly covered with heavy ballasting and with its bridging mostly iron, the whole road bed is rapidly assuming the most permanent form and subject to as little expense for maintenance as is possible in this country unless it shall be found to be good economy to substitute steel entirely for iron in the track, of which the board is not yet satisfied.

It has been found necessary to acquire, at Aurora, additional land for the enlargement of the machine and car works of the company at that place, and at other points upon the lines some small necessary purchases have been made. The principal shops of the company are at Aurora, and as they require enlargement it has been thought best to acquire all the additional land likely to be needed in the future. This has been done and at moderate expense to the company. The necessity for it had become imperative.

The equipment of the road has been somewhat enlarged during the year. Three new locomotives, six new passenger coaches, two new baggage and express cars, and one hundred and eighty-five freight and way cars have been added to the machinery and rolling stock.

Since the date of the last report the important work of bridging the Mississippi, both at Burlington and Quincy, has been mainly done and the bridges at both points will soon be ready for use. That at Quincy does not involve the finances of this company, being built by a bridge company, but under such arrangements with all the railroad companies terminating at Quincy, that the charges of tolls for crossing the bridge must always be moderate, and there being no authority or right in the bridge company to exact tolls in the course of a year, to more than enough to make a ten per cent. dividend upon the stock in the bridge company, and the business of all roads being tolled alike, an arrangement which was deemed eminently fair for the railroad companies securing the use of bridge at reasonable charges for tolls, and which will be constantly diminishing as the business of the several roads increases, while the railway companies were relieved from the necessity of raising money for the construction of the bridge. The bridge at Quincy is in all about four thousand feet long and will be opened for use in August or September it is believed.

The bridge at Burlington is about two thousand two hundred and thirty-seven feet long, and is built from the funds of this company entirely, and it is expected to be ready for use within the next six weeks. Both bridges rest upon ston piers of the most solid construction, and the superstructure of both will be entirely of iron, in the style of the Pratt Truss, so called. Both of them will be drawbridges, and when complete will be structures of great beauty as well as of very great utility and importance to the business of the country as well as of the railway companies.

The capital stock of the company, which stood at the date of the last annual report at $10,399,010, has been increased by a distribution to represent the surplus standing to the credit of income account of twenty per cent. of stock to the stockholders, amounting to $2,079,800, and by conversion of bonds (convertible) amounting to $44,000, and by fractional stock dividend, $21,220. The present capital stock of the company now therefore stands at $12,554,030.

Its funded debt and other liabilities created for the construction of the road and the purchase of the road from Galesburg to Quincy, including $270,000 due on that purchase and not yet called for at the date of the last report, amounts to $5,488,750. The whole aggregate capital stock and debt now therefore is $18,032,780.

The gross revenues of the property represented by this aggregate of debt and capital has been during the past year, $6,197,728 64. The net earnings above the interest on the debt and expenses including taxes of all kinds above stated, including tax on dividends of cash and stock, has been $2,359,296 06.

These taxes this year on four dividends alone have been about $200,000, and considerably more than that on manufactures and for State and county taxes. It will be seen that there has been three cash dividends paid during the last year. This is owing to the change made a year ago by the board in the time at which dividends should be made. Heretofore they had been payable in May and November, while the great mass of the earnings of the road were mainly between May 1st and November 1st, leaving the earnings for the rest of the year comparatively small and about one-quarter only of those of the whole year. By making the dividends payable March and September, the earnings of the year are much more equally divided than before. In making the change, however, and advancing the time of dividends two months, it brought three within the past year, and has somewhat increased the expenses of the year also by reason of the taxation upon them.

The local business of the company, which is its most important and valuable business, has been fully maintained the present as in the past years. Of the $6,197,728 64 of its gross business, the amount contributed to it by business passing over it to and from the Hannibal and St. Joseph Railroad has been $607,597 90, and the amount contributed by the like business with the Burlington and Missouri River Railroad has been $391,069 50, both together being in amount $998,667 40, being something less than one-sixth of the aggregate business of this company.

While, however, the local traffic is the element of chief importance in the value of the property of the company, this through business, in connection with these two roads, is still of very great value and destined to become in the future of very much greater importance. That from both roads is now about a million, and it is probably quite safe to say that our net revenues are increased by this business to the extent of half a million. The western connections of the Hannibal and St. Joseph road are being rapidly extended north and west from St. Joseph, and south and west from Kansas City, with both of which points it is connected, and within a short period it is not unreasonable to suppose that the business of that road alone, passing over ours, will amount to a million and upwards.

The Burlington and Missouri River road has, the past year been extended about fifty miles, and will soon be complete to Afton, twenty-five miles farther. The increased extent of country tributary to our line by the last year's extensions has been an average of twenty-five miles, the whole extensions during the year being fifty. The business contributed to our road has increased during the year from $358,069 46 to the sum $391,069 50. Arrangements are now complete for pushing forward this road with all possible vigor to the Missouri, to the mouth of the Platt River, Plattsmouth, or to Omaha, a few miles above, as may be found most expedient. In either case it will have a connection with the Omaha or Union Pacific, quite as good as that of any road connecting with it from the east, and will be enabled from its connections east as well as by its own favorable route, to command a fair share of business in connection with that road while controlling all the local business of the country for a distance of 300 miles, through which it runs. The country through which this, as well as the Hannibal and St. Joseph Railroad runs, is of great fertility and will be rapidly developed.

The bridges at Quincy and Burlington will stimulate the business of both. The Burlington and Missouri is or will be owned mostly by this company, and its business must be mainly tributary to it. And with the road opened through, and with a through as well as a local traffic, the time cannot be far distant when its contributions to the business of our road must be doubled and trebled beyond what they now are.

Since last year, by authority of the stockholders, this company has entered into arrangements to aid that company for the farther amount of $1,200,000, for the purpose of enabling it to extend its road across the State. The aid thus given, has enabled it to dispose of all the remaining bonds issued or authorized by virtue of the mortgage upon the lands and the property of the company, which provide all the money required to complete the road through. By the terms of the arrangement, which are probably familiar to all the stockholders of the company, the assistance given imposes no burden upon the finances of this company, as the fund from which the aid is given is created by the extensions of that road, and can in no case exceed in any one year the profits we derive from the business which that road will furnish. By such aid given from time to time the Chicago, Burlington and Quincy Railroad Company has secured the construction and completion of what is really an extension of its line west, for a distance of three hundred miles, and through that extent of fertile, and destined to be a populous country, and to a connection with the Union Pacific extending (shortly) to the Pacific coast, an extension which must forever be a large contributor to the revenues of this company. The aid to be rendered is only an annual subsidy from a fund created as above stated for a short term of years. At its termination the Chicago, Burlington and Quincy Railroad Company will be the large majority owner in the stock of that company and will have secured a connection which is not unreasonable to believe will soon contribute from a half a million and upwards to the net profits of this company.

The arrangements made with the Toledo, Wabash and Western for the joint use of the track of this company for about twenty-two miles from Quincy are working well and it is hoped will result in the friendly, at least not hostile, rivalry of the two companies. During the year coming there will be completed probably a line of road from Peoria, (in connection with the road extending eastward from Peoria to Logansport) to Keokuk and crossing the line of this company at Canton, on the Lewiston Branch, and at Bushnell on the Quincy main line. This road it is reasonable to suppose will, to some extent, divide with that of this company the business of that section of country through which it will run. It may, also, if not wisely conducted, somewhat affect the prices of the business by the competition which will be introduced. A true and wise policy may somewhat divide the business but will preserve the rates. Time and experience will develop its effects.

In concluding this report of another year's business it is not out of place for the Board to remark that considering the progress of improvements in the west, it would be remarkable if in time there should not be constructed roads which shall to some extent affect the value of the local traffic of the property belonging to this company. This is of course anticipated. The progress of the country, however, is so rapid, the development of the States west is going forward with such energy, and population is flowing thither in such tides, and the basis of the business of the company is so broadly laid, both in the direction of its main lines and in its local tributaries, sending their large business over the long extent of its main trunk to the outleting point of the country at Chicago, as well as in the extension of its connecting roads, so far to the west and southwest, and destined to bring to it so large a volume of business in the future, that they may also express their conviction that while, possibly, in some respects, chnages may take place affecting some of its business, yet, that on the whole, its volume must continue largely to increase, and that the usefulness of their road to the country and the value of their investment therein to its stockholders themselves will continue to be evinced in the future as it has been in the past, in the steadily increasing revenues of the property.

The company have 122 locomotives, 55 passenger, 30 baggage, mail and express, 1 pay, 1,817 house freight and cattle, 555 platform and coal, 49 drovers' and conductors', 40 gravel and dirt, 2 tool, 1 pile driving, 99 rubble, 123 hand, and 2 wrecking cars.

Number of miles run by locomotives with passenger trains, 710,560; with freight trains, 1,225,100; with miscellaneous trains, 712,894—total miles run, 2,648,554. Average cost per mile run, 26.18 cents.

The number of passengers carried during the year was 908,038; of these, 43,730 were through, and 864,308 way. Of the through passengers, 24,873 went west, and 18,857 east. Of the way passengers, 434,105 went west, and 430,203 east. Total carried west, 458,978; do., east, 449,060. Total mileage of passengers, 39,781,829. Average do., 43.81. Earnings per passenger per mile 3.727 cents.

The whole tonnage moved over the entire line during the year, exclusive of company's freight, was 937,489; of which 428,906 tons were moved westward, and 508,583 tons eastward. Total number of tons moved one mile, 132,435,027. Average earnings per ton per mile, 3.20 cents. Company's freight moved, 126,915 tons; do., moved one mile, 8,236,739. Total tonnage, including company's freight, 1,064,404; do., moved one mile, 140,671,766.

GENERAL ACCOUNT.

Capital stock	$12,544,030 00
Funded debt (See Bond List)	5,218,750 00
Amounts due under decree of court foreclosing the mortgage on the Northern Cross Railroad not yet called for by the bondholders, and therefore retained by order of the court	270,000 00
Unclaimed dividends	2,853 00
Unpaid accounts and pay rolls	296,850 02
Due agents and connecting roads	83,099 82
Sinking fund	878,225 99
Balance to credit of income acc't	491,968 80
	$19,785,777 63
Construction	$14,507,844 47
Equipment	3,205,407 62
Due on Northern Cross R. R.	270,000 00
Materials on hand	440,151 05
Pullman Palace Car Company stock $72,300	48,200 00
Steam ferry and other boats	45,456 91
Burlington depot grounds and accretions	126,137 55
Chicago teams for transferring fr'gt	4,500 00
Monthly traffic accounts and bills receivable	307,817 97
Burlington and Missouri River R. R. preferred stock, 5 installments	299,649 01
Due from agents and connecting roads	64,435 65
Deposits in New York, Boston and treasury	235,012 54
Deposits with Trustees sinking f'd.	231,664 86
	$19,785,777 63

The directors chosen at the annual meeting June 24, 1868, are as follows:

President.—JAMES F. JOY.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott and John N. Denison.

Chairman of Board.—JOHN N. DENISON.

Gen'l Superintendent.—ROBERT HARRIS.

Secretary and Treasurer.—AMOS T. HALL.

☞ The Philadelphia *Ledger* says that the Kent County Railroad is rapidly being completed, and the contractors on the Queen Anne's County Railroad have nearly three hundred men at work. Seventeen miles of the road are now ready for the rails, and the opening for traffic with Philadelphia depends upon how soon the Delaware Railroad Company finishes the section from Massey's to Townsend.

☞ We learn that arrangements are nearly completed for commencing the extension of the White Mountain Railroad from Littleton to Lancaster, and ultimately to the Grand Trunk line at Northumberland. The first section of the new road to be constructed will run from Littleton to the "Wing Road" in Bethlehem, a distance of 6½ miles.

☞ We learn that a large force of workmen is engaged in the neighborhood of Bethlehem upon the extension of the East Pennsylvania Railroad to Easton. It is said to be the intention of the company to complete the road through to Easton as rapidly as possible.

☞ The survey for the route of the proposed railroad to connect Georgetown with the Alexandria, Loudoun and Hampshire road has been commenced, under the direction of H. W. Brewer, Esq., city surveyor of Georgetown.

Railroads of the State of New York.

A tabular Statement of their Capital, Bonds, &c., Length and Cost, Earnings, Expenses, Dividends, &c., for the year ending September 30, 1867.

Compiled from the Annual Reports made to the State Engineer and Surveyor.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of road & equipm't.	Road oper.	Gross Earnings. Passenger.	Freight.	Mail, &c.	Total.	Operating Expenses.	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Adirondack	4,183,000	915,000	418,712	5,516,712	25.00	.....	0.33	2,079,059	25.00	7,332	11,133	.....	18,465	22,457	.....	.....	....
Albany and Susquehanna	1,774,824	2,486,000	239,767	4,500,691	108.00	.....	9.93	5,415,929	103.00	196,920	217,668	69,640	484,228	264,014	22,0214	.....	....
Albany and Vermont	600,000	.....	.....	600,000	12.00	.....	.....	600,000		(Leased and operated by Rensselaer and Saratoga.)						36,000	6
Albany and West Stockbridge	1,000,000	1,389,559	.....	2,389,559	38.00	.....	47.00	2,411,056		(Leased to and operated by Boston and Albany.)						100,000	10
Atlantic and Great Western	2,779,892	2,999,990	106,462	5,886,364	49.14	.....	7.84	5,871,371	49.14	111,899	445,481	26,782	584,112	413,666	170,446	.....	....
Avon, Geneseo & Mt. Morris	194,250	22,000	.....	216,250	15.50	.....	0.50	217,344	15.50	18,559	6,748	2,267	27,574	8,830	18,744	8,177	4
Blossburg and Corning	250,000	48,000	.....	298,000	15.64	.....	5.41	582,346		(Leased to Fall Brook Coal (Pa.) Company.)						12,500	5
Buffalo, Bradford & Pittsburg	1,100,000	1,766,000	.....	2,866,000	26.00	.....	2.00	2,866,000		(Leased to Erie Railway Company.)						77,000	7
Buffalo, Corry & Pittsburg (6)	359,640	600,000	298,511	1,258,151	36.70	.....	1.00	1,119,074	36.70	16,402	31,195	1,562	49,159	21,309	27,850	.....	....
Buffalo and Erie	5,000,000	1,000,000	.....	6,000,000	88.00	.....	35.00	5,109,933	88.00	965,303	1,367,125	19,802	2,352,230	1,815,836	536,394	360,000	10
Buffalo, New York and Erie	950,000	2,389,000	.....	3,339,000	242.00	.....	13.80	3,339,000		(Leased to Erie Railway Company.)						66,500	7
Buffalo and Washington	114,046	.....	.....	114,046	.....	.....	.....	89,015	.....	(Under construction; length 110 miles.)							
Cayuga and Susquehanna	589,110	.....	.....	589,110	34.61	.....	4.75	589,110	34.61	30,628	94,674	1,739	127,041	176,073	.....	53,000	9
Chemung (3)	380,000	.....	.....	380,000	17.36	.....	12.50	400,000	.....	(Operated by Erie, and Northern Central.)						22,800	6
Elmira, Jefferson & Can'daigua	500,000	.....	.....	500,000	46.84	.....	2.89	500,000	.....	(Leased to Erie and operated by Northern Central.)						25,000	5
Elmira and Williamsport	1,000,000	1,570,000	.....	2,570,000	78.00	.....	14.50	2,218,000		(Leased to Northern Central Railway Company.)					(4)	60,000	5
Erie Railway	25,111,210	22,429,920	3,524,813	48,065,943	446.60	79.00	378.00	49,247,770	873.00	2,931,883	11,204,689	180,691	14,317,213	11,402,811	2,914,402	567,305	....
Hicksville and Cold Spring	27,820	17,190	.....	45,010	4.00	.....	.....	45,262	.....	(Leased to Long Island Railroad Company.)						.....	....
Hudson River	9,981,500	6,394,550	1,167	16,377,217	144.00	.....	159.65	17,506,037	150.00	2,025,801	2,841,258	400,041	5,267,100	4,051,956	1,215,166	572,084	8
Hudson and Boston	175,000	.....	.....	175,000	17.33	.....	4.00	175,000	.....	(Leased and operated by Boston and Albany Railroad Company.)							10
Long Island	3,000,000	825,000	.....	3,825,000	94.00	23.00	20.00	4,206,820	117.00	374,109	303,028	16,879	693,016	620,906	42,110	.....	....
Middletown, Unionville and Water Gap	94,902	101,000	74,322	270,224	6.00	.....	.....	271,375	.....	(Under construction, length 13 miles.)							....
Montgomery and Erie	148,232	130,000	.....	278,232	10.27	.....	0.66	276,521	.....	(Operated by Erie Railway Company.)							....
New York Central	28,537,000	12,069,820	.....	40,606,820	397.75	296.00	452.57	36,594,405	695.86	4,032,023	9,151,751	795,740	13,979,514	10,869,713	3,109,801	1,734,831	6
N. Y., Housatonic & Northern	193,660	.....	29,224	222,884	5.00	.....	.....	216,660	.....	(Under construction, length 39.75 miles.)							....
New York and Flushing	125,000	125,000	.....	250,000	8 00	.....	.....	250,000	14.25	111,180	2,500	.....	113,680	23,754	89,926	.....	....
New York and Harlem	6,785,050	6,030,625	.....	12,815,675	130.75	2.12	45.50	13,164,747	156.00	1,086,342	1,167,621	434,158	2,688,121	1,544,103	1,144,018	556,374	8
New York and New Haven	6,000,000	1,092,000	.....	7,092,000	62.25	3.00	63.82	7,720,846	79.39	1,768,900	357,489	204,460	2,330,849	1,468,281	862,568	600,000	12
Niagara Bridge & Canandaigua	1,000,000	.....	.....	1,000,000	98,46	.....	3.65	1,000,000	.....	(Leased and operated by N. Y. Central Railroad Co.)						60,000	6
Northern (of New Jersey)	159,100	300,000	62,145	521,245	21.25	.....	4.00	493,707	32.25	169,352	68,442	14,592	252,366	237,562	14,804	.....	....
North Shore	193,445	110,200	7,400	311,045	6.25	.....	.....	296,748	.....	(Leased and operated by N. Y. and Flushing R. R. Company.)						.....	....
Ogdensb'g & Lake Champlain	2,993,500	1,182,000	129,893	4,305,693	118.00	4.00	18.00	4,954,779	122.00	172,825	713,755	22,074	908,654	585,463	233,191	(5)185,626	3
Oswego and Rome	222,967	716,000	3,387	942,374	28.58	.....	3.25	925,999	28.58	49,290	58,832	3,074	111,196	55,598	55,598	.....	....
Oswego and Syracuse (3)	482,400	573,500	4,875	1,060,775	36.29	.....	3.16	1,300,775	36.29	128,688	101,062	115,571	345,324	173,390	171,934	88,016	8
Pittsburg and Montreal		(Not stated.)			23.00	.....	3.00	.....	23.00	23,677	23,650	1,409	48,777	44,536	4,240	.....	....
Rensselaer and Saratoga	800,000	679,750	.....	1,479,000	25.22	.....	5.50	1,299,863	176.00	570,875	766,373	85,752	1,423,000	1,186,484	236,516	48,000	6
Rochester & Genesee Valley	557,560	70,000	500	628,060	18.45	.....	1.25	656,026	.....	(Leased and operated by Erie.)			82,552	42,927	39,625	.....	....
Rome, Watertown & Ogdensb'g	2,400,000	1,577,263	21,076	3,998,339	141.11	48.52	17.40	4,000,724	218.21	472,340	596,518	77,619	1,146,472	638,784	507,685	238,550	10
Rondout and Oswego	11,870	.....	.....	11,870	.....	.....	.....	6,900	.....	(Under construction; length 85 miles.)						.....	....
Saratoga and Schenectady	300,000	40,000	.....	340,000	21.00	.....	1.57	484,684	.....	(Leased and operated by Rensselaer and Saratoga.)						18,000	6
Saratoga and Whitehall	500,000	400,000	.....	900,000	40.86	6.67	3.87	930,207	.....	(Leased and operated by Rensselaer and Saratoga.)						30,000	6
Schenectady and Utica	11,600	.....	.....	11,600	.....	.....	.....			(Under construction; length 78 miles.)						.....	....
Schoharie Valley	47,285	15,000	.....	62,285	4.38	.....	0.06	81,482	4.38	4,591	3,570	609	8,770	5,745	3,025	.....	....
Southern Central	12,860	.....	.....	12,850	.....	.....	.....	4,712	.....	(Under construction; length 99½ miles.)							
South Side (L. I.)	431,000	.....	.....	431,000	.....	.....	.....	.....	.....	(Under construction; length 40 miles.)							
Staten Island	660,000	200,000	95,000	955,000	13.00	.....	0.33	354,132	13.00	75,242	2,772	190,881	268,895	155,979	112,916	66,000	10
Sterling Mountain	80,000	350,000	65,106	495,106	7.60	.....	1.00	495,106	7.60	261	53,972	5,500	59,733	28,215	31,518	5,600	7
Syracuse, Binghamton & N.Y.	1,314,130	1,721,514	35,906	3,071,550	81.00	.....	8.10	3,182,489	81.00	174,149	324,166	24,000	522,315	292,591	229,724	.....	....
Troy and Boston	607,111	1,550,000	448,171	2,600,282	34.91	.....	9.73	2,277,844	7 66.50	211,132	276,857	21,593	509,582	365,781	143,801	.....	....
Troy and Greenbush	274,400	.....	.....	274,400	6.00	.....	6.00	294,908	.....	(Operated by Hudson River R. R. Co.)						16,464	6
Troy Union	30,000	680,000	.....	710,000	2.14	.....	2.14	762,238	2.14	(Expenses divided among users.)				25,519	.....	.....	....
Utica, Chenango & Susq. Val.	693,721	.....	.....	693,721	12.00	.....	.....	538,495	.....	(Under construction; length 82 miles.)							
Utica and Black River	831,300	.....	.....	831,300	34.94	.....	2.59	952,782	34.94	71,069	69,536	9,178	149,783	66,796	82,987	65,324	7½
Utica Extension	288,112	.....	.....	288,112	.....	.....	.....	223,517	.....	(Under construction, Boonville to Lowville 51.31 miles.)							
Wallkill Valley	4,000	.....	.....	4,000	.....	.....	.....			(Under construction; length 21.9 miles.)							
Warwick Valley	99,000	85,000	.....	184,000	10.33	.....	.....	172,577	10.33	11,068	38,217	2,345	51,630	31,034	20,596	7,920	8
Waverly and State Line	.....	.....	5,286	5,289	0.25	.....	.....	5,239		(Owned and operated in Pennsylvania.)							

1. Including leased roads, but not second track or sidings. 2. Including U. S. and local taxes. 3. Has a third rail for wide cars. 4. Dividend on preferred stock 7 per cent. 5. Dividend on preferred stock 8 per cent. 6. Commenced operations June 17, 1867. 7. Average 66⅓ miles The Troy and Bennington and the Vermont Western Railroads not operated after Jan. 17, 1867.

Commerce of New York.

The foreign imports at New York for the month of August are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	$13,547,834	$14,005,112
Do. for warehousing....	9,340,292	8,280,600
Free goods	844,664	828,188
Specie and bullion	540,244	846,821
Total entered at port...	$24,273,034	$23,960,721
Withdrawn fr. wareh'use	10,490,050	9,676,657

The foreign imports at New York for the eight months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	$89,557,409	$85,123,542
Do. for warehousing...	84,638,097	78,576,756
Free goods	7,587,141	6,876,780
Specie and bullion.....	2,153,546	5,012,163
Total entered at port..	$183,936,193	$175,589,241
Withdrawn fr. wareh'se	77,538,337	68,428,668

The revenue from customs at New York, were:

	1867.	1868.
6 months	$59,354,688 90	$55,450,748 65
In July.....	9,505,432 94	9,237,920 50
In August.....	12,623,300 45	11,995,596 18
Tot. since Jan. 1	$81,483,422 29	$76,684,265 33

The exports from New York to foreign ports in the month of August, were:

	1867.	1868.
Domestic produce.....	$12,116,096	$12,750,918
Foreign free goods.....	24,096	18,192
Do. dutiable.....	717,161	558,078
Specie and bullion.....	1,714,594	4,690,989
Total exports.....	$14,571,947	$18,018,177
Do. exclusive of specie.	12,857,353	13,327,188

The exports from New York to foreign ports for eight months from January 1st, were:

	1867.	1868.
Domestic produce.....	$116,930,052	$102,391,078
Foreign free goods....	331,502	460,416
Do. dutiable	5,311,300	4,912,286
Specie and bullion.....	39,830,150	64,379,147
Total exports	$162,403,004	$172,142,927
Do. exclusive of specie	122,572,854	107,763,780

Debt of Boston.

The amount of the consolidated debt of the ity of Boston, (funded, unfunded and water loans,) on the 1st of May, 1868, was $14,146,900 65, and is made up of the following items, viz:

Funded city debt.....	$9,152,639 80
Unfunded do.....	135,243 74
Water loans.....	3,867,711 11
Roxbury debt.....	991,306 00
Total.....	$14,146,400 65
Funded.....	14,011,656 91
Unfunded.....	135,243 74
	$14,146,900 65

Classification of the consolidated debt:

Water debt—The net cost of the works to May 1, 1868		$7,677,702 55
City debt, proper		3,562,392 10
War debt.....		1,915,500 00
Roxbury debt.....		991,306 00
Total, as above.....		$14,146,900 65
To meet which there was belonging to the sinking fund.	$4,762,299.59	
Also bonds and mortgages on hand in the Treasury, amounting to.....	437,070.13	
		5,199,369 72
Net debt May, 1868.....		$8,947,530 93

Since the above date, the funded debt has been increased $1,030,000.

The principal and interest of the funded debt (including the Roxbury debt,) are payable as follows:

$583,205, at 4½	per cent. in gold.
5,672,500, at 5	per cent. in gold.
433,115, at 5	per cent., currency.
2,000, at 5¼	per cent., currency.
224,000, at 5½	per cent., currency.
3,172,325, at 6	per cent., currency.
1,800, at 6	per cent., gold or silver.
55,000, at 7	per cent., currency.

$10,143,945.

The average rate of interest is 5.36 per cent. per annum, and the aggregate annual interest on the funded debt is $538,247 51.

The annual rate of interest on the Water Loans is 4.93 per cent., viz:

$1,949,711 11	at 4½ per cent. in gold	$87,737
1,082,000 00	at 5 " "	54,100
836,000 00	at 6 " in currency	50,160
$3,867,711 11	at 4.93 per cent.....	$191,997

The Cotton Crop.

We have received from several of the cotton brokers of this city the authorized statement of the cotton crop made up to the first of September. The original is compiled at the office of the *Shipping List*, and, although it differs somewhat from other compilations, it is generally accepted without cavil by dealers here, and we therefore adopt it as the basis of our tables. We have again to congratulate ourselves on the nearness of our estimates of the growing crop, made just one year ago, to the actual result.

We do not believe the actual yield varies a thousand bales from two and a half millions. One of the published statements gives the total at 2,498,895 bales, or within 1,105 bales of the round amount, but the total accepted here is 2,430,893 bales, which is quite near enough to our original figures for a twelvemonths' anticipation. We now present the yield from different sections, with a comparison from our records of the same in former years:

COMPARATIVE PRODUCT OF COTTON.

	1865–'6.	1866–'7.	1867–'8.
Louisiana.....	711,629	702,131	579,231
Alabama	429,102	239,616	366,193
Texas.....	174,985	185,919	114,666
Florida	149,139	58,349	34,639
Georgia	263,373	255,965	495,005
South Carolina..	112,273	162,247	240,225
North Carolina..	64,559	38,522	38,587
Virginia.....	37,531	123,627	187,487
Tennessee, etc...	211,885	185,712	374,860
Total bales.....	2,154,476	1,951,988	2,430,893

The total exports for the year ending September 1st show an increase of nearly one hundred thousand bales on the figures of the previous year. The following is a comparison for the last three years:

	1865–'6.	1866–'7.	1867–'8.
To Great Britain...	1,262,271	1,216,262	1,228,596
To France.....	220,650	198,147	197,515
To Northern Europe	48,647	95,342	145,042
To other for. ports.	23,096	47,303	84,663
Total bales....	1,554,664	1,557,054	1,655,816

The total consumed in the United States, including all burnt at the ports, is given at 968,165 bales, which is almost equal to the largest previous total, as will appear from the annexed table:

	North of Virginia.	Elsewhere.	Total.
1856-'7	665,718	154,218	819,936
1857-'8	452,185	143,377	595,562
1858-'9	760,218	167,433	927,651
1859-'60	786,521	185,522	972,043
1860-'1	650,357	193,383	843,740
1865-'6	604,085	127,640	731,725
1866-'7	697,367	156,672	854,039
1867-'8	799,817	168,348	968,165

We now present our usual comparison of the total crop of each year since 1821. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened:

COMPARATIVE CROP STATEMENT.

1820-'1	430,000	1844-'5	2,394,503
1821-'2	455,000	1845-'6	2,100,537
1822-'3	495,000	1846-'7	1,778,651
1823-'4	509,158	1847-'8	2,347,634
1824-'5	569,249	1848-'9	2,728,596
1825-'6	720,927	1849-'50	2,096,706
1826-'7	957,281	1850-'1	2,355,257
1827-'8	727,593	1851-'2	3,015,029
1828-'9	870,415	1852-'3	3,262,882
1829-'30	976,845	1853-'4	2,930,027
1830-'1	1,038,848	1854-'5	2,847,339
1831-'2	987,477	1855-'6	3,527,845
1832-'3	1,070,438	1856-'7	3,939,519
1833-'4	1,205,324	1857-'8	3,113,962
1834-'5	1,254,328	1858-'9	3,851,481
1835-'6	1,260,725	1859-'60	4,669,770
1836-'7	1,422,930	1860-'1	3,656,086
1837-'8	1,801,497	1861-'2(est.)..	4,800,000
1838-'9	1,360,532	1862-'3(est.)..	1,500,000
1839-'40	2,177,835	1863-'4(est.)..	500,000
1840-'1	1,634,945	1864-'5(est.)..	300,000
1841-'2	1,836,574	1855-'6	2,154,476
1842-'3	2,378,875	1866-'7	1,951,988
1843-'4	2,030,409	1867-'8	2,430,893

The Sea Island cotton included in the above statement amounted to 20,927 bales. The highest previous yield was in 1858-'9, when the crop was 47,592 bales. Our readers have had the year's record of quotations in this market. It may be interesting to them to note the price abroad. The average for each month at Liverpool of middling upland, beginning with the first of the new crop, may be set down in sterling pence as follows:

Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.
8⅛	8	8⅛	10¼	10⅜	13	12½	12½	11	12

The estimates in relation to the growing crop vary as widely as usual, and the accounts of damage from different sections are stirring and particular. Notwithstanding these, we cannot think the yield, as a whole, will fall much, if any, below the production of the current year, and a late frost and a good picking season will probably give even more. Still at this date the prospect is all that can be decided on, and we think a proper regard to this will place the yield at between twenty-four and twenty-five hundred thousand bales.—*Journal of Commerce.*

American Central Railroad.

The Burlington *Hawkeye* says the American Central Railway will be built from Galva, Ill., to New Boston, Ill., and that will be end of the project. It has fallen into the hands of the Chicago, Burlington and Quincy Railroad Company, the denial of certain interested parties to the contrary notwithstanding, although a separate organization is still maintained. It will be a feeder of the main trunk of the Chicago, Burlington and Quincy Road, and as such will greatly benefit the company and the country through which it passes.

☞ The Cincinnati, Connellsville and Indianapolis Railroad, extending from Hamilton *via* Connellsville to Indianapolis, 98 miles, is soon to be opened for through passenger trains.

☞ James F. Joy, Esq., of Detroit, has been appointed Receiver of the Louisville, New Albany and Chicago Railroad.

☞ The Portland and Rochester Railroad has been opened to Alfred, and is nearly finished to Alfred Corner.

☞ The first section of the European and North American Railway, extending from Bangor to Oldtown, was formally opened on the 23d ult

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,745,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,982	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000		Jan. '68 3
Bay de Noquet & Marq...100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Oct.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,400		
Do., do. pref..100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,000	J. & D.	Jun. '68 4
Boston and Maine.....100	4,076,974	J. & J.	July '68 5
Boston and Providence ...100	3,880,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A. J.O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 100	1,000,000	F. & A.	F'b,'68 3½
Brooklyn City & Newt'n..100	394,800		
Buff., New York & Erie*..100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'65 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jul. '68 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	589,110		Jul.'68 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....		J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000		Oct. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,300,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '68 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	13,160,927	June	Jn'68 10s
" " pref.100	12,994,719	June	Jn'68 10s
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 ...
Cincinnati City Passenger...		J'n &J'ly	Jan.'68 2½
" Street.....		J. & J.	Jan.'68 3½
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,044,800	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Oct. '68 2
Cleveland and Toledo* 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4½
Concord 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul.'68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware*..... 50	406,132	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351		Jul.'68 1½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	600,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100			Sept.'68—
Green and Coates St. (Ph.) 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A J&O	Oct. '68 5
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'68 5
Housatonic.....100	820,000		
" pref.....100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Oct. '68 4
Hazleton.....50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,390		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep.'67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,000,000	J.A J&O	Apl.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....			Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A J&O	Jul.'68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000		Apl.'68 4
Mahanoy & B'd Mountn* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,066,340	August.	Aug.'68 4
" " guaranteed.100	588,500	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 t
Nashua and Lowell.....100	600,000	M. & N.	May'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	788,588		
N Haven & Northampton.100	1,224,100	J. & J.	Jan.'68 3
New Jersey.....100	5,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	8,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 5
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	135,000		May '67 4
Northern of N. Hampsh..100	3,06-,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester 100	2,383,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb.'68 3
" " pref.100	641,200	A. & O.	Oct.'68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	8,607,197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct.'68 2½
Old Colony & Newport ...100	4,848,300	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3,581,000		
Panama.....100	7,000,000	J.A J&O.	Oct. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'68 4
Pennsylvania 50	20,000,000	M. & N.	May'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 1½
Do. Do. preferred. 50	1,551,000	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor't'n 50	1,507,850	A. & O.	Oct. '68 5
Phila. and Trenton*.....100	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J. & J.	Jul. '68 3
Philadelphia and Dar'y... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Oct.'68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec...100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,386,500	J. & J.	July'68 5
Rutland preferred.....100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020 000		
Saratoga and Whitehall*.100	500,000	A. & O.	Oct.'68 1½
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	6 5,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,583,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref..100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,452,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon.....100	1,340,273		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2 888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal		J. & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000		Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000		Sep.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	329,828	3,235,492
1865	289,445	347,211	432,340	365,045	472,493	410,800	493,882	596,584	541,481	675,446	634,943	576,365	5,825,335
1866	475,641	433 270	385,991	412,521	464,507	493.243	466,898	568.589	533.150	599,670	474.056	388,573	5,696,119
1867	377,852	380,190	489,555	407.018	465.102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	356,255	359,184	341,266	407,888	.....	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,157	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312.165	354,554	320,879	307,803	252,015	2,770,484
1865	280.503	275,283	299.063	268,480	322,278	355,270	235,985	409,251	401,280	357 966	307,919	236,824	3,640,092
1866	226,153	222.241	290,111	269,249	329.851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,696,153
1867	343,787	157 832	235,961	282,165	335,510	542,358	354,244	415,982	408,999	426,762	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	570,353	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,796	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	193,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444 024	566,403	599,549	462,275	377,063	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	432,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,812	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,068	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,544	1,091,466	1,285,831	.....	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,583	73,140	50,296	580.271
1867	49,694	36,098	56,859	59,196	61,447	53,999	58,683	69,018	77,113	81,676	80,987	61,955	785,605
Erie:													
1863	845,695	839,949	966,445	948,059	848,783	770,148	731,248	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,143	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,386,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,118	14,596,413
1867	...including Buffalo Division ... 906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,718	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093 048	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,831	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	615,665	516,608	480,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	603,053	500,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	788,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,917	538,077	579 560	621,685	576,468	764,138	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,606	115,184	125,252	116,495	116,146	105,767	1,224,089
1866	90,411	85,447	84,351	81,151	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,526	96,535	106.594	114.716	121,217	142,823	132,387	123,385	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,506	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	343,048	3,302,845
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,882	402,219	407,107	448,984	411,806	4,120,152
1865	363,998	366,361	413 974	365,180	341,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,955	429,546	352,218	4,650,328
1867	305,857	311,088	396,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,806
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,553	256,432	238,496	236,453	206,221	193,328	215,449	308,163	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	313,021	398,998	464,778	506,296	412,904	330,378	4,371,073
1868	343,316	304,315	326,880	415,768	369,236	326,591	321,013	392,942	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	385,412	550,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	338,281	425,629	565,718	468,094	423,247	522,545	.....	.....	.....	.....	.....
New York Central:													
1862	749,163	681,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,166	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,157,505	1,116,829	13,257,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,350	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,781	984,536	1,101,698	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,008	346,343	275,950	3,211,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247.262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	266,905	252,149	204,620	217,082	194,455	287,557	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	344,423	258,674	283,996	254,285	388,725	414,707	448,094	463,673	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626,009	6,324,063
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,806	116,215	923,288	416,341	666,979	967,194	1,121,206	1,351,579	1,419,232	1,196,955	702,686	10,035,028
1866	788,961	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,336	833,742	887,793	874,974	436,990	10,637,194
1867	500,488	534,561	703,618	836,602	966,368	903,974	864,637	693,104	873,153	966,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	384,334	370,983	3,745,310
1863	337,360	368,598	461,986	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	5,132,924
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,260	701,352	691,556	914,062	7,120,466
1865	640,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,383	580,964	8,489,062
1866	659,982	480,986	662,163	599,806	692,510	633,667	552,378	648,201	654 926	757,441	679,736	656,272	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,216	669,087	784,800	690,598	573,727	7,242,126
1868	492,894	602,753	684,190	774,103	611,914	601,246	571,834	653,257	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,940	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,555	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.301	162,694	2,240,744
1866	178,120	155,893	192,133	170,485	165,699	162,532	166,015	222,953	198,884	244,834	213, 27	177,364	2,250,142
1867	149,658	149,842	174,163	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,79 9
1864	79,785	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	266,154	2,050,422
1865	144,084	139,171	155,753	144,901	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,843
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,798	270,630	317,062	329,078	304,810	309,591	364,724	382,996	406,766	351,759	338,480	3,899,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	434,208	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,255	32,378	33,972	68,862	82,147	68,180	59,862	75,677	92,715	61,770	37,530	669,386
1866	45,103	36,005	39,301	43,232	86,918	92,918	85,276	60,698	84,462	100,313	75,248	54,468	814,085
1867	39,078	27,667	36,292	40,710	57 852	60,558	58,262	73,525	128,496	120 288	79,431	54 719	774 941
1868	46,415	40,708	39,196	49,231	70,163	77,239	59,762	84,807	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Sept. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113½
" " " coupon		6	" "	1881	113½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	284,246,300	6	Jan. & July.	1881	113½
" " " coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) registered	1,891,226,050	6	May & Nov.	1882	108½
" " " (5-20s) coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	108½
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	109½
" " " (5-20s) coupon		6	" "	1885	110½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	108
" " " (5-20s) coupon		6	" "	1886	107½
" " 3d series (5-20s) registered		6	" "	1887	108
" " " (5-20s) coupon		6	" "	1887	10 8
Loan of March 3, 1864, (10-40s) registered	194,563,400	5	Mar. & Sept.	1904	104½
" " " (10-40s) coupon		5	" "	1904	104½
Pacific R. R. Bonds (currency)	35,314,000	6	Jan. & July.	'95-'97	100½
Treas'y Notes (7-30s) June 30, '61: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	12,409,213	---	presentation.	----	----
Gold Certificates of Deposit	25,161,620	---	presentation.	----	----
Compound Interest Notes 1864 '65	10,595,410	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	356,021,073	---	----	----	----
Three per cent. certificates	62,206 000	---	----	----	----
Fractional currency	31,802,218	---	----	----	----
Navy Pension Fund	13,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	62
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	81
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	97
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	695,000	6	various.	'80-'96	----
Louisiana—State Bonds (Banks) coupon	4,832,963	6	Feb. & Aug.	'68-'86	----
" — " " (Rrilroads) "	2,928.000	6	various.	'69-'99	68½
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100½
" " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,932,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) steri.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) steri.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) steri.	3,277,388	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1850	----
" — " " (Ches. & Ohio Can.)	2,090,000	6		1870	100
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	100
" — " " (Bounty)	501,000	6		abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6		1885	----
" — " " (Balt. & Susq. R.R.)	429,883	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115½
" — " " "	4,379,500	5	May & Nov.	1894	115½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	103
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" — " " (stg.)	986,500	5	" "	'91-'93	111½
" —Troy and Greenfi'd R.R.	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'84	91½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'62-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105½
" — " " 1863 (")	1,002,900	6	" "	'86-'98	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	103½
" — " " " registered	27,726,500	7	" "	1877	103½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1873	101½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	660,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	3,500,000	6	Jan. & July.	1900	74
" — " " "	280,366	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	101
" — " " "	4,095,309	6	" "	1881	102
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	98½
" — " " registered	5,033,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	5	April & Oct	1870	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,909,520	6	" "	1882	106½
" — " " 3d series	9,270,017	6	" "	1892	108
" —Military Loan Bonds	5,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	463,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	68
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,365,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " coupon	21,489,398	6	" "	long.	----
" — " " coupon	10,900,000	6	" "	long.	----
" — " (new) registered	1,379,500	6	" "	1876	58½
" — " (") coupon	489,300	6	" "	1886	----
" — " " (")	89,600	6	" "	1890	----
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,090	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R. No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	98
Loan of 1850	602,000	6	" "	"	1880	....
Loan of 1853	1,744,500	6	April & Oct.	"	1885	99½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	78½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	61½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	....
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	'68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	91½
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	....
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	93
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	....
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	....
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	97
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1887	....
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	....
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage	600,000	7	May & Nov.	" "	1875	....
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st *Mortgage* (on 300 m.) free	15,400,000	6*	Jan. & July.	New York.	1896	103
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	110
Convertible bonds	1,500,000	7*	" "	" "	1883	110
National Loan	15,400,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'90	96
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	April & Oct.	New York.	1895	80
1st Mortgage (convertible)		7	" "	" "	1895	....
Income bonds	150,000	7	— & —	" "	18—	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee:						
1st Mortgage (C. and N. W.)	1,726,200	7	Jan. & July.	New York.	1893	90
Chicago and Northwestern:						
Flagg Trust, mort. on C. D. G.	200,000	8	Jan. & July.	New York.	.....	....
Pref. sinking fund b'ds (103 m.)	1,250,000	7	Feb. & Aug.	" "	1885	97
Funded Coupons	756,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,604,000	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	165,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,040,000	7	F. M. A. & N.	" "	1915	95
Equipment Bonds	2,200,000	10	May & Nov.	" "	1871	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,173,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mortgage (Chic. & Mil. R.R.)	1,726,200	7	Jan. & July.	" "	1893	90
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1900	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1906	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1906	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	....
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	....
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	94½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	80¼
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81¶
2d Mortgage	816 000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70-'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	....
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68-'72	....
2d Mortgage, (convert. sterling)	420,000	6*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	....
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	....
Plain Bonds	570,000	5	April & Oct.	"	1872	....
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	95
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	1,173,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,411,094	4*	" "	"	18—	....
4th Preference Stock	25 582 860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.	"	18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	....
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	92
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432 000	6	April & Oct.	New York.	'67-'69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1886	....
Land Mort. S. F. ($20,000 p. m.)	.....	6*	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	101
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	120
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,663,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1906	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	296,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'60–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'60–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'78–'75	....
1st Mortgage, Bardstown Branch	30,000	7	— & —	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	— & —	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	91½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	76½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1892	....
1st Mortgage, Convertible	1,294,000	7	May & Nov.	" "	1880	....
2d Mortgage for $1,000,000	417,000	7	Jan. & July.	" "	1887	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	18—	....
Memphis and Little Rock:						
Tenn. State, endorsements	350,000	6	Jan. & July.	New York.	18—	....
Tenn. State, Funded coupons	105,000	6	" "	" "	18—	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Memphis and Ohio:						
Tenn. State Loan and coupons	2,396,110	6	Jan. & July.	New York.	18—	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	115
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	100½
2d Mortgage	2,693,000	7	" "	" "	1877	93
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
or as they will be on completion of exchanges—						
1st Mortgage	3,582,000	8	.....	New York.	18—	....
2d Mortgage	739,000	8	.....	" "	18—	....
Milwaukee and St. Paul:						
1st Mortgage	5,361,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage and Income	1,500,000	7	April & Oct.	" "	1884	88½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	....
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	....
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	....
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	....
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	....
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Company Bonds	100,000	7	Jan. & July.	.....	1870	....
Company Bonds	299,200	7	" "	"	1876	....
Company Bonds	639,500	7	" "	.....	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100¼
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	87½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hampd. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	....
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	95½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	....
1st Mortgage	328,600	8	" "	" "	65–'70	....
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1899	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	90
Chattel Mortgage	377,365	10	April & Oct.	"	1887	....
2d Mortgage	274,500	7	— & —	"	18—	92
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	87½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	....
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	93
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67–'69	96½
Company Bonds	223,000	5	Various.	"	'77–'84	....
Company Bonds	2,467,000	6	"	"	'75–'76	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	....
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	....
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	98½
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pennsylvania Coal:						
1st Mortgage	597,500	7	Feb. & Aug.	New York.	1881	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	....
1st Mortgage (General)	5,000,000	6	" "	"	1881	....
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	91½
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	....
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	....
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	95
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	....
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	....
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	....
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	90
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	618,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1906	79
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equipment Loan	1,000,000	8	" "	"	18—	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consol. Mortgage for $3,500,000	.....	7	Jan. & July.	Philadelphia.	1890	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	65
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Salt Works Branch Bonds	9,500	6	" "	" "	1861	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	— & —	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98¾
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W. Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	82¾
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	....
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
Convertible Loan	1,201,850	6	" "	"	1877	....
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	86½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	69⅜
Improvement Loan	1,601,670	6	May & Nov.	"	1876	72
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1876	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Consolidated (Md.) Coal:						
1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad				Companies.	Rolling Stock.			Abstract of General Balance Sheet.							Operations.		Earnings.		Dividends.	Value of Shares.	
							Cars.		Property and Assets.				Liabilities.				Carried one mile.						
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.		Engines.	Pass.	B. M. E.	Freight.	Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Gross.	Net		Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1867	25.0	—	0.4	157.0	Adirondac.....New York.	1	—	—	6	2,079,058	*	lands, &c.		4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	*Alabama and Florida*.....Alabama.	14	6	2	124	2,401,766	*	364,073	142,248	951,300	1,537,100	420,280	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	Albany and Susquehanna †...New York.	15	15	7	157	4,976,083	439,846	660,825	.....	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	Allegheny Valley.....Pennsylvania.	12	10	6	102	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	Androscoggin.....Maine.	7	8	3	101	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	Ashuelot.....New Hampshire.					506,000				201,000	195,000			—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	Atlanta and West Point.....Alabama.	18	6	5	78	1,200,079	*	133,306	13,249	1,232,200	35,500	56,557	22,378	86.7	.....	.....	.....	391,477	68,881	7	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	Atlantic and Great West. N.Y. Penn. & O.	156	98	56	3,366	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	Atlantic and Gulf †.....Georgia.	21	9	8	175	4,662,749	379,236	447,708	404,447	3,824,989	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	Atlantic and North Carolina †. N. Carolina.	9	6	2	62	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	45	17	7	541	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	Avon, Geneseo and Mount Morris..N. Y.	2	3	1	4	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,000	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	....	—	—	Baltimore and Ohio †.....Md. & W. Va.	243	130	32	3,549	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	123
Sept. 30, 1865	30.0	....	—	—	Washington Branch †.....Maryland.					1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	....	—	—	Parkersburg Branch.....W. Virginia.													103.5	436,729	.....	.....	758,883	42,878	—	100	26½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*.....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	—	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	146½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie †. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	22½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	66
Nov. 30, 1867	74.3	8.8	54.4	—	42	67	20	909	Boston and Maine.....Mass., N. H. & Me.	4,087,397	627,717	.....	337,187	4,076,974	.....	.....	975,327	92.3	858,737	42,900,232	11,628,014	1,603,167	481,470	10	100	135½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	Buffalo and Washington...Penn. & N. Y.																				100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	....
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	122½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	35
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* †.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	....
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	260.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	150½
Apr 30, 1867	370.0	30.0	100.0	—	111	95	—	2,285	Chicago, Burlington and Quincy..Illinois.	13,246,781	2,956,327	741,971	1,912,017	10,399,010	5,458,250	1,194,268	1,905,426	400.0	2,421,566	42,334,983	.....	6,083,138	2,797,949	10	100	170
Dec. 31, 1867	30.0	—	....	78.0	3	2	2	46	Chicago, Cincinnati and Louisville...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	00	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	86½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,161,665	453.8	1,896,937	28,186,470	87,522,492	4,451,974	2,288,148	10	100	102½
Jun. 30, 1867		Less	ees	of 8	an.	&	Ct	n.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	100
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,462	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Gainsville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,800,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,125,750	18,477,257	51,281,887	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	....	100	79½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	.....	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	48½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	42½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	101½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	26,670,000	*	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	....
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	.....	674,592	62,043	1,786,200	248,000	80,667	85,846	.....	(Operat	ed in conn	ection with	Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	73
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,768	—	100	....
May 31, 1867	110.3	—	10.0	—	11	10	6	294	Connecticut and Passump. Riv.	Vermont.	3,093,996	*	95,741	.....	1,961,800	873,800	276,465	48,852	110.3	171,490	3,486,989	.....	493,705	184,052	—	100	....
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	132
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Opened	Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	358,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,622	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,863	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	254	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,643	3,267,764	4,617,820	.....	13,386,020	3,308,000	708,205	.....	258.3	2,034,524	.....	.....	2,613,979	loss.	10	50	61
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	775,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	101
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	62.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,680	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	98,800	158,000	2,000	.....	.....	(Leased	to Penney	lvania.)	.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	120
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	.....	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	394,550	.....	.....	.....	392,550	.....	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,000	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	100	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	188,944	2,869,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	116,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky ¶	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Northe	rn Central	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Central	l.)	165,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	2,933,548	2,137,934	25,311,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	47
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,661,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	....	....	....	....	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	8	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,837	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	.....	21,789	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	132½
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,258	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
—	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,068	Pss	4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	86	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Frechold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.1	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1867	171.0	61.0	....	—	44	25	8	410	Georgia	Georgia.	4,156,000	*	2,572,368	60,027	4,156,000	389,500	1,253,824	989,071	232.0	585,358	.....	.....	1,003,723	491,889	7	100	....
Dec. 31, 1867	20.0	—	....	330.0	2	...	...	...	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,665,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,147	12,965,380	19,922,754	1,716,270	516,270	—	100	89½
—	—	—	—	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	.....	18,000	1,182,550	700,000	18,000	.....	(Leased	to Penney	lvania.)	.....	133,284	7	50	....
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Hartford and Connecticut Western	Connecticut.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,685,335	592,283	12	100	225
Aug. 31, 1867	61.4	14.1	70.3	—	29	43	14	491	Hartford and New Haven	Connecticut.	3,129,047	254,000	1,019,303	543,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	.....	.....	—	100	....
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	760,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	986	Hudson River	New York.	17,605,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	140
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,488,199	1,775,608	23,415,780	10,644,500	7,602,000	.....	707.7	3,766,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	145
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	25½
Dec. 31, 1867	75.0	—	....	—	....	....	....	....	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	18.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	18.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,336	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	.....	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	1	1	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	—	.....	.....	375,100	200,000	.....	—	—	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,662	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	55½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	—	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	—	.....	.....	.....	.....	.....	—	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	29,525	7,186	514,646	63.000	113,330	—	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	53,309	7	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	—	1,704,058	—	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627.251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	.....	—	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	44½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	—	—	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1867	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	143,849	—	258,784	593,781	48,638	833,000	18,106	96,476	94.0	284,321	.....	.....	510,319	153,217	—	100	....
Jun. 30, 1867	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	48,154	6,124	1,109,594	294,520	7,429	175,379	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	118,079	7	100	....
Jun. 30, 1867	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,683,680	509,845	5,492,638	4,165,000	469,757	3,969,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810,469	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	—	.....	.....	.....	.....	.....	—	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	—	—	.....	—	(Leased	to Summi	t Branch.)		62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222.174	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	—	—	(Leased	to Phila. a	nd Readin	g.)	.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	—	.....	—	—	(Operat	ed with C	oncord.)		97,925	9	100	135½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	.....	—	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	—	.....	.....	.....	.....	.....	—	32.0	(Operat	ed by con	tractors.)		.....	.....	—	100	....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Memphis and Charles.Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,098	.....	.....	1,484,264	441,296	3	100	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	—	—	(Leased	to Louisvi	lle and Na	shville.)		.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999.000	.....	—	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)		—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,988,989	948	582.244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	118½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358 549	2,865,817	738,436	799,793	10,646 200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	83½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	—	.....	.....	102,365	—	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	—	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,777,000	.....	.....	—	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	57½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	—	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	9	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,782	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	—	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.6	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	—	.....	.....	3,762,400	7,568,989	.....	—	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,900	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,780	288,782	—	116.9	170,707	.....	.....	449,007	187,402	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	32½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	—	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	—	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	.....	.....	.....	—	—	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172 5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	.....	473,635	194,176	10	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	92,000	406,087	1,157,736	3,464.050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	211,964	89,139	1,436,600	246,000	69,666	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	233,000	164,200	.....	—	14.9	(Operat	ed by Phg	F.W.&C.)	178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	744,520	.....	.....	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	868,314	2,393,297	631,137	1,344,000	650,000	142.167	—	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	33.8	677,201	.....	.....	1,865,303	747,351	10	100	133½
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	—	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	—	.....	.....	.....	.....	.....	—	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	—	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	126½
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	—	.....	.....	193,360	—	29,224	—	—	.....	.....	.....	.....	.....	—	—	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143.480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	141
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	256,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	—	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	....
May 31, 1867	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,756	*	269,845	69,835	4,000,000	339,000	364,832	596,603	223.0	.....	.....	.....	581,559	72,426	—	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.																								
Feb. 28, 1867	102.0	—	....	—	12	12	6	95	North-Eastern ¶.....South Carolina.	2,145,131	*	—		51,078	1,083,950	845,000	556,345	—	102.0	(Leased to Selma and Meridian.)¶				317,775	12,569	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																		55,967	—	100	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,158,701	13,691,447	892,057	377,206	53	50	36
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	49¼
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	116½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	92
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699	—	100	....
Sept. 30, 1867	118.4	4.0	18.0	—	26	14	8	480	Ogdensburg and Lake Champlain...N. Y.	4,954,779	1,070,154			3,077,000	1,182,000			122.4	521,932	5,009,432	26,654,145	908,645	86,515	—	100	70
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6•3	122,225	340.0				4,459,319	1,063,529	—	100	28½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	....
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	98¼
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—					Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387									100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991		3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	360
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark.....New Jersey.																100	....
Dec. 31, 1867	15.1	—	....	—					Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0					Peninsular .....Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	55½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250		3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,548		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—					Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3							100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent..Penn. & Md.	1,170,279	*			214,000	800,000	62,500		102.1	85,460			220,252	93,662	—	100	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	25½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	70
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	46½
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	54½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1				498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., C., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	108½
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)						50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	102½
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500		437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—					Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—					Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	89	Reading and Columbia....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	366,306	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9•2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,898	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—					Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)						100	....
Sept. 30, 1867	22.0	—	....	31.0					Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0							100	....
Dec. 31, 1867	12.0	—	....	78.0					Rock Island and Peoria.....Illinois.									12.0							100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	114
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	30
May 31, 1867	—	—	—	133.0					*St. Croix and Lake Superior*..Minn. & Wis.																100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute..Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1, '67, I. & St. L.)			2,218,402	608,112	—	100	43
Dec. 31, 1866	80.9	—	....	—					St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)						100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.																100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000										100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—					Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—					Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,305	226,900	487			(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—					Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000		—	50	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,269,150	97,000	149,21•		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	—	2.9					*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec.....Maine.	800,000				250,000	580,000				(Leased to Portland and Kennebec.)			30,000		—	100	....
Dec. 31, 1867	10.0	—	—	—					South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	337.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	123.0	9.5	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,600	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	130.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	209.0	.....	.....	.....	1,006,953	408,959	9	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	196,000	150,000	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	680,000	200,000	95,000	.....	.....	(Leased	to Cinc., Dayton and	Eastern.)	.....	.....	—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	267,300	.....	.....	.....	.....	(Leased	to Housatonic.)	.....	.....	31,409	7	100	....
Dec. 31, 1867	—	—	—	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	13.2	(Leased	to Nashua & Lowell.	.....	17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	364,360	6,517,655	3,505,861	3,809,353	1,022,471	—	50	29½
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudson River.)	.....	509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operated	by Vt & Mass., & T. & B.)	.....	.....	19,208	7	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned	by railroads centring in Troy.)	.....	32,000	.....	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsylvania.)	.....	.....	.....	—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	100.0	—	....	....	6	5	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	693,712	.....	.....	.....	34.0	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	2,860,000	550,000	3,172	212,120	77.3	(Leased	to Vermont Central.)	.....	.....	.....	8	100	102½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	61½
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	516,164	793,200	.....	.....	140.0	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	(Leased	to Rutland.)	.....	.....	.....	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	300,405	4,936,004	5,225,008	601,943	loss.	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,677	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operated	by Erie.)	.....	764,148	286,018	—	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	458,606	155,926	7	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	23.0	(Opened	Nov. 20, 1867.)	.....	51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	48,660	.....	822,450	1,283,600	630,919	.....	.....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,234,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford..N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,316	223,154	134.0	(Leased | to Boston, Concord and Montreal.)	.....	.....	224,357	27,441	6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased	to Nashua and Lowell.)	.....	.....	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300,000	203,333	.....	.....	.....	(Leased	to Balt. and Ohio.)	.....	.....	27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	293,230	.....	.....	.....	317,050	52,000	24,180	.....	.....	(Leased	to Northern Central.)	.....	.....	.....	—	50	....
									CANALS, &c.																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,364,976	*	292,311	415,666	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)	.....	.....	.....	.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal..Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)	.....	.....	65.5	.....	.....	.....	.....	.....	16	100	128½
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	871,672	543,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,789,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	108.0	.....	.....	.....	.....	247,603	8	50	23½
Oct. 31, 1867	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	101.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	178.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	109.2	.....	.....	.....	1,099,013	.....	6	50	....
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	45.0	.....	.....	.....	155,872	42,170	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
																		64.0	.....	.....	.....	132,037	33,921	4	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	**MASSACHUSETTS.**	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,994	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	3,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	—	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	—	62
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13.015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	19.76	—	—	—	37	Broadway (Brooklyn)	286 561	200,000	85,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	16.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep.'67	3.12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep.'67	21.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	8.10	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	16	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	560,000	54,827	531 915	16,285	—	100	—
30 Sep.'67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	44	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	112,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	5.86	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	63,603	4578	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,660	1 520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	2,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,661	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73 564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,035	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,595	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453.404	1,170,000	1,280000	50 000	1,184943	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44.150	19,000	11 238	12.446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep.'67	7.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westerv'liet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	53,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	188,267	99,635	50,000	11,564	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	58,011	10	50	48
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	245,307	—	—	94,888	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,965	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	2.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct.'67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,719	6,726	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	61
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70½
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	154
31 Oct.'67	25.00	—	529	70	18	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	65
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.91	—	—	—	—	Passenger (Cinc)	69,827	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market. Latest.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fair-mount:					
1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	60,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Maldon & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Alleghy & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	—
Second and Third Street:					
1st Mortgage	100.000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	21
Catawissa,* pref. and guar.	2,200,000	7	7	33½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	68½
Chicago and Alton, pref.	2,425,400	7	10	152
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	14,780,125	7	10s	88
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	93
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	....
Erie, preferred	8,536,910	7	7	70½
Hannibal and St. Joseph, pref.	5,253,836	...	...	....
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	....
" " 2d pref.	4,051,744	6	...	....
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	....
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	93
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	101½
Ohio and Mississippi, pref.	3,500,000	7	7	....
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	77
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	....
Schuylkill Navigation, pref.	2,888,997	6	6	20
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	....

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ..... per ton. 43 50 @ 46 —
Pig, American, No. 1 ..... 41 — @ 42 50
Pig, American, No. 2 ..... 36 — @ 38 —
Bar, Refined, English and American ..... 87 50 @ 90 —
Bar, Swedes, assorted sizes ..... (gold). 87 50 @ 90 —

Store Prices.

Bar, Swedes, ordinary sizes ..... — — @155 —
Bar, English and American, Refined ..... — — @100 —
Bar, English and American, Common ..... — — @ 90 —
Scroll ..... 130 — @175 —
Ovals and Half-round ..... 125 — @155 —
Band ..... 130 — @ — —
Horse Shoe ..... 130 — @ — —
Rods, ¼ @ 3-16 inch ..... 105 — @165 —
Hoop ..... 125 — @190 —
Nail Rod ..... per lb. — 9½@ — 10½
Sheet, Russia, Med. No's ..... — 13 @ — 14
Sheet, Single, D. and T. Common ..... — 5½@ — 6½
Rails, English ..... (gold) ..... per ton. 51 — @ 52 —
Rails, American (at works) ..... 80 — @ 81 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11. 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) ..... per lb. — 18 @ — 22
English Spring.(2d and 1st qlty.) ..... — 10 @ — 12½
English Blister.(2d and 1st qlty.) ..... — 11½@ — 20
English Machinery ..... — 13½@ — 16
English German. (2d and 1st qlty.) ..... — 14 @ — 16
American Blister, "Black Diamond" ..... — 10½@ — 16
American, Cast, Tool, do. ..... — 19 @ — —
American, Spring, do. ..... — 10 @ — 13
American Machinery, do. ..... — — @ — 13
American German do. ..... — 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

All Cash.

Sheathing, New ..... per lb. — — @ — 33
Bolts ..... — 33 @ — —
Braziers' ..... — 33 @ — 42
Sheathing, &c., Old ..... — 20 @ — 21
Sheathing, Yellow Metal ..... — 26 @ — —
Bolts, Yellow Metal ..... — — @ — 26
American Ingot ..... — 23½@ — 23½

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ..... (gold). per lb. — 26½@ — 27
Straits ..... (gold). — 24 @ — —
English ..... (gold). — — @ — 24

	Gold.		Currency.	
Plates, I.C.Charcoal.p.box.	8 25 @	8 50	12 — @	12 75
Plates, I.C. Coke	7 — @	7 62½	10 — @	11 25
Plates, Coke Terne	— — @	6 25	9 — @	9 25
Plates, Charcoal Terne	7 75 @	8 12½	11 25 @	12 —

PETROLEUM—Duty: Crude. 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall. — 15½@ — 16
Crude, 40 @ 47 gravity (in shipping order) — 21½@ — 22
Refined, free, S. W. ..... — — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test) ..... — — @ — 28
Refined, in bond, Standard White ..... — — @ — 30
Refined, in bond, prime White ..... — 31 @ — 32
Naptha, Refined, (60 @ 63 gravity) ..... — 15 @ — 15½
Residuum ..... per bbl. — — @ 3 80

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9 ..... per 50 feet. 7 75 @ 6 —
8 by 10 to 10 by 15 ..... 8 25 @ 6 50
11 by 14 to 12 by 18 ..... 9 75 @ 7 —
14 by 16 to 16 by 24 ..... 10 50 @ 7 50
18 by 22 to 18 by 30 ..... 12 25 @ 8 —
20 by 30 to 24 by 30 ..... 15 — @ 9 —
24 by 31 to 24 by 36 ..... 16 50 @10 —
25 by 36 to 30 by 44 ..... 17 50 @12 50
30 by 46 to 32 by 48 ..... 20 — @13 50
32 by 50 to 32 by 56 ..... 22 — @14 50
Above ..... 25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 ..... per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 45@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

	Th 24.	F. 25	Sat. 26.	M 28	Tu. 29.	W. 30
Atlantic M. S. S. Co.	.....	.....	.....	.....	.....	.....
Boston, Hartford & Erie	.....	.....	.....	.....	.....	.....
California 7s	.....	.....	.....	.....	.....	.....
Canton Co.	48½	.....	.....	.....	47½	46½
Central of N. Jersey	.....	.....	123	122½	125	122½
Chicago & Alton	152½	151	.....	.....	.....	150
" " pref.	150	152	.....	.....	.....	.....
" " 1 M.	101	.....	.....	.....	.....	.....
" " S. F.	.....	.....	.....	.....	.....	.....
" " Inc. b'ds	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Q.	.....	.....	.....	.....	.....	.....
" " " 8 p.c	110½	.....	111½	.....	.....	.....
Chi. & Gt. Eastern 1st m	80	.....	81	.....	.....	.....
Chic. & Northwest'n	87½	87	89½	.....	87½	86½
" " pref.	88	87	89½	89	87½	87½
" " 1st M.	91	.....	.....	.....	.....	.....
" " Interest.	90	.....	.....	.....	.....	.....
" " S. F.	97	.....	.....	.....	.....	.....
" " Consol.	.....	95	95½	95	95	.....
Chicago & Rock Isl.	.....	102½	102½	101½	101½	101½
" '1st M.'70.	100½	.....	.....	.....	.....	.....
Chi., R. I. & Pa. 7s 1896.	95	.....	.....	.....	.....	.....
C., C., C. and Ind	80	.....	.....	.....	79½	.....
Clev. and Pittsburg.	87½	88	85½	86	85	84½
" " 2 M.	.....	.....	.....	.....	.....	.....
" " 3 M.	.....	.....	.....	.....	.....	.....
" " ½ M.	.....	.....	.....	.....	.....	.....
" " con.	94½	.....	.....	.....	.....	.....
Clev. and Toledo	.....	101½	.....	.....	.....	101
" "S. F. 7 p.c.	.....	.....	.....	.....	.....	.....
Clev., Painesv. & Ash.	.....	99	.....	99½	98½	97
C., C. & Ind. C. 1 m.	.....	80½	.....	81	.....	.....
Cumberland Coal pref.	.....	33	33	32½	.....	.....
Del. & Hudson Canal	.....	127½	.....	128	127	.....
Del., Lack. & West.	.....	.....	121	121½	.....	122
" " 1 M. 8 p.c. '71-5.	.....	.....	.....	.....	.....	.....
" 2 M. 8 p.c. '81	.....	.....	.....	.....	.....	.....
Erie	49	50½	52	49½	47½	46½
" pref.	.....	69	70½	70½	.....	.....
" 1 M. 7 p.c. '67.	.....	.....	.....	.....	.....	.....
" 2 M. 7 p.c. '79.	.....	.....	.....	.....	.....	.....
" 3 M. 7 p.c. '83.	95½	.....	.....	.....	.....	.....
" 4 M. 7 p.c. '80.	.....	.....	.....	.....	92½	.....
" 5 M. 7 p.c. '85.	.....	.....	.....	.....	.....	.....
Great Western 2d mort.	81	80½	.....	.....	79½	79½
Hudson River	.....	140	140	140	.....	.....
" 1 M. 7 p.c. '69.	.....	.....	.....	101	101	.....
" 2 M. S. F.	.....	.....	104	.....	104½	104½
" 3 M. 7 p.c. '75	.....	.....	.....	.....	.....	.....
Illinois Central	144	.....	145	.....	145½	145
" bonds	.....	.....	119½	120	120	.....
Marietta & Cin. 1st pref.	.....	.....	.....	.....	.....	.....
" " 2d "	.....	.....	.....	.....	.....	.....
Michigan Central	.....	.....	.....	118½	.....	.....
" S F. 8 p.c. '82	.....	.....	.....	.....	.....	.....
" conv. 8 p.c. '69	.....	.....	.....	115	.....	.....
M. S. and N. I.	84½	83½	84½	84½	83½	83½
" " 1 M. S. F. 100	½	.....	.....	.....	.....	100½
" " 2 M.	.....	.....	93	.....	.....	.....
Mil. and P. du Chien	.....	.....	.....	.....	.....	.....
" 1st pref.	.....	.....	.....	.....	.....	.....
" " 2d pref.	.....	.....	.....	.....	.....	.....
" " 1st M.	.....	.....	.....	.....	.....	.....
Milw. and St Paul.	.....	.....	93½	.....	91½	94
" " pref.	.....	94½	93	94	.....	94
" " 1st mort.	93	.....	92	.....	.....	.....
" " 2d mort.	.....	.....	.....	.....	.....	88½
" " 8s	102½	103	103	103	.....	103
" " 7 3-10	97½	.....	.....	.....	.....	.....
Missouri 6s	.....	92	.....	92	92	.....
" 1ss. to H. & St. J. R.	91½	92	.....	.....	.....	.....
Morris and Essex	65	.....	.....	.....	.....	65½
" 1st mort.	.....	.....	.....	.....	.....	.....
" 2d mort	.....	.....	87½	.....	.....	.....
N. Jersey R.R. & T. Co.	.....	.....	.....	.....	.....	.....
New York Central	127½	127	129½	129½	127½	126½
" 7s. S. F. '76.	.....	.....	.....	.....	.....	.....
" 7s. conv. '76.	.....	.....	.....	.....	.....	.....
" 6s, S. F. '83.	95	.....	.....	95	.....	.....
" 6s, S. F. '87.	95½	.....	.....	.....	.....	.....
N. York & Harlem	.....	.....	.....	.....	.....	.....
" "pref."	.....	.....	.....	.....	.....	.....
" 1 M. 7 p.c. '75	.....	.....	.....	102½	.....	.....
N. Y. and N. Haven	.....	140	141	.....	.....	.....
N. Carolina 6s ex-coup.	75½	75½	77	76½	76½	75½
" new	74½	74	75½	75½	75	73½
Ohio & Miss.	29½	29	.....	28½	28½	.....
" " pref.	.....	.....	.....	.....	.....	.....
" " 1st m.	.....	.....	.....	.....	.....	.....
Pacific Mail S.S. Co.	109½	110½	111	110½	109	107
Panama	.....	360	.....	.....	.....	.....
Phila. and Reading	94	93½	94½	93½	93½	92½
Pitts. Ft. W. & Chicago	109½	108½	109½	109½	110½	110½
" " 1 M	106	.....	.....	.....	.....	.....
" " 2 M.	.....	.....	93	.....	.....	.....
" " 3 M.	.....	.....	.....	.....	.....	.....
Quicksilver Mining Co.	22½	.....	.....	.....	.....	.....
St. L., Alton & T. H.	43	.....	.....	.....	.....	.....
" " pref	.....	.....	.....	.....	.....	63½
" " 1 M.	.....	.....	.....	.....	95	.....
" " 2 M. pref.	84	.....	84	.....	.....	.....
" " Inc. b'ds.	.....	.....	.....	.....	.....	.....
Tennessee 6s. ex-coup.	69½	69½	70	70½	70	68
" new	69½	68½	69½	69½	69	67½
Tol. Wab. & Western.	58½	57½	61	60	60	59½
" Pref.	.....	78	77	.....	.....	.....
" 1 M. ex.	.....	.....	.....	.....	.....	.....
" 2 M.	.....	.....	.....	84½	.....	.....
" Int. b'ds.	.....	.....	.....	.....	.....	.....
Virginia 6s, ex-coupon.	54	54	53½	.....	.....	.....
" new	54	.....	54	.....	.....	53½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

	Th.24.	F.25	Sat.26	M.28.	Tu.29.	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	----	----	----	----	104⅜	----
U. S 5s, 10-40s, reg.	----	----	----	----	103¼	104⅛
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	114¼	114⅛	114	114	114	113⅜
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	109	----	----	----	109	108⅛
U. S. 6s, 5-20s, c. '62	114½	114	114	----	113⅜	112⅛
U. S. 6s, 5-20s, reg.'64	----	----	----	----	109⅛	----
U. S. 6s, 5-20s, c. '64	109⅞	109⅞	----	110	109⅞	109⅛
U. S. 6s, 5-20s, reg.'65.	----	----	----	----	109	----
U. S. 6s, 5-20s, c. '65	110⅛	110⅛	110⅛	----	110⅛	109⅛
U. S. 6s, 5-20s, r. n.'65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n.'65	108⅝	108⅝	----	108⅝	108⅛	107⅞
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	----	108
U. S. 6s, 5-20s, c. '67.	108⅛	108⅛	108⅛	108⅛	108⅛	108⅛
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	----	108⅛
U. S. 6s, 5-20s c. '68.	109⅛	109⅛	109⅛	----	108⅛	----
U.S. 6s, Pac. R.R.issue	----	----	----	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

	W.23	Th 24	F.25	Sat.26	M.28.	Tu.29
Catawissa	----	----	----	----	----	----
" preferred	33⅜	33⅜	----	----	----	----
Camden & Amboy	129	129	129	128⅜	----	----
" " 6s,'70	----	----	97	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	----	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	----	----	----
Elmira & W'msport	----	----	----	30	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	21⅜	22⅛	21⅛	22⅜	23⅛	23⅜
" " 6s,'84	----	----	----	85	----	85
" " Gold L.	90⅜	90⅛	----	90½	90⅜	90⅛
" " R.R. L.	85	----	----	85	----	85
Lehigh Valley R R.	55⅛	55⅛	----	55⅝	55⅜	55⅛
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	44⅜	44⅜	44	----	44⅛	----
" " 7s	----	----	----	----	----	----
Minehill	57⅛	----	----	57⅛	----	57⅛
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	36	----	----	----	----	----
" " 6s	90	----	----	----	90	----
" " 7s	----	----	----	----	----	92
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	49⅛	----	----
Pennsylvania R. R.	56⅛	56⅛	56⅛	56⅛	56	56
" 1st m.	----	----	----	----	----	100⅛
" 2d m.	95⅞	96⅛	----	----	----	----
Penn. State, 6s 1st series	105	----	----	----	----	104⅜
" " 6s, 2d series	----	----	----	----	----	106
" " 6s, 3d series	----	----	----	----	----	108⅛
" " 6s, W. L.	102⅛	----	----	----	----	----
Philadelphia City, 6s	101	----	101	----	----	----
" " new	103⅜	103⅛	103⅛	103⅛	103⅛	103
Philad. Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	47⅛	47	46⅝	47⅛	47⅛	46⅞
" " 6s, '70	----	105⅛	105⅛	----	----	105⅝
Philadelphia & Erie	----	26	----	----	26⅛	25⅛
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref. 20	----	----	----	----	----	29
" " 6s '82	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	14⅛	----	----	----	----	----
" " 6s '78	----	----	----	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	10⅛	10⅛	----	----	----	10⅛
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	51	----	----	----	----	----
Spruce & Pine, "	----	23	----	----	----	----
13th and 15th sts. "	----	----	----	----	15⅛	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M 28.	Tu.29
Baltimore City 6s, 1876	----	----	----	----	98⅛	98⅛
" " 1886	----	----	----	----	----	----
" " 1890	96	96	96	96	96	----
" " 1893	----	----	----	----	----	----
Balt. and Ohio	----	----	----	----	122⅛	122⅛
" " b'ds '75	----	----	----	----	98	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	99¼	----
Marietta & Cin. 1st m	----	----	----	91⅛	----	91⅛
" " 2d m	76⅛	76⅛	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, 1885	86	----	86	----	----	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort	----	----	----	----	----	----
" " 2d mort	93	----	----	----	----	----
" " 3d mort	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W 30
Boston and Albany	146⅛	146⅛	146⅛	----	146⅛	146⅛
Boston and Lowell	----	115	----	----	----	----
Boston and Maine	136	----	----	----	----	135½
Boston and Providence	134½	----	----	134½	----	----
Boston Hartford & Erie	22⅛	22⅛	22⅛	22⅛	22⅛	22⅛
Cheshire, pref.	----	----	----	----	68½	----
Concord	----	----	----	----	----	----
Connecticut River	132	----	----	----	----	----
Eastern	----	120	----	119½	----	120
Fitchburg	132	132	----	----	----	132½
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	118½	----	118⅛	----	----	----
Northern, N. H.	116	----	116⅛	----	----	----
Ogdens. & Lake Champ	----	----	----	----	70	70
" pref.	----	105	----	----	----	101⅛
Old Colony & Newport	98	----	98	----	----	98½
Ph., Wil. & Baltimore	54⅛	----	54½	----	----	----
Portl'd, Saco & Ports.	102½	----	----	----	----	----
Vermont & Canada	----	----	----	----	----	----
Vermont & Mass.	----	----	----	----	61⅛	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	99½	----	----	----
Metropolitan "	----	----	65	65	----	64⅞
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	----	19	----	----	----	19
Franklin "	15	15	15	----	14⅜	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	7⅜	8	----	----	----	7⅜
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	21
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Sept. 11 and 18:

	Closing Prices. Sept. 11.	Sept. 18.
United States, 5-20s, 6 per cent 1882	71¼@ 72	71¼@ 72⅜
Do. do. 6 do. 1884	— @ —	— @ —
Do. do. 6 do. 1885	70⅜@ 70⅝	70⅛@ 70⅜
Do. do. 6 do. 1868	75 @ 80	75 @ 80
Do. 6 per cent	33 @ 35	32 @ 35
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	65 @ 70	65 @ 70
Do. do., 2d mort., 1882	58 @ 62	58 @ 62
Do., consolid. mort bonds, 1890	38 @ 39	38 @ 39
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	59 @ 61
Erie shares, $100 (all paid)	30 @ 31	30½@ 31
Do., sterlg. 6 p. c. conv. bonds	69 @ 71	69 @ 71
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	78 @ 80	90½@ 91⅛
Do., 7 p. c., 1875	90½@ 91⅛	76 @ 78
Marietta & Cin. R. R. bonds, 7 p. c.	70 @ 72	70 @ 72
Panama R. R. 2d mort., 1882, 7 p. c.	— @ —	— @ —
Penn. R.R. bonds, 2d mort. con. 6 p c.	96 @100	96 @100

American Railroad Journal.

Saturday, October 3, 1868.

Stock Exchange and Money Market.

The Money Market worked easily at the rates quoted in our last summary up to the closing day of the week, under review, when chiefly through speculative manipulations, the available supply was materially reduced, a number of loans were called in, and the street rates were sharply advanced to full 7 per cent. in a temporary form, and 7@8 per cent. per annum, on the best grades of mercantile paper. It was alleged in partial explanation of the sudden rise that the Government needed currency and was marketing, or would have to market, a considerable portion of its coin reserve, in order to secure the requisite amount of lawful money. And it was further asserted by those who were talking up the price of loan and discount accommodation that the increase of some ten millions in the U. S. Sub-Treasury cash balances within the past two weeks had so far diminished the floating supply of capital, and thus prepared the way for the important change, adverse to private borrowers, which was so marked a feature of Wednesday's operations, On the other hand, it was urged that none of these circumstances should have had any greater weight on Wednesday. than on any preceding day of the week, and that the explanation thus advanced was insufficient to account for the unusual closeness of the market. The banks, it was admitted, were contracting their business, as much as possible, without seriously involving the interests of their customers, in preparation for the October quarterly exhibit, due the coming week. But it was stated that the banks, so far from helping to make money dear, were doing their utmost to maintain the ease of the market, or to lessen the severity of the pressure on parties in need of aid, for legitimate purposes. The last weekly statement of the city banks was favorable to the steadiness of the loan and discount movement, indicating as it did, very moderate change, the most important having been a further loss of some two millions of specie, and ¾ths of a million of deposits. The orders for currency to go West were scarcely equal at present to the current receipts of greenbacks from other quarters, and the orders for the cotton markets of the South have not yet been felt to any noteworthy extent. The Treasury currency balances are below the corresponding period of last year, while the banks carry into their quarterly returns, $7,500,000 more in greenbacks, and their representative 3 per cent. certificates. The general conclusion was that the stringency of Wednesday was mainly due to the manipulations of the Money Market, by speculative cliques, interested in the depression of values at the Stock and Gold Boards.

The specie reserve of the city banks is now $12,603,483, against $9,496,163 same time last year. The city bank deposits are now $202,068,334, against $181,439,410 week ending Sept. 28, 1867. The legal tender reserve amounts to $63,587,576. against $55,991,526 same time last year. The circulation now stands at $34,050,771, against $34,147,269 same time last year. The loans are now $271,273,544, against $251,918,751 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $103,351,000 a day, against a daily average of $86,412.000 the preceding week, and $82,198,500 the week ending with Sept. 10, 1868. The current week's exchanges average about $97,000,000 a day. The city banks, last week, lost $2,062,259 of specie, $756,249 of deposits, and $185,124 of legal tender notes. They increased their loans, $21,448; and their circulation, $6,078.

The New York Gold Exchange Bank reports for the week ending Saturday, the 19th day of Sept., 1868. the average amount of loans and discounts as $1,340,739; average amount of specie, $386,802; average amount of deposits, $1,119,717.

The Philadelphia Bank movement the past week shows a decrease in loans of $152,424; an increase of $37.345 in specie; an increase in legal tenders of $181,822; a decrease of $332,134 in deposits; and a decrease of $12,582 in circulation. The Bank Clearings show an increase of $2,386,401 and the balances, an increase of $26,575.

The outstanding amount of coin certificates on the 1st of Sept., was $25,161,620, against $22,414,000 on the 1st of Aug., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to

the amount of $513,000, and retired $3,112,617 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during August, reached $9,075,920.

The U. S. Sub-Treasury receipts, week ending with Sept. 26, were $11,670,530, including $3,306,617 from customs duties; payments, $7,947,615, including $164,814 of coin interest; balance at the close of the week, $95,053,401, against $91,330,486, at the close of the preceding week, showing an increase of $3,722,915. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,759,817 including $530,000 from customs; and payments, $3,534,083, including $14,110 of coin interest; on Tuesday, receipts, $3,685,581 including $410,059 from customs, and payments, $1,057,317, including $15,000 of coin interest. The balance at the close of business on Tuesday stood at $97,907,398, against $92,291,486, a week previous; and $90,261,836, on Sept. 9, 1868. The aggregate receipts of the office from all sources in September, were $54,298,704; aggregate payments, $47,354,171. The balance on the 1st of October was $94,499,990, or about 7 millions more than on the 1st of September, which amounted to $87,555,452.

National Bank notes to the amount of $80,000 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,870,376, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $10,029,599, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,840,777. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,970,900; and for the public deposits, $38,102,350—making a total of $379,873,250. The Treasury Department last week redeemed and destroyed $614,302 of worn and mutilated fractional currency, and issued $1,001,452 of new. The outstanding amount of fractional currency on the 1st of September was $31.802,218, against $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

A decided improvement has been noted in the revenues of the Government, since our last. From this source, most of the increase of the cash balances in the Treasury office has been derived. Very little of the increase has resulted from sales of gold. The excises have been encouragingly prolific, since our last, having yielded $8,186,765; customs at the port of New York, $3,306,617, and at the outports about $1,100,000 (in coin) more, making the grand total income for the week equal to about $14,526,362 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $53,650.000.

Gold has fallen from 142⅝ as the highest figures of the week to 140⅝ as the lowest, closing on Wednesday last at 140⅝. The business of the has been unusually active, and on cash gold, wanted for prompt delivery, on *short* contracts, more than the usual difference has been made in the price, against buyers, or borrowers. The Government has been a seller of coin to a limited extent, probably not over an average of half of the daily income from customs. But the fact that Government gold was being marketed at all, was diligently urged by the *bear* interest, as "proof positive" that it was being freely disposed of, and would continue to be so marketed, until an amount of currency adequate to the anticipated wants of the Department shall have been accumulated in the Treasury vaults. The customs drain was over half a million a day. The outflow to Europe was unimportant, having been only $104,000 last week, and $250,000 thus far this week. Half a million of treasure was received from California, on Monday. The loss of specie by the city banks was mainly due to the absorption of coin by the Sub-Treasury, in the way of Custom House dues. On Thurrday the 1st inst., gold sold down to 139½@139⅝.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $5,875,196, against $2,481,220 same time last year. The customs demand for Gold last week, averaged $551,103 a day; thus far, this week, it has been equal to $490,000 a day, or equal to a weekly aggregate of $2,940,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $19,555 and from California, $401,435 The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $90,520,719, against $94,639,655 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $31,650,067, against $22,605,470 in 1867, showing an increase thus far in 1868, of $9,045,597. The exports of specie, from this port, last week, were $104,468, against $657,347 same week last year; total, since Jan. 1, 1868, $66,103,414, against $42,151,819 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $164,814; since Jan. 1, 1868, $63,336,547, against $43,258,765. The specie exports from San Francisco, from Jan. 1, to Sept. 12, 1868, were $28,245,532, against $30,132,244 same time last year.

Government received $5,796,743 from customs at the port of San Francisco, from Jan. 1, to Sept. 12, against $5,289,918 same time in the preceding year.

Foreign exchange has been in quite moderate request, all through the week, at feebly sustained prices, as a rule. Bankers' prime sixty day bills on London closed on Wednesday at 108½@108¾, and on Paris to 5.22½c.@5.18¾; sight bills on London to 108⅞@109⅛, and on Paris to 5.18½c. @5.16⅞. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,686,708, against $3,330,163, same week last year; total, since Jan. 1, 1868, $122,981,480, against $136,902,503 in 1867.

Government securities have been quoted decidedly lower, on a much less active market, caused partially by the depression in gold, but mainly by the severe twist in money, which however promises to be merely temporary in its duration, and transient in its influence on current values. At the reduced prices, the offerings of the public funds have been comparatively moderate.

U. S. sixes of 1881 closed here on Wednesday at 113@113¼; U. S. Five-twenties of 1862, 112⅛@112¾; U.S. Five-twenties of 1864 at 109½@109⅝; U. S. Five-twenties of 1865 at 109¾@110; U. S. Five-twenties of 1865, consolidated, 107⅞@108; U. S. Five-twenties of 1867, 107⅞@108; U. S. Five-twenties of 1868, 107⅞@108⅛; U. S. Ten-forties at 104⅛@104¼; U. S. Six per cent. currency bonds, 99⅛@99⅞. The brokers are buying the outstanding October 1865 compound interest notes at 118¾@119.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 16.	Sept. 23.	Sept. 30.
Consols	94⅛	94¼	94⅜
U.S. 5-20's of 1862	72¼	73⅛	73
Erie	30¼	32	31½
Ill. Central	91	91½	95¼

Railway and miscellaneous stocks have been quoted generally much lower, on a less active and quite feverish market, closing irregularly.

The customs revenue of this port in September was $13,279,450, against $11,967,825 same month in 1867.

General business has shown less animation in the produce line, and lower prices have been made on Breadstuffs and Provisions. Middling upland cotton closed rather briskly on Wednesday at 26⅛ cents per lb. The stock of cotton now here is estimated at about 15,500 bales. The receipts at the port this week, have averaged about 1,900 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 55,000 bales, against 31,500 bales same time last year; exports, same time 11,250 bales, against 9,100 bales same time last year; stock on hand at latest dates, 51,000 bales, against 78,000 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales At the Live Stock market, this week, Beeves have been slow of sale at from 11@17c. per lb.; week's receipts, 6,571. Veal calves in good request and quoted up to 9@18c. per lb.; receipts, 1,267. Sheep and lambs plenty and active at 5@6¾c., and 8@8¾c., respectively, per lb.; receipts, 33,792. Swine less sought after and quoted back to 8¾@10 7-16c. per lb.; receipts, 16,803. At the regular auction sale of Scranton Coal on Wednesday, 59,000 tons were disposed of at advanced prices, ranging from 5.15 @6.90 per ton of 2,240 lbs. deliverable at Elizabethport. N. J. Foreign merchandise has been moderately active and generally firm. The total imports of foreign dry goods, last week, were $1,898,500, and the total amount marketed $2,042,611. The value of foreign merchandise imported last week, was $2,200,001—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,098,501, against $4,114,806 same week last year; from Jan. 1, 1868, $189,183,920, against $200,625,299 same time in 1867. The freight market has been quoted firmer, on a moderate business. For Liverpool we quote flour at 2s. by sail, and 2s. 6d. by steamer, per bbl.; grain at 7@7½d. by sail, and 8@9d. by steamer, per bushel; cotton at ⅛d. by sail,

and 3/16d. by steamer, per lb.; and heavy goods at 20s.@30s. by sail, and 25s.@40s. steamer, per ton. Total number of vessels in port on Wednesday, 531.

The New York exports, exclusive of specie, for the week ending Sept. 29, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,330,163	$2,686,708
Prev. reported	138,572,340	120,294,772
Since January 1	$136,902,503	$121,981,480

The imports for the week ending September 26, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,862,594	$1,898,500
Gen. merchandise	2,252,212	2,200,101
Total for the week	$4,114,806	$4,098,601
Previously reported	185,896,305	182,795,523
Since January 1	$190,011,111	$186,894,124

The balance in the Sub-Treasury on Wednesday was $94,499,990 11.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 92; N. Y. State 7s, Bounty Loan, reg., 108½; Indiana 5s, 97; Brooklyn 6s, W. L., 96½; Lackawanna and Western 1st mort., 96; Am. Dock and Imp. Co., 95; Toledo, and Wabash Equipment bonds, 76; Third Avenue R. R., 180; Dubuque and Sioux City R. R., 101; do., pref., 93; Indianapolis and Cincinnati R. R., 51½; Adams' Express Co., 52⅛; Wells-Fargo Exp., 31; American Exp., 49; U. S. Exp., 49; Merchants' Union Exp., 24⅜; Mariposa Mining Co., 5; do., pref., 13¼; do., 1st mort., 18; Western Union Telegraph, 34; Boston Water Power Co., 15; Manhattan Gas, 225; Fourth National Bank, 105; Bank of Commerce, 123½; Metropolitan Bank, 141; Central National Bank, 108; Continental Bank, 102; Manuf. and Merchants' Bank, 101; Am. Ex. Bank 121; Irving Bank, 113; Nassau Bank, 107; Corn Ex. Bank, 128; Phœnix Bank, 108; Consolidated Gregory, 4.35; Grass Valley, 0.40; Montana, 0.52; New York, 1.10; Quartz Hill, 1.00; Rocky Mt. Gold, 0.06; Rynd Farm Oil, 0.24; Smith and Parmalee, 5.10; United States petroleum, 2.00; Wallkill Lead, 0.05.

Philadelphia.—Belvidere Delaware 2d mort., 84; do., 3d mort., 78; Phila. and Reading 6s, 1844–'80 91½; Pemberton and Hightstown R. R. 7s, 100; Connecting R. R. bonds, 86; Camden and Burlington Co., 6s, 90; Oil Creek and Allegheny R. R. bonds, 82½; West Jersey R.R. 6s, 93; Penn. and N. Y. C. 7s, 94½; Camden and Atlantic pref., 21; Phila. and Trenton R. R., 128; Tenth and Eleventh streets R. R., 70⅝; Schuylkill Nav. 7s, Boat Loan, 72; Pittsburg 6s, 90; Penna. coupon 5s, 98½; Alleghany county 5s, 74¾; N. Y. and Middle Coal Fields, 3½; Shamokin Coal, 6; Big Mt., 5¾; Ocean Oil, ½; Keystone Zinc, 1¼; Manufacturers Bank, 32; West Phila. Bank, 65; Mechanics Bank, 32⅛; Farmers' and Mechanics' Bank, 130¼; Girard Bank, 62. The latest quotations are: City 6s, 100¾@101; do., free of tax, 103@103¼; State 5s, reg., 100@101; do., coupon, 98@99; do., 6s, W. L., 102½@102¾; do., 1st series, 104¾@105; do., 2d series, 105¾@106; do., 3d series, 108¼@109; Reading, 46⅞@46⅞; [do., 6s, 1870, 105¼@105½; do., bonds, 91@92; Camden and Amboy, 128@128¼; do., mort. 6s, 1889, 97@97½; do., 1883, 88@88¼; Penn. R. R., 55¾@56; do., 1st mort., 100½@100¾; do., 2d mort., 98½@98¾; Little Schuylkill R. R., 44½@44¾; Morris Canal, 30@34; do., pref., 71@75; do., bonds, 87@90; Wyoming Valley Canal, 30@40; do., 6s, 80@81; Susquehanna Canal, 14@15; do., 6s, 56@58; Sch. Nav., 10@12; do., pref., 20@20¼; do., 6s, 1882, 69@70; Delaware Div. Canal, 47@50; do., bonds, 80@81; Elmira and Williamsport, 30@31; do., pref., 41@45; do., 7s, 1873, 92@94; do., 5s, 61@63; Lehigh Coal and Navigation, 23½@23⅝; do., R. R., Loan, 84@85; do., Gold Loan, 90@90¼; North Pennsylvania, 35@36; do., 6s, 90@91; Philadelphia and Erie, 25@25⅝; do., 6s, 91¼@92; Minehill, 57@57½; Catawissa, 9@10½; do., pref., 33¼@33½; Lehigh Valley, 55⅝@55¾; do., bonds, 96@99; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50@51; West Philadelphia, 64@66; Spruce and Pine, 22@23½; Green and Coates, 31@—; Chestnut and Walnut, 46@48; Thirteenth and Fifteenth, 15@16; Girard College, 25½@26½; Tenth and Eleventh, 70@73; Union, 41@43; Hestonville, 10⅜@10⅝.

Boston.—Central Pacific R. R. 7s, 109¾; Ogdensburg and Lake Champlain Equipment 8s, 1878, 102⅝; Burlington and Missouri River R R. 7s, 91¼; Summit Branch R.R., 25; do., 6s, 1870, 93¾; Western R. R. 6s, 1875, 98½; Ogdensburg 1st mort., 100; Vermont Central 1st mort. consol., 79; do., 2d mort., 40; Old Colony and Newport 6s, 96½; Cheshire R. R. 6s, 1877, 96; Boston, Hartford and Erie 7s, 1884, 78½; New Bedford and Taunton R. R., 107¼; Rutland pref., 80; Connecticut and Passumpsic Rivers pref., 91; Boston Water Power Co., 15½; Cary Imp. Co., 10½; Short Mt. Coal, 16¼; Ophir (N. S.) gold, 1; Glendon Iron Co., 75¼; New Hampshire 6s, 1870, 99⅞; Massachusetts 5s, 1875, gold, 125; Boston 5s, 1886, gold, 113; do., 1874, 115⅛; Portland 6s, 1872@1887, 97¼; do., Building Loan, 100; Chicago 7s, 1892, 99⅛; do., School Fund, 99½; do., sewerage, 99¾; do., Tunnel, 99, Cincinnati 7 3 10s, 103½; St. Louis 6s, Harbor Imp., 85⅞; Salem 6s, 1883, W. L., 100½; City National Bank, 103; Eliot National Bank, 110; Everett National Bank, 107½; First National Bank, 105; Globe National Bank, 127½; Hamilton National Bank, 122¼; Hide and Leather National Bank, 95; Merchants' National Bank, 121; Market National Bank, 108; Maverick National Bank, 107; North National Bank, 115½; National Bank of Redemption, 118; National Bank of Commerce, 124¾; Old Boston National Bank, 68; Pawners' National Bank, 105; State National Bank, 104; Shoe and Leather National Bank, 127; Traders' National Bank, 101½; Third National Bank, 106¾; Union National Bank, 125¾; Webster National Bank, 113; Allouez Mining Co., 7¾; Calumet, 58; Eagle River, 37½c.; Hancock, 4⅜; Hungarian, 1¼; Humboldt, 70c.; Mesnard, 50c.; Native, 75c.; Petherick, 1; Pontiac, 45c.; St. Clair, 87½c.; Winthrop, 62½c.

Baltimore.—Virginia 6s, old, 46¾; do., 1866, 48⅝; do., 1867, 47; Balt. and Cuba S. & M. Co., 48½; Union Bank, 58½; Third National Bank, 106½; Mechanics' Bank, 11½; Bank of Commerce, 26½; Franklin Bank, 14⅝. The latest quotations are: Balt. and Ohio, 122¾@123; do., 6s, 1875, 97½@98; do., 1880, 97@98; do., 1885, 99½@100; Northern Central, 49@49½; do., bonds, 1885, 86@86; do., 1900, 87@89; Parkersburg Branch, 25¼@25¾; N. W. Va., 1st mort., 96@—; do., 2d mort., 92@—; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91½@92; do., 2d mort., 76¾@77; Central Ohio, 31@35; do., 1st mort., 85@85½; Western Md. 6s, 1890, 82@84; do., guar., 92@94; do., 2d mort., guar., 92@—; Richmond and Danville bonds, 72½@73½; Baltimore 6s, 1875, 98¼@98½; do., 1886, 96½@97; do., 1890, 95¾@96; do., 1893, 96½@97; do., 5s, 1838–'70, 80@—; City Passenger R. R., 18¼@18½; George's Creek, 50@54; Santa Clara, 1.50@3.00; Atlantic Coal, 1.40@1.50.

To Cautious Investors.—The First Mortgage Thirty Year Six Per Cent. Gold Bonds of the Central Pacific Railroad Company, based upon the most valuable portion of the main line to and from the Pacific coast, are believed to possess advantages and assurances shared by no other corporate securities. More than 350 miles are now completed, and the whole road will be finished within a year. The local traffic is already very large and growing. The bonds can be had at 103 and accrued interest, in currency. For sale by

FISK & HATCH,
Bankers, &c., 5 Nassau-st., N. Y.

☞ PRINCIPAL AND INTEREST IN GOLD.

THE FIRST MORTGAGE FIFTY YEAR SEVEN PER CENT. SINKING FUND COUPON BONDS of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in GOLD COIN, *free of Government tax*, are for sale at the office of the Company, No. 12 Wall street, at 95 per cent. and accrued interest in currency.

At the present price of gold the bonds pay an income of over ten per cent.; and, in the estimation of the Company, they are the cheapest first-class security offered in the market.

Pamphlets giving further information may be had at the office.

Government and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

New York and Oswego Midland Railroad.

This company having contracted for the grading, etc., of about 37 miles of their main line in Fulton County, (125 miles, from Oswego to Sidney Plains, having been previously let,) are again calling for proposals for the grading, masonry and bridging of 63 miles in Delaware and Sullivan Counties. This work will be awarded on the 30th inst., when the whole line from Oswego to Middletown, on the Erie Railroad near the New Jersey State line, will be under contract, except about twenty miles in Delaware County. The officers of the company expect to have the road from Oswego to Sidney Plains, the junction with the Albany and Susquehanna road, in running order next fall, and the whole line from Oswego to New York completed within two years.

☞ The citizens of Bath, Me., have decided in favor of a bridge across the Kennebec river to connect with the Knox and Lincoln Railroad. It is to be located in the vicinity of Winslow's Rocks,

Canadian Railways.

The earnings of the Canadian Railways in August, 1867 and 1868, were as follows:

	1867.	1868.
Great Western	$270,183	$260,017
Grand Trunk	600,799	627,713
Welland	4,404	7,608
Northern	59,606	49,295
Cobourg, Peterboro' and Marmora	7,255	2,506
Brockville and Ottawa	10,213	14,115
St. Lawrence and Ottawa	9,518	9,349
New Brunswick & Canada	7,549	10,837
European and N. American	15,517	16,460
Nova Scotia	22,006	25,848
Totals	$1,007,050	$1,023,748

Commerce of the United States.

A few days ago we gave from the Bureau of Statistics a summary of the foreign commerce of the country for the last fiscal year. We have now compiled our usual monthly table with fuller details, which will be interesting to our readers. The totals are subject to further correction, and this is one of the most trying incidents of the statistics of that bureau, that with each additional month's return we are obliged to go back through the whole year and correct the figures already printed. We have now brought forward all the changes reported, and give the official statement for the entire period under review, the compilation being our own, and made with much care and labor.

IMPORTS INTO THE UNITED STATES.

1867-'68.	Dutiable Mdse.	Free Mdse.	Specie.	Total.
July	$31,982,542	$1,255,249	$1,197,893	$34,435,684
Aug.	31,905,788	1,419,676	1,175,831	34,501,295
Sept.	29,098,714	1,473,521	1,199,606	31,771,841
Oct.	27,986,431	1,390,631	1,262,189	30,639,251
Nov.	24,022,927	1,462,826	329,203	25,814,956
Dec.	19,263,448	1,219,873	984,924	21,468,245
Jan.	20,374,657	1,096,976	782,724	22,254,357
Feb.	26,914,091	1,073,342	801,616	28,789,049
Mar.	35,755,908	1,240,415	2,175,584	39,171,907
Apr.	31,584,118	1,337,416	1,453,563	34,375,097
May	31,950,311	1,440,326	834,512	34,225,149
June	30,418,868	1,356,600	1,337,438	33,112,906
Total	$341,257,803	$15,766,851	$13,535,083	$370,559,737

The above are all specie values, the imports being given at their foreign gold cost, freight and duty not included. The following are mostly currency values, and taken from the Custom house records:

EXPORTS FROM UNITED STATES TO FOREIGN PORTS.

	Domestic Mdse.	Foreign Mdse.	Specie.	Total.
July	$26,770,027	$699,500	$16,898,466	$44,367,993
Aug.	21,918,970	1,040,978	3,494,477	26,454,425
Sept.	20,198,539	1,152,147	4,346,002	25,696,688
Oct.	27,202,666	1,080,030	3,747,471	32,030,167
Nov.	35,379,519	953,265	2,494,111	38,826,895
Dec.	35,157,156	830,564	9,710,887	45,698,607
Jan.	35,703,243	940,827	8,137,214	44,781,284
Feb.	37,891,263	695,653	4,431,032	43,017,948
Mar.	40,750,431	1,170,211	4,712,157	46,632,799
Apr.	36,000,964	1,063,028	6,855,882	43,919,874
May	32,603,935	1,296,344	16,235,363	50,135,642
June	20,356,874	1,220,548	12,636,226	34,213,648
Total	$369,933,587	$12,143,095	$93,699,288	$475,775,970

In order to reduce the whole of these figures to specie values we adopt the ratio given by Mr. Delmar, the Director, and compile the year's summary by that standard:

Imports merchandise, 12 months	$357,024,654
" specie	13,585,083
Total imports	$370,559,737
Exports dom. mdse., net.	$268,678,208
" foreign mdse	12,143,095
" domestic specie	83 661,161
" foreign specie	10,038,127
Specie value of exports	374,520,591
Excess of exports	$3,960,854

This gives an apparent excess of exports equal to about four million dollars. The puzzle which troubles many of those who exercise themselves about the balance of trade is in offsetting the Government bonds which are sent out to Europe on orders or for sale. If they are really shipped in such large amounts, what pays for them? One item is undoubtedly the annual charge for interest. If the entire indebtedness of the United States to all foreign countries, including dividend paying stocks held by foreigners, bonds of every description, and capital otherwise advanced, amount to eight hundred millions, then about fifty millions will be required for annual interest and dividends, and this will represent a large part of the yearly increase of our foreign indebtedness by the transmission of new securities.—*Journal of Commerce.*

Journal of Railroad Law.

WHEN RAILROAD COMPANY LIABLE TO WIDOW FOR DEATH OF HER SON, CAUSED BY NEGLIGENCE OF THE COMPANY.—RULE OF DAMAGES.—NURSING, MEDICAL ATTENDANCE AND FUNERAL EXPENSES PROPER ELEMENT OF DAMAGES.

The facts in the late case of Penn. R. R. Co., *vs.* Bantom, 54 Penn. st., 495, were that Lewis, a boy of 13 or 14 years, and the son of Mrs. Bantom, a widow, was struck, while crossing the railroad in a wagon, by the engine and died from the injuries he received. The accident was alleged to have resulted from the negligence on the part of the agents of the railroad.

The opinion of the court was delivered by Woodward, C. J.—The defendant's points on the trial below and the argument here, may be reduced to this single proposition—that inasmuch as any plaintiff who sues for an injury resulting in the death of another, is only entitled to recover an indemnity for pecuniary losses, and inasmuch as a widowed mother has no legal right to the services of a minor son, therefore the measure of her damages is only reasonable compensation for nursing and medical attendance of the deceased.

The answer to the argument is the Act of 26th April 1855, Purd. 754, which declares that the "persons entitled to recover damages for any injury causing death shall be the husband, widow, children or parents of the deceased, and no other relation."

Now here is no limitation of damages to nursing and medical attendance. The legislature did not undertake to define the damages, and yet the power of a widowed mother to recover damages for the injury causing the death of her son is expressly given. What damages? Such as a court and jury, in view of all circumstances, should consider reasonable. If this was not what the Legislature meant, their meaning is past finding out. Both parents are grouped among the persons entiled to recover damages, and by necessary implication the same damages, or damages estimated by a common standard. If the father could recover for loss of the son's services, which is a conceded point, the legislature have imparted the same capacity to the mother, and she may show what they were worth to her; as if she had acquired right to them by arrangement and contract, if not by law, and of course how much she was pecuniarily injured by this untimely taking off.

Thus far the legislature have compelled us to go. We keep step with them and limit the mother's right to a case of *death* and not of *maiming*, because they have changed the rule of the common aw no further than this. Where the injury does not result in death, we decided at the present term, in Railway Co., *vs.* Stutler, 54 Penn. st., 375 that the mother has no right of action for the loss of her son's services, but where it does result in death, we sustain the action by virtue of the Act of Assembly. For the discrepancy of these rules we are not responsible.

Nursing and medical attendance before the death and funeral expenses afterward, are proper elements of estimate, but the value of services lost is equally legitimate since the statute. There was therefore no error in negativing the points, and the judgment is affirmed

West Wisconsin Railroad.

We have the pleasure of announcing to the people of Northwestern Wisconsin, that the first rails on the West Wisconsin Railroad have been laid, nearly half a mile of the road already constructed, and with the army of hands now at work can be pushed rapidly ahead, and completed to Black River Falls inside of one month. It is confidently expected that under the skillful management of the experienced overseers now employed, the work will be pushed at the rate of at least one mile a day. There is at this place already, a sufficient quantity of iron to lay several miles of the road, and the remainder will be on hand as soon as it is required. The road is to be a continuous track, and when completed will be one of the best roads in the Northwest.

This road opens the best pine country in Wisconsin, and also the extensive farming lands of the northwestern counties, and when completed, will do an extensive freight and passenger business, and prove one of the best paying roads in the state.—*Tomah Journal.*

The Hoosac Tunnel.

The Governor and Council have ordered that the bid of Messrs. Carpenter, Odiorne & Gardner for a contract for the completion of the work upon the Hoosac Tunnel be rejected, they having failed to comply with the condition required. They have also ordered the Commissioners to stop all excavation in the Tunnel at East End, and at the East Heading at the West Shaft. Messrs. Carpenter, Odiorne & Co., have petitioned the Supreme Court for a writ of mandamus to compel the Governor and Council to accept a bond for the performance of the contract alleged to have recently been made with the Commonwealth in reference to the completion of the Hoosac Tunnel. The Governor and Council, it will be remembered, required a deposit of bonds to the amount of $500,000. Judge Colt refused to grant the petition on the ground that it was by no means settled that the Court ought in any case to compel another branch of the government to discharge an official duty devolving upon them by the laws of the Commonwealth, and also that the petition in connection with the statute to which it refers did not show a binding contact between the petitioners and the Commonwealth.

Pittsburg and Connellsville Railroad.

The contract for the finishing of the various sections of the Pittsburg and Connellsville Railroad through to Cumberland Valley will be let as soon as practicable, the proposals having ceased on the 20th, and as the terms of the contract make it bounden upon those receiving the same to commence work one month after the closing of such contract, we may confidently expect to see the work fairly inaugurated this fall.

☞ The directors of the Maine Central Railroad have decided to extend the line to Portland, and a survey will be made at once. A charter for the extension was granted by the Legislature of 1867.

Portland and Ogdensburg Railroad.

A meeting of the friends of this enterprise was held in Portland on the 28th ult. The managing agent, Samuel J. Anderson gave an extensive, account of the route proposed, and the committee's recent examination of it and its important connections and advantages, showing its superiority as a great Western route, as to distance as well as connections, even over other proposed routes. The great development of the West, and the necessity for an outlet for its vast products, was referred to, and the benefit in store for Portland as the Eastern American terminus of the great highway to Europe was presented. Vermont has subscribed forty per cent. of the cost of the section in that State, and Maine is called upon to do as well. Portland, we believe, has subscribed $750,000, and other towns, $150,000, leaving some $300,000 to be obtained from individuals, to complete the required amount needed to build the road to the Connecticut River. A committee of fifteen was appointed to solicit subscriptions.

Marginal Freight Railway.

A final hearing on the subject of the location of the Marginal Freight Railway was had in Boston at the office of the Superintendent of Streets on the 28th ult.; and at the regular weekly meeting of the Board of Aldermen on that day an order was unanimously passed that permission be given to the company to lay down tracks in the following streets of the city, viz: Lincoln, Tufts, East, Cove, Beach, Federal, Broad, India, the street east of the Custom House, Commercial, Causeway, Andover, Minot and Lowell, as authorized by chapter 170 of the acts of the Legislature of Massachusetts, of 1867—the whole work of constructing said tracks, and the position of the same in the streets, to be under the direction of the Committee on Paving and the Superintendent of Streets, and approved by them.

Dorchester and Delaware Railroad.

This road, running from Seaford, Delaware, to Cambridge, Maryland, is completed five miles beyond Federalsburg, and it is said will be finished to New Market by the last of next month. This will be considerably more than half the whole length of the road, and indicates very satisfactory progress indeed. The company has contracted for a new engine to cost ten thousand dollars; it is to be called the "Wilson Byrne," after the President of the road.

☞ The Paterson and Little Falls Horse Railroad Company will receive proposals until the 5th inst., at noon, for the construction of about 1¾ miles single track horse railway, with turnouts, at Paterson, N. J. Plans and specifications will be exhibited at the office of H. Hockenberry, Esq., Superintendent, 15 Main street, Paterson.

☞ The Grand Rapids *Eagle* says that several car loads of iron have been received for the Grand Rapids and Indiana Railroad, and that track laying will be soon commenced in good earnest. One half the road between Grand Rapids and Kalamazoo is ready for the iron—nine miles on the north and fourteen miles on the south end.

☞ The Chicago *Railroad Gazette* says that the Des Moines Valley Railroad Company has secured the means necessary to build and equip their road from Des Moines to Fort Dodge.

Paterson and Newark Railroad.

The Binghamton *Republican* says that the new President of the Erie Railway Company has recently consummated a bargain which must exercise an important influence on the business of this road, and bring about a revolution in railroad management in the State of New Jersey. He has leased for a term of years the Newark and Paterson Railroad, and acquired with it the power to extend the track to the city of New York, and to the south or southwest.

The road thus leased is apparently an insignificant affair. It is less than fourteen miles long, but its franchise contains the clause empowering the building of branch roads, "in order to connect said road with other road or roads running to the Hudson, or to the south or southwest." By his contract, Mr. Gould has obtained a fork of the Erie Railway from Paterson to Newark. The business thus obtained is greater than is often supposed. Newark does more manufacturing than Pittsburgh, and the Erie Railway acquires a large share of the trade. The station of the company in that city is right in the very heart, while the other roads only touch it—on the outskirts.

Connecticut Western Railroad.

A meeting of Hartford capitalists was recently held to consider the subject of the new Connecticut Western Railroad. Charles R. Clapman, Mayor of Hartford, was Chairman. Mr. Barnes, a railroad engineer, made a statement in regard to the probable cost of the road, calculated after a careful survey. The distance from State line, the western terminus, to Hartford is nearly 66 miles, and the cost of building and equipping the road be estimated at $259,000. The route skirts along the northern line of the State. For the first three years the company agree to pay six per cent., hoping that by that time it will be a paying road, and 45 miles of it are already under contract. The towns on the route will subscribe liberally, and it was voted to request the selectmen of Hartford to call a meeting to see what action the people of that city will take upon a proposition to take $500,000 of the stock.

Iowa Central Railroad.

Henry M. Clement, of Eddyville, agent for collecting the stock subscribed to the Iowa Central Railroad, has published a circular which shows that the right of way for the entire line has been secured; the subscription books show enough stock to complete the grade from Oskaloosa to the State line; there is already about 50 miles of grading south of Oskaloosa, and about 40 miles north of that point; a good commencement for a bridge across Des Moines river, and the company has expended over $200,000 in grading from Oskaloosa to the State line.

☞ The Monongahela Valley Railroad Company having completed the survey of their road, and obtained letters patent from the Governor, will hold an election for officers on the 14th inst., at the office of T. W. Briggs, Pittsburg. J. B. Stilley is Chief Engineer.

☞ The Cleveland, Wooster and Zanesville Railroad Company has been organized with Gen. J. S. Casement as President.

☞ The contractors on the Knox and Lincoln Railroad are progressing finely with their work.

Boston, Hartford and Erie Railroad.

The engineers employed in the construction of the Boston, Hartford and Erie Railroad have had various sections of the road assigned to them, as follows: Mr. Emil David, late of the Allegheny Valley Railroad, of Pennsylvania, has the first eight miles, running west from Waterbury to Towantic Summit; headquarters near Millville. Mr. Charles E. Webster, late of the Lehigh and Susquehanna Railroad, of Pennsylvania, the next eight miles; headquarters at Southbury. Colonel L. J. Wright, late of the Allegheny Valley Railroad, the next eight miles, reaching to Hawleyville, on the Housatonic Railroad; headquarters at Sandy Hook. Mr. John K. Brown, principal assistant engineer, retains his office at Waterbury.

Hudson Highland Suspension Bridge.

The surveys for the Hudson Highland Suspension Bridge have been completed, including in the examinations both banks of the Hudson River, from Verplanck's Point to Buttermilk Falls. The plans have been prepared with detailed maps of everything necessary to form an opinion of the best place to locate the bridge, and a board of engineers has been convened to decide upon the location. It is understood that arrangements have been made with capitalists under which the work is to be commenced at once.

Union Central Railroad.

Proposals will be received until the 10th inst., for the grading, masonry and bridge work on the Western Division of the Union Central Railroad, extending from Tamaqua westwardly. Also, the Middle Division, from Tamaqua eastward to the Summit, between the Schuylkill and Lehigh rivers. Also, the Eastern Division from said Summit, through the Mahoning Valley to the Lehigh river. Proposals may be made for the whole or a portion of the work in sections or divisions. Address J. W. Geary, Engineer, Pottsville, Pa.

American Central Railroad.

The Galva *Union* says that the first ten miles of the American Central Railway are graded, ready for the ties and iron. On the 10th of October eighteen miles more of the grading will be finished. This will bring the work to within four miles of Viola. At or near Viola there is considerable grading to do. The whole of the grading from Galva to New Boston will be finished by the 15th of November. The ties, iron, and bridges are expected to commence arriving at Galva by the 10th of October and the road be in operation from Galva to New Boston by the 1st of January next.

☞ The Hastings (Minn.) *Union* announces the arrival at that place of a quality of iron for the Hastings and Dakota Railroad, and that the track-layers have commenced their work, anticipates that the cars will be running by the first of November.

☞ C. C. Gilman, President of the Iowa River Railroad Company has removed from Dubuque to Eldora, where the offices of the company are established.

☞ the Minnesota Valley Railroad is completed to Stony Creek, about half way between St. Peter and Mankato.

☞ The route of the Lawrence, Olathe and Kansas City Railroad is being surveyed and it is thought that it will be completed at an early day.

☞ The Boston *Traveler* says that the Council have decided to reduce the amount of securities required on the part of bidders for completing the Hoosac Tunnel from $500,000 to $150,000. If this prevails the lowest bidders, whose contract was rejected on the ground that sufficient securities had not been offered, may renew their application, as they are ready to furnish this amount.

☞ Mr. J. C. McMullen, Assistant General Superintendent of the Chicago and Alton Railroad, has been appointed General Superintendent—Mr. Blackstone resigning the Superintendency only that he may give his whole time to his duties as President.

☞ The gross receipts of the Philadelphia and Reading Railroad for the month of July, 1868, were $314,472, against $864,636 in July, 1867—a decrease of $550,164.

☞ A meeting to consider and act upon the question of raising the means to construct the line of the New Hampshire Central Railroad across the State of New Hampshire, from the boundary of Maine, through the valley of the Ossipee River, to the line of the Northern Railroad at Danbury, was held at West Ossipee on the 22d ult.

☞ The Louisville *Journal* states that the Ohio River Bridge Company have nullified the contract for their bridge at that place, because the contractors were not proceeding rapidly enough with the work. The building will go on under the auspices of the company.

☞ The Dixon *Telegraph* says it is probable that a section of the Dixon, Peoria and Hannibal Railroad will be early put under contract, from Yates City to Buda, on the Chicago, Burlington and Quincy Road, a distance of about forty miles.

English Copper Co. Rails.

1,500 TONS of this well-known make, 56 lbs. per yard, "Erie" pattern, here and to arrive, for sale by

HEYERDAHL, SCHONBERG & CO.,
22 William street, New York.

2,000 TONS FISH-BAR RAILS, 56 lbs. per yard, of approved English make and section, for sale to arrive at this port.
Destination can be changed to Southern port if desired.

HEYERDAHL, SCHONBERG & CO.,
22 William street, New York.

PROPOSALS FOR $40,000 MARKET STOCK.

Sealed proposals will be received at the Comptroller's office until Tuesday, October 20, 1868, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of forty thousand dollars of market stock authorized by chapter 203, Laws of 1868, and by an ordinance of the Common Council, approved by the Mayor September 25, 1868.

Said stock is to be issued for the purpose of providing means for the completion of the market upon the land lying between Sixteenth and Seventeenth streets and avenue C and East River, and will bear interest at the rate of seven per cent. per annum, payable semi-annually, on the 1st day of May and November, in each year, and the principal will be redeemed on the 1st day of May, 1897.

The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premium thereon.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payments.

Each proposal should be sealed and endorsed "Proposals for market stock," and enclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids if the interests of the corporation require it.

RICHARD B. CONNOLLY, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, September 26, 1868. 3t40

PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., September 14, 1868.

SEALED PROPOSALS will be received at the Office of the Company in Oneida, N. Y., until the 30th day of October, 1868, at noon, for the GRADING, MASONRY and BRIDGING of that portion of the New York and Oswego Midland Railroad, extending from Sidney Plains to the village of Walton, in Delaware County, a distance of about 22 miles. Also, for that portion of the line from Westfield Flats to Centreville, in Sullivan County, a distance of about 25 miles.

Proposals will also be received at the same time and place, for the Grading, Masonry and Bridging of the Delhi Branch, extending from the Main Line at Walton to Delhi, in Delaware County, a distance of about 16 miles.

The company will entertain separate proposals for Bridging only, both on the Main Line and Branch.

Plans, Profiles and Specifications will be ready for examination at the office of the Resident Engineer, in the village of Walton, for that portion of the line in Delaware County, including the Delhi Branch, on and after the 20th day of October next, and also at the office of the Resident Engineer in Middletown, Orange County, for that portion of the line in Sullivan County, at the same date.

Contractors who may desire to examine the work will receive all necessary information at the respective offices of the Resident Engineers above named.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer. 5t39

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY, No. 57 BROADWAY,
NEW YORK, Sept. 25, 1868.

THE INTEREST COUPONS FROM THE FIRST Mortgage Bonds of the Chicago and Great Eastern Railway Company, due Oct. 1; also the Interest Coupons from the Consolidated First Mortgage Bonds of the Columbus, Chicago and Indiana Central Railway Company, due Oct. 1, will be paid on and after that date, less Government tax, upon presentation at this office.

B. E. SMITH, President.

TEN NEW DUMP CARS,
For Coal, Ore, or Gravel.

Body 11 + 8. Corner Posts, Bottom and Sides of Iron. 33 in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

HERMANN BOKER & CO.,
NEW YORK;
Agents for
Funcke & Elbers Steel and Iron Works,
HAGEN, PRUSSIA.

Specialty:

Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against breakage.) 6m39

Two New First Class Passenger Cars.

Monitor or Raised Roof, can be finished with or without Saloons—will be ready for delivery the 1st of December. Gauge 4 ft. 8½ in. Seat 60 Passengers.

WILLIAMS, PAGE & CO.,
4t37 **91 Water st., Boston.**

Steel and Iron Rails,
American, English & German,
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,
For sale by
HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
22 William st., New York.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

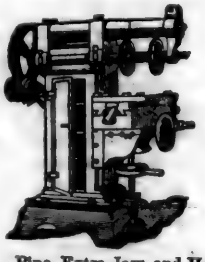
Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,
58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

UNION VISE COMPANY,
61 Water Street, Boston, Mass.





Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.

Godeffroy Brancker & Co.
42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

820 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **103**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is *the length of time they have to run.*

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
SEPT. 14, 1868.

Intercolonial Railway!

TO CONTRACTORS.

THE Undersigned is instructed by the Government of Canada to inform intending Contractors that at an early day orders will be invited for the execution of certain portions of the INTERCOLONIAL RAILWAY, between River du Loup and Rimouski, in the Province of Quebec, between Truro and Amherst, in the Province of Nova Scotia, and between Dalhousie and Bathurst, in the Province of New Brunswick.

It is intended to let the work in Sections or Divisions, ranging from 15 to 35 miles, according to the situation and local circumstances.

The surveys are now in progress, in part completed, and the object of this notice is to afford intending contractors ample opportunity of examining the ground at once.

The Plans, Profiles, Specifications, Conditions of Contract, Forms of Tender, and other documents required for the information and guidance of Contractors, are now being prepared, and when ready, of which due notice will be given, will be seen at the Railway Engineer's Office, in Halifax, St. John, Dalhousie, Rimouski, River du Loup and Ottawa.

SANDFORD FLEMING,
Chief Engineer.

Intercolonial Railway Office,
Ottawa, Sept. 12, 1868. 1140

WROUGHT IRON PIPE
For Steam, Gas and Water.
Every variety of Fittings
FOR STEAM AND GAS WORKS.
Steam and Gas Fitters' Tools
Of the most Improved kind.
IRON AND BRASS CASTINGS
Of every Description.
JAS. J. WALWORTH & CO.,
18 Devonshire st.,
Boston.

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
6m38 **83 Pearl street.**

RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

D. N. BEARDSLEY,
3m33 **251 West street, N. Y.**

THE
NOVELTY IRON WORKS,
NEW YORK,
FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

—o—

Stationary, River, Marine, Side-Wheel and Propel. Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Blowing and Pumping Engines;
Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;
Steam, Vacuum and Water Guages, Indicators, Registers, &c.;
Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
Burnett's Movable Cranes, Crane Engines, Hoisting Gear, &c.
Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

FREIGHT CARS.

TWENTY FIRST CLASS FREIGHT CARS will be ready for delivery in thirty days, part of them earlier if wanted. Gauge 4 ft. 8½ in.

WILLIAMS, PAGE & CO.,
4137 **91 Water st., Boston.**

G. COPELAND,
BANKER,
72 WALL STREET.

Buy and sell Town, City, State, Railroad and other Securities. 3m36

HAMILTON SQUARE
RUBBER WORKS.
C. V. MEAD & CO.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.
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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

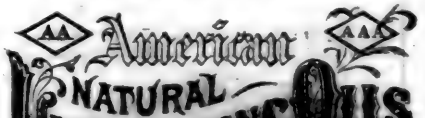
CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

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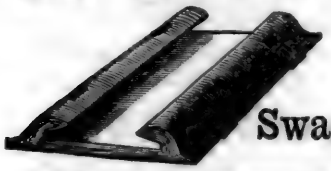
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☞ *All orders will receive prompt attention. Samples sent on application.*

PATENTED SEPT. 18th, 1866.

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I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN*, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

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Box No. 2745 Philadelphia, Pa,

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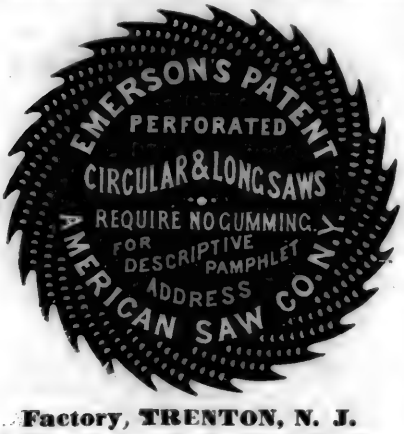
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 41.] SATURDAY, OCTOBER 10, 1868. [WHOLE No. 1,695, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 10, 1868.

Lawrence, Olathe and Kansas City R. R.

This road will be 24 miles in length, extending from Lawrence to Olathe. At Olathe it will connect with the Kansas City and Fort Scott railroad, now in course of construction. An arrangement has been made by which the trains of the former will run over the road of the latter company between Olathe and Kansas City, a distance of 20 miles. The preliminary surveys have been made, and the company will soon advertise for bids to build the road. The assets of the company are said to be ample, consisting of money and county and city bonds. The officers are: President, George W. Deitzler; Vice President, S. O. Thatcher; Secretary, B. W. Woodward; Treasurer, Theodore Peohler.

Michigan Air Line Railroad.

We learn from the St. Clair (Minn.) *Republican* that the contract for the construction of this road from Ridgeway to the Indiana State Line, 210 miles, has been awarded to Messrs. J. E. Young & Co., of Chicago, for $1,600,000, or $7,617 per mile. Some 200 men are now at work on the line between Ridgeway and Romeo. The route is level and easy to grade, and good progress is being made. It is expected that portion of the line will be ironed this winter. Grading will soon be commenced on the line between the State Line and Tecousha.

SEVEN PER CENT. INTEREST IN GOLD.

PRINCIPAL ALSO PAYABLE IN GOLD.

The Rockford, Rock Island, and St. Louis Railroad Company offer a limited amount of their First Mortgage Coupon Bonds at 97½ and accrued interest in currency.

These bonds pay seven per cent. interest.—Feb. 1, and Aug. 1—in gold coin, *free of Government tax.* The principal is also payable in gold. They have fifty years to run, and are convertible into stock at the option of the holder. A sinking-fund is provided sufficient to pay off the whole mortgage at maturity.

Each bond is for $1,000, or £200 sterling. Interest is payable in New York or London, at the option of the holder.

These bonds are amply secured, being a first and only lien upon 375 miles of railroad equal in intrinsic value to any line of similar length in the state; upon the Company's franchises, rolling-stock, and other property; and upon all its coal-lands, of which it has 20,000 acres, estimated to contain A HUNDRED MILLION TONS OF COAL. These lands, on the completion of the railroad through them, will be of incalculable value, whether considered as to their intrinsic worth or as a source of business and profit to the Company.

The cost of the line, thoroughly built and equipped, including the cost of all coal-lands, will be about $17,000,000, or $45,000 per mile.

To meet this expenditure the Company have a stock subscription of $5,725,000; additional subscription pledged, and which will undoubtedly be made and duly paid in, $2,900,000; making a total of $8,625,000. Less, expended on the line for labor and materials, $1,880,000; leaving unexpended stock subscription, $6,745,000.

The whole amount of bonds to be issued will not exceed $8,500,000.

The earnings of the line will probably be threefold what is required to pay interest on the bonds. The road passes through the finest district of Illinois; and both its local and through business will be very great.

Of the entire line, 175 miles are now graded, and the work is proceeding rapidly and successfully. A large quantity of rails has been contracted for, to be laid early in the Spring.

The first division of fifty miles, giving an outlet to the coal, will be finished by January 1st, 1869, and the whole road by October 1st, 1869.

The Trustee for the bondholders is the UNION TRUST COMPANY of NEW YORK.

At the present price of gold, the bonds pay an income of over 10 per cent. in currency.

GOVERNMENT AND OTHER SECURITIES received in payment at market rates.

Circulars giving full particulars may be had at the office.

For sale at the office of the Company, 12 Wall street.

H. H. BOODY, Treasurer.

Peoria and Rock Island Railroad.

This road will be about 90 miles in length, extending from Peoria, *via* Princeville, Toulon, Galva, Cambridge and Moline to Rock Island. The location of the road between these places has already been decided upon, with the exception of that between Cambridge and Moline. Bids are invited by the directors, until the 13th inst., for grading, bridging and tieing the entire line from Peoria to Rock Island. Bids are to received on different routes into Rock Island, and probably the figures of those bids will decide the route.

Peoria, Pekin and Jacksonville Railroad.

This road is 147 miles in length, extending from Peoria to Jacksonville, Ills., a point on the Great Western Railroad, 34 miles from Springfield. About 71 miles, from Peoria to Virginia city, have been completed, and the work of grading for the extension of the road to Jacksonville, about 25 miles, has been commenced. Thos. King, Esq., of Pekin, Ills., is Chief Engineer of the road.

☞ The first train over the Minnesota Valley railroad entered Mankato on the 3d inst. Mankato is about 20 miles from Le Sueur, the former terminus of the road, and 84 miles from St. Paul. The final terminus of the road will be Sioux City,

Iowa. J. W. Bishop, Esq., of St. Paul is Chief Engineer.

Richmond and Petersburg Railroad.

The receipts from operations of this road during the years ending September 30, 1866 and 1867, were:

	1866.	1867.
From passengers	$79,293 60	$70,965 05
" freight	55,186 36	49,538 31
" extra baggage and express freight	7,043 44	6,466 06
" U. S. mails	2,137 09	2,315 00
" miscellaneous	24,220 39	7,172 29
	$167,880 88	$136,456 71
Expenses, viz:		
Repairs of road	$19,600 52	$16,443 47
" locomotives	10,849 49	5,361 10
" cars	11,517.77	9,128 99
" bridges	539 56	824 92
" depots, etc	1,636 52	2,172 95
" tools, etc	20 00	178 04
Oil and waste	2,817 44	1,961 15
Wood	13,525 82	10,201 75
Train expenses	11,927 71	10,603 62
Depot "	11,061 51	7,168 43
Office salaries	7,375 00	6,750 00
Stationery, etc	2,401 03	1,991 12
Insurance on buildings	1,435 38	1,435 39
Taxes	4,577 36	2,421 77
Loss and damage	503 19	110 50
Through travel expenses	36 18	369 37
Clover Hill transp. exp.	5,769 76	4,485 33
M. & P. turnpike	375 09	.....
Miscellaneous	1,127 85	1,025 19
	$107,097 09	$82,633 09
Earnings less exp	$60,783 79	$53,823 62

The receipts are $31,424 17 less than they were last year, and the actual expenses of working the road have been reduced $24,464. The extraordinary expenses were as follows:

New buildings	$138 800
New cars	9,732 59
New machinery	475 00
Reconstruction	2,288 95
Manchester and Petersburg turnpike	541 76
James River Bridge reconstruction	104 14
Repairs of bridges, omitted in last year's Report	1,000 00
	$14,280 44

The total expenses, both ordinary and extraordinary, amount to the sum of $96,913 53. Deducting this from the gross earnings, the net earnings will be $39,543 18. The report says:

The just expectations of the board, expressed in their last annual report, have been disappointed as to the revenue of the company for the past year. This road has not only shared, like other railroads, in the general stagnation of business, and the recurrence of a failure in the crops of this State, and those south of us, but has had a special cause of diminution of its receipts, in the limited quantity of coal furnished for transportation, caused by disasters to the Clover Hill Mines. That branch of our business has, however, already been largely increased for several months past; and so soon as the pits are again in full operation, as we are assured they will be by the close of this year, the quantity of coal to be moved will reach, if not exceed, that annually carried before the war.

The three railroads between Acquia Creek and Weldon, have long labored under the serious disadvantage of having to transfer passengers, and their baggage, through the streets of Richmond and Petersburg in omnibuses and wagons. This route was consequently in danger of seeing its through travel diverted to more comfortable lines. It is with much satisfaction, therefore, that the Board can now inform the stockholders that these impediments to the successful operation of this road have at length been removed. On the completion of the connecting tracks through the two cities, an agreement was entered into by the three companies to run through trains of passenger, mail, express and baggage cars, continuously over their roads from the Potomac to the Roanoke. Accordingly a suitable number of superior first class cars, with all the modern improvements, have been provided at joint expense. These trains commenced to run through on the 20th of August, 1867, and the marked increase in the through travel which began, and has continued from that date, proves the wisdom of the efforts to perfect this as one of the most comfortable and expeditious routes through the Atlantic States.

The benefits of this continuous line of railway will not be confined to travel, but, so soon as through tariff arrangements shall have been completed south of this city, we may reasonably expect a considerable addition to the general freight business of the road.

The compensation for carrying a twice daily mail over this road has recently been increased to one hundred and fifty dollars a mile, or one-half of what was paid for similar service before the war.

The company have 7 locomotives, 4 first class and 6 second class passenger cars, 3 baggage and mail, 2 express, 29 freight, 15 platform, and 28 coal cars. Number of miles run, 71,591. Cost for repairs per mile run, 7½ cents. Number of passengers carried, 54,780, of which 20,405 were through, 33,793 local, and 582 Clover Hill passengers. Number of passengers carried one mile, 1,146,910. Tons of freight transported (including 16,414 tons coal) 35,647.

General Statement.

Cost of road and property including interest		$922,822 39
Less loss by fire, April 3d, 1865		254,318 30
		$668,504 09
Branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars		45,539 09
Reconstruction of road		219,852 50
Land purchase		44,178 26
Debts due to the company—		
This company's stock	$12,126 06	
Open accounts	36,365 71	
Cash on hand	1,889 23	
		50,381 00
Profit and loss		202,781 46
		$1,231,236 40
Capital stock—		
Subscribed by individuals		$300,000 00
Converted loan stock at $50		161,500 00
		$461,500 00
Subscribed by the State, old	$200,000	
Subscribed by the State, new	185,600	
		385,600 00
		$847,100 00
Debts due by the company—		
Coupon bonds due July 1st, 1875	$13,500	
Coupon bonds due June 1st, 1875	93,500	
Registered bonds due June 1st, 1875	37,000	
Coupon bonds due Sept. 1st, 1870	175,000	
		319,000 00
Bills payable		28,792 35
Open accounts		36,344 05
		$1,231,236 40

President.—Charles Ellis.

Directors.—R. B. Haxall, T. H. Wynne, Dr. D. W. Lassiter, J. Davenport, Jr., B. H. Nash.

Treasurer.—M. W. Yarrington.

Engineer & Sup't.—E. H. Gill.

Montgomery and West Point Railroad.

The earnings of this road for the years ending February 28, 1867 and February 29, 1868, were as follows:

	1867.	1868.
From passengers	$226,127 19	$158,439 77
" freight	214,880 07	245,274 54
" U. S. mail	8,000 00	8,000 00
	$449,007 26	$411,714 31
Expenses, viz:		
Maintaining road	$76,970 28	$90,830 02
Maintenance of rolling stock	64,818 16	48,088 70
Operating	106 253 60	115,450 91
Taxes	13,563 92	13,622 70
	$261,605 01	$267,992 33
Leaving	$187,402 25	$143,721 98

From which deduct extraordinary expenses, viz:

Bridges and culverts	$14,890 10	
Depots, division houses, etc.	19,239 25	
Rebuilding and changing gauge of locomotives	12,159 25	
		46,288 60
Leaving a balance of		$97,433 98

which has been applied to the payment of interest on the debt of the company. The President in his report says:

The Report which I have now to submit to you, of the operations of the road for the past year, is not as favorable as I had every reason to hope it would be on the 1st of November last, when eight months of our railroad year had expired.

Up to that time, the receipts of the road from the 1st of March, 1867, amounted to	$270,588 33
And for the same period of the previous year amounted to only	249,868 05
Showing an increase of	$20,720 28

As we had through arrangements for the transportation of cotton to New York both by way of Charleston and Savannah, offering inducements both in shortness of time and low rates, and as the disposition not only in Montgomery, but in Selma, and on the line of the Alabama and Florida Railroad, was to ship cotton to New York, we had no reason to apprehend any decrease in our income for the remaining four months of the railroad year, but that it would certainly be equal to what it was for the same period of the previous year.

Early in November, however, the steamers running from both Savannah and Charleston to New York, broke up the contract and advanced their rates. We could give no bills of lading through to New York, which at once turned shipments to Mobile and New Orleans. Cotton rapidly declined, affecting the whole population of the country, and the receipts from the road decreased so largely as to seriously embarrass the company.

For the four months from November 1st, 1866, to March 1st, 1867, they had been	$199,139 21
For the four months from November 1st, 1867, to March 1st, 1868, they were only	141,125 98
Showing a decrease of	$58,013 23

Relying certainly upon this income, I had made no other provision for the payment of our Semi-Annual Interest, and although, when it became apparent to me that I must look to some other source, I made every effort, I was unable to provide for more than that portion of it due in New York, and had to submit to the bitter mortification of failing, for the first time in the history of the company, to pay all its coupons promptly when due. I have since then provided for the interest due at the National Bank of Augusta, and hope by the 1st of July to be prepared to pay up

all past due coupons, and those due on that day. Hoping from week to week that some satisfactory arrangements could be made with the steamers, I did not deem it advisable to lessen the working force in the various departments, but to keep prepared to move freight rapidly if they should offer. Finding, however, in January, but little hope of any settlement of the matter so as to give us an increase of business, I directed the Superintendent to reduce the number of employees in every department, to cut down in every possible way the expenses of working the road, and to give notice that from and after the 1st day of February, the pay of every officer and employee retained in service would be reduced Twenty per cent., which order was promptly carried out, and although this reduction in wages bears very severely upon some of our best men, it affords me pleasure to say, I have heard but few complaints, for our employees as fully appreciated the necessity of reducing the expenses, as did those having the management of the road. I hope before the close of this year, such an improvement may take place as will warrant some increase on their present wages.

For your information, and for future reference, I submit a statement of what was the financial condition of the company before the war, and what amount has been expended in restoring the road and its outfit to its present condition.

On the 1st of March, 1861, the outstanding bonds and obligations of the company were reported as...		$922,621 77
During the war, and up to the 1st of March, 1864, these obligations were reduced by payment of b'ds, amounting to		196,121 77
And on 1st of March, 1864, the bond debt of the company was		$726,500 00
But when we were enabled to ascertain the condition of our debt, we found that a large amount of our coupons, which fell due between 1861 and 1865, had been held back, and to provide for them, and for the settlement of debts contracted during the war, which were generally compromised, required		300,000 00
Making a total of		$1,026,500 00
As the debt of the Co. at the close of the war.		
The total of outstanding bonds and obligations of the company, of every kind, up to the 1st of March, 1868, amounts to		1,473,337 65
Leaving the sum of		$446,837 65

Which has been expended to repair and rebuild the road and outfit, and which has been provided for by the creation of new debt. Although it is a large sum, I feel confident you will, upon examination, find that it has been judiciously expended.

When the war closed in 1865, we had no depot buildings, work shops, or bridges, and only one old engine and five cars fit for service. Now you have twenty effective locomotives and 162 cars, depot buildings, work shops, station houses, and bridges have all been rebuilt, and the gauge of the road changed, the value of which is being most satisfactorily demonstrated every day, for with it we are now in a condition to do, with more ease and dispatch, a business yielding one million of income, than we could have done half that amount of work before the change was made.

The immediate future of the road is not very encouraging. It is so located as to be seriously injured by roads now in progress, but which may, to some extent, be obviated by building the road to Selma, and, under the provisions of the act incorporating the Western Railroad Company, make it a part of your road. The Selma, Rome and Dalton Road will no doubt be completed and in operation to Rome within this year; and when in operation it will afford to the through travel to Selma and the country west of it, a shorter route than by way of Montgomery. The completion of the connection with Selma will still enable us to retain the freights to and from the East for all that section of the country; but if we depend on boats between here and Selma, and fail to build the road, freights will take the same route. It is, therefore, absolutely necessary for the protection not only of your road, but of the entire line east of Montgomery, connecting with the Atlantic at Charleston and Savannah, that the connection with Selma should be made, and for months past I have made every effort to obtain the necessary aid to do so.

Before the work was commenced in 1860, I had assurances from the Central Railroad Company of Georgia, that it would, upon certain conditions, aid in building the road, by a guarantee of bonds jointly with the Georgia Railroad Company. In August last, I made application to these companies to give me their endorsement for $500,000, with which I could, by this time, have built the road to Weaver's Bluff, on the Alabama River, within six miles of Selma. The Central Railroad Company agreed to do so, but to my great surprise and disappointment, the Georgia Railroad Company refused. I have recently renewed the application to the Central Railroad Company, proposing that, if they will take the sole responsibility of guaranteeing the bonds, this company and the Western Railroad Company will give to the Central Railroad Company the entire control and arrangement of freight rates to and from the Atlantic over both this and the Western Railroad; for I can see no justice in giving to the line which will not aid in the completion of this important connection, any of the advantages of it; and if the Central Railroad Company will give the necessary aid, that company should derive the benefit of it.

Without the aid of the Selma connection, I can see but little hope of making more income than will pay working expenses and provide for the interest on your debt.

I cannot estimate the receipts for the year to come at over		$400,000
The expenses cannot be less than 65 p. c.		260,000
Leaving a net income of		$140,000
Which will provide for the payment of interest on your entire debt		$120,000
And leave a net income of only		$20,000

If the road to Selma can be built and consolidated with your road, the cost of the entire road would be—

Of Montgomery and West Point Railroad, in stock		$1,644,224
Amount of debts due		1,500,000
		$3,144,224
Of Western Railroad stock	$250,000	
Debt	750,000	
		1 000,000
Total cost of road 163 miles long		$4,145,224

Which would be in bonds, $2,250,000; in stock, $1,894,244.

Now with even an income of		$700,000
And expenses at		420,000
Leaving net		$280,000
After payment of 8 per cent. per annum interest on the debt of $2,150,000		180,000
There would be left the sum of		$100,000

or within a fraction of 6 per cent. on the capital stock. But such would be the commanding position of the road as a part of the shortest freight line from the Atlantic to the Mississippi at Vicksburg, that, I feel confident, as soon as the quiet of the country is restored, the receipts would run up to one million per annum; and yet I hope that, upon reflection, the directors of the Central Railroad Company will come to our aid and enable us to complete this important work.

As our extraordinary expenses will hereafter be very small, and our current expenses kept down to the very lowest point consistent with the safe working of the road, and the prompt transportation of the freight and passengers offered, I hope to be enabled to work through with our present embarrassments, the most serious of which is our floating debt. It costs largely over the legal rates of interest to manage it, and I have used every effort to fund it with our second mortgage bonds which the board gave me authority to issue, to the extent of $400,000, which I yet expect to be enabled to make available for this purpose; but deemed it better to struggle on with the debt in its present condition, than to submit to the great sacrifice at which I must have sold them at any time during the past year.

The equipment of the road consists of 21 locomotives, 5 first-class and 8 second-class passenger cars, 6 baggage and mail, 8 conductor's, 2 express, 77 box, 24 platform, 1 wood, 8 crank, and 21 repair cars. The number of through passengers carried was 14 626; do., way, 29,278—total, 44,504, against 50,618 in 1867, a decrease of 6,114. Total number of bales of cotton transported, 57,405, against 25,226 in 1867, an increase of 32,179.

The Liabilities and Assets of the company March 1, 1868, were as follows:

LIABILITIES.

Capital stock		$1,644,224 00
Bonds due in 1863 and 1865		24.000 00
Mortgage bonds due in 1866		33,500 00
Bonds due July 1st, 1870		100,000 00
Bonds due July 1st, 1876		306,900 00
Mortgage bonds due 1st July, 1881.		719,500 00
Bills payable	$64,393 18	
Due on notes of the company, secured by hypothecation of the bonds of the Co	160,000 00	
Southern Express Co	18,221 69	
Change bills in circ'lat'n	10.000 00	
Due on open accounts	36,822 78	
		289,427 65
		$3,117,561 65

ASSETS.

Road account, cost of 117 miles		$2,444,766 84
Locomotives—inventory value—21.		206 600 00
Cars " " 162.		144,067 00
Machine shop dep't, includ'g mat'ls.		40,661 48
Car factory department		20,629 70
Road master's department		19,718 70
Patents		3,280 00
Real estate at Montgomery depot		65,000 00
Land on line of road	$23,375 00	
1408 shares Ala & Fla.R. R. stock	56,320 00	
Western railroad stock	25,000 00	
North & South Ala. R.R. stock	3,600 00	
Steam-mill property and lands	26,870 70	
Columbus real estate	1,195 03	
Bonds Mobile & Gt. Nor. R. R. Co	3,000 00	
Due on open accon'ts and notes	16,244 38	
Cash on hand	17,232 82	
		172,837 93
		$3,117,561 65

President.—CHARLES T. POLLLARD.
Superintendent.—DANIEL H. CRAM.
Treasurer.—J. T. TODD.

☞ The contract for the extension of the Winona and St. Peter Railroad from Waseca to Janesville, about 15 miles, has been let to Messrs. A. De Graff & Son, of Winona. Work is to commence immediately.

Indebtedness of Railroad Companies to the United States.

MONTHLY STATEMENT of the Account between the United States and Railroad Companies indebted to the United States, for the sale of Military Railroad Property under Executive Orders of August 8 and October 14, 1865, and orders of the Quartermaster General, for the month ending the 31st day of August, 1868.

Name of Company.	Value of property sold.	Interest on same to Aug. 31, 1868.	Total to Aug. 31, '68.	Balance of principal unpaid. Aug. 1, 1868.	Balance of interest unpaid. Aug. 1, '68.	Total principal and interest unpaid. Aug. 1, 1868.	Interest for the month of Aug. 1868	Total interest due and payable. Aug. 31, '68.	Balance of installments unpaid. Aug. 1, 1868.	Instalm'ts for the month of Aug. 1868	Total installments due & payable. Aug. 31, '68.	Total interest and installments due & payable. Aug. 31, '68.
1. Alexandria, Loudoun and Hampshire	$62,592.96	$12,204.64	$74,797.60	$62,592.96	$6,547.39	$69,140.35	$388.11	$6,935.50	$62,592.96	$.....	$62,592.96	$69,528.46
2. Atlantic and North Carolina	51,458.93	8,541.46	59,996.39	27,096.03	.....	27,096.03	168.00	168.00	5,320.93	1,000.00	6,320.93	6,488.93
3. Alabama and Florida	51,912.00	6,125.95	58,037.95	9 216.51	90 32	9,306.83	57.14	147.46	7,893.16	1,823.35	9,216.51	9,363.97
4. East Tennessee and Georgia	366.183.02	75,687.99	441,871.01	350 447.58	7,048.52	357,496.10	2,172.77	9 221.29	10,975.01	.....	10,975.01	20,196.30
5. East Tennessee and Virginia	265,655.65	56,243.78	321,899.43	249,228.81	4,429.51	253,658.32	1,545.22	5,974.73	59,533.83	11 068.99	70,602.82	76,577.55
6. Edgefield and Kentucky	114,772.86	23,716.09	138,488.95	114,772.86	21,473.00	136,245.86	711.59	22,184.59	43,039.80	4,782.20	47,822.00	70,006.59
7. Knoxville and Kentucky	12,335.63	1,598.35	13,933.98	9,544.89	175.63	9,720.52	59.18	234.81	2,863.15	513.99	3,377.14	3,611.95
8. Manassas Gap	4,623.51	836.14	5,459.65	4,353.80	769.77	5,123.57	26.99	796.76	4,353.80	.....	4,353.80	5,150.56
9. McMinnville and Manchester	20,810.00	3,773.57	24,083.57	20,810.00	3,647.65	23,957 65	125.92	3,773.57	11,001.25	846.25	11,847.50	15,621.07
10. " "	26,198.54	4,275.60	30,474.14	26,198.54	4,118.17	30,311.71	162.43	4,275.60	26,198.54	.....	26,198 54	30,474.14
11. Mississippi, Gainesville and Tuscaloosa	33,476.39	7,015.03	40.491.42	33.476.39	4,192.87	37,669.26	207.55	4,400.42	15,343.85	1,394.85	16,738.20	21,138.62
12. Macon and Brunswick	26,820.00	3,933.41	30.753.41	8,051.05	40.26	8,091.31	50.37	90.63	1,346.94	1,000.00	2,346.94	2,437.57
13. Mobile and Ohio	505,143.70	55,081 42	560,225.12	148,432.79	118.75	148,551.54	920.28	1,039.03	120,700.70	16,983.92	137,684.62	138,723.65
14. Mississippi and Tennessee	127,760.52	20,420.65	148,171.17	82 265.65	65.81	82,231.46	508.88	574.64	.....	.....	.....	574.64
15. Memphis, Clarksville and Louisville	336,982.36	68,772 40	405,704.76	336,982.36	62,097.14	399,029.50	2 088.98	64,186.12	126,747.68	14,083.07	140,830.70	205,016.82
16. Memphis and Ohio	106,929.13	17,254.55	124,183.68	48 289.87	1,177.06	49,416.93	299.09	1,476.15	17,847.52	4,461.88	22,309.40	23,785.55
17. Memphis and Little Rock	153,673.89	23,604.28	177,278.17	92,581.53	1,129.49	93,711.02	574.00	1,703.49	2,000.00	1,000.00	3,000.00	4,703.49
18. Nashville and Chattanooga	1,566,551.73	319,845.26	1,886,396 99	1,475,206.55	143,014.86	1,618,221.41	9,146.28	152,161.14	.....	.....	.....	152,161.14
19. Nashville and North Western	525,400.26	113,782.63	639,182.89	522,085.17	76,847.34	598,932.51	3,236 93	80,084.27	435,071.00	21,753.55	456,824.55	536,908.82
20. Nashville and Decatur	405,198 92	65,795.99	470,989.91	283,127.70	.....	288,127.70	1,755.39	1,755.39	.....	.....	.....	1,755.39
21. New Orleans and Ohio	82,150.00	6,266.12	88,416.12	27,961.19	44.74	28,005.93	173.86	218.10	27,961.19	.....	27,961.19	28,179.29
22. Norfolk and Petersburg	2,112.00	.....	2,112.00	616.39	.....	616.39	.....	.....	.....	.....	.....	.....
23. New Orleans, Opelousas and Gt. Western	113,773.45	9,872.48	123,645.93	38,512.59	423.64	38,936.23	233.97	657.61	38,512.59	.....	38,512.59	39,170.20
24. Orange and Alexandria	118,895.74	12,477.24	131,372.98	3,594.94	15.31	3,610.25	22.29	37.60	3,594.94	.....	3,594.94	3,632.54
25. Rome	22,086.05	1,778.57	23,864.62	93.83	.....	93.83	.....	.....	93.83	.....	93.88	93.88
26. Selma and Meridian	146,327.92	17,138.70	163,461.62	57,900.82	896.73	58,797 05	355.68	1,252.41	3,402.68	500.00	3,902.68	5,155.09
27. Selma, Rome and Dalton	183,276.49	35,704.71	218,981.20	155,299.59	.....	155,299.59	962.86	962.86	.....	1,587.14	1,587.14	2,500.00
28. San Antonio and Mexican Gulf	48,775.19	7,693.41	56,468.60	46,494.01	1,613.80	48,107 81	288.26	1,901.56	46,494.01	.....	46,494.01	48,395.57
29. Wilmington and Weldon	81,500.00	9,946.31	91,446.31	2,939.87	.....	2,939.87	.....	.....	1,000.00	1,000.00	2,000.00	2,000.00
30. Western North Carolina	14,269.82	1,932.99	16,202 81	1,268.98	.....	1,268.98	7.87	7.87	.....	100.00	100.00	107.87
31. Western and Atlantic	472,944.66	70,194.71	543,139.37	3,715.78	.....	3,715.78	.....	.....	3,715.78	.....	3,715.78	3,715.78
32. Wills Valley	30,248.52	6,078.65	36,327.17	28,948.52	3,180.25	32,128.77	179.48	3,359.73	28,948.52	.....	28,948.52	32,308.25
33. Washington, Alexandria and Georgetown	324.06	.....	324.06	277.94	.....	277.94	.....	.....	.....	.....	.....	.....
Names of Co.'s that have discharged their indebtedness prior to Aug. 1, 1868. 1. Rich., Fredericksburg & Potomac	7,449.27	.....	7,449.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
2. Georgia R. R. and Banking Co.	11,935.05	.....	11,935.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
3. South Western	46,159.89	.....	46,159.89	.....	.....	.....	.....	.....	.....	.....	.....	.....
4. Macon and Western	83,638.15	.....	83,638.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
5. South Carolina	23,458.50	1,646.76	25,105.26	.....	.....	.....	.....	.....	.....	.....	.....	.....
6. Muscogee	5,244.20	424.57	5,668.77	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Petersburg	65,000.00	3,633.60	68,633 60	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 Memphis and Charleston	547,494.09	30,889.64	578.383.73	.....	.....	.....	.....	.....	.....	.....	.....	.....
9. Mobile and Gt. Northern	14,637.73	1,192.55	15,830.28	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. N. Orleans, Jackson & Gt. North.	200,865.58	15,656.91	216,522.49	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Mississippi Central	78,460.00	6,368.56	84.828.56	.....	.....	.....	.....	.....	.....	.....	.....	.....
12. Virginia and Tennessee	102.880.00	14,371.05	117,251.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
13. Montgomery and West Point	38,559.66	3,324.93	41,884.59	.....	.....	.....	.....	.....	.....	.....	.....	.....
14. Virginia Central	70,000.00	10,364.66	80,364.66	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	$7,326,376.02	$1,155,461.31	$8 481,837.33	$4,271,784.99	$343,152.51	$4,614,937.50	$26,428.82	$369,581.33	$1,106,553.11	$83,349.19	$1,189,902.30	$1,559,483.63

Name of Company.	Payments made during the month of Aug., 1868. Date on which the Co.'s are entitled to credit for same.	How Paid.	Amount paid.	Interest credited the companies on same.	Total.	Total payments made to Aug. 31, '68.	Balance of interest unpa'd. Sept. 1, '68.	Balance of installments unpaid. Sept. 1, 1868.	Total interest and installments unpaid. Sept. 1, 1868.	Balance of principal unpaid. Sept. 1, 1868.	Total principal and interest unpaid. Sept. 1, 1868.
1. Alexandria, Loudoun and Hampshire	Aug. 26, '68.	Cash.	$500.00	$.....	$500.00	$5,769.14	$6,435.50	$62 592.96	$69,028.46	$62.592.96	$69 028.46
2. Atlantic and North Carolina	Mar. 9, 1868.	Transp. B. R. F. & A. L	87.74	2.19	89.93	32,821.29	78.07	6,410.86	6,488.93	27,096.03	27,174.10
3. Alabama and Florida	.....	.....	.....	.....	.....	48,673.98	147.46	9,216.51	9,363.97	9,216.51	9,363.97

4. East Tennessee and Georgia	Feb. 21, 1868.	Treasury Award.	25.16		25.16	82,227.30	9,196.13	11,000.17	20,196.30	350,447.58	359,643.71
5. East Tennessee and Virginia	See	Column	3,446.10	7.79	3,453.89	70,149.78	2,520.84	70,602.82	73,123.66	249,228.81	251,749.65
6. Edgefield and Kentucky	"	of Remarks.				1,541.50	22,184.59	47,822.00	70,006.59	114,772.86	136,957.45
7. Knoxville and Kentucky	Aug. 13, '68.	Postal Warrant.	141.87		141.87	4,296.15	92.94	3,877.14	3,470.08	9,544.89	9,637.83
8. Manassas Gap						309.09	796.76	4,353.80	5,150.56	4,353.80	5,150.56
9. McMinnville and Manchester							3,773.57	11,847.50	15,621.07	20,810.00	24,083.57
10. "							4,275.60	26,198.54	30,474.14	26,198.54	30,474.14
11. Mississippi, Gainesville and Tuscaloosa						2,614.61	4,400.42	16,738.20	21,138.62	33,476.39	37,876.81
12. Macon and Brunswick				1.95		22,611.73	90.63	2,346.94	2,437.57	8,051.05	8,141.68
13. Mobile and Ohio	April 16, '68.	Transp. B. R. F. & A. L.	54.94	1.45	56.34	410,811.64	980.69	137,684.62	138,665.31	148,432.79	149,413.48
14. Mississippi and Tennessee	Aug. 10, '68.	Cash.	519.07		519.07	65,849.95	344.30		344.30	81,976.92	82,321.22
15. Memphis, Clarksville and Louisville	Aug. 11, '68.	Postal Warrant.	11,201.43		11,201.43	15,787.71	52,984.69	140,830.70	193,815.39	336,932.36	389,917.05
16. Memphis and Ohio	See	Column	2,693.51	1.61	2,695.12	77,162.78		21,090.43	21,090.43	47,020.90	47,020.90
17. Memphis and Little Rock	"	of Remarks.	801.54	41	801.95	83,795.10	901.54	3,801.95	4,703.49	92,581.53	93,483.07
18. Nashville and Chattanooga						259,029.30	152,161.14		152,161.14	1,475,206.55	1,627,36 .69
19. Nashville and North Western						37,013.45	80,084.27	466,824.55	536,908.82	522,085.17	602,169.44
20. Nashville and Decatur						186,106.82	1,755.39		1,755.39	283,127.70	284,883.09
21. New Orleans and Ohio						10,236.88	218.10	27,961.19	28,179.29	27,961.19	28,179.29
22. Norfolk and Petersburg						1,495.61					616.39
23. New Orleans, Opelousas and Gt. Western	See	Column	2,642.00	66	2,042.66	86,518.39	118.43	37,009.11	37,127.54	37,009.11	37,127.54
24. Orange and Alexandria	"	of Remarks.				127,740.44	87.60	3,594.94	3,632.54	3,594.94	3,632.54
25. Rome	Oct. 7, 1867.	Treasury Award.	91.19	2.64	93.83	23,864.62					
26. Selma and Meridian	Aug. 14, '68.	Postal Warrant.	2,028.75		2,028.75	106,337.64	193.56	4,961.53	5,155.09	56,930.42	57,123.98
27. Selma, Rome and Dalton	Aug. 31, '68.	Cash.	2,500.00		2,500.00	65,218.75				153,762.45	153,762.45
28. San Antonio and Mexican Gulf						8,078.03	1,901.56	46,494.01	48,395.57	46,494.01	48,395.57
29. Wilmington and Weldon						88,506.44		2,000.00	2,000.00	2,939.87	2,939.87
30. Western North Carolina						14,925.96	7.87	100.00	107.87	1,268.98	1,276.85
31. Western and Atlantic	Oct. 12, 1867.	Treasury Award.	8,592.90	122.88	8,715.78	543,139.87					
32. Wills Valley	Aug. 6, 1868.	Postal Warrant.	90.00		90.00	4,108.92	3,269.73	28,948.52	32,218.25	28,948.52	32,218.25
33. Washington, Alexandria and Georgetown	May 1, 1868.	Treasury Award.	23.39		23.39	69.51					254.55
1. Rich., Fredericksburg & Potomac						7,449.27					
2. Georgia R. R. and Banking Co.						11,935.05					
3. South Western						46,159.89					
4. Macon and Western						83,638.15					
5. South Carolina						25,105.26					
6. Muscogee						5,668.77					
7. Petersburg						68,693.60					
8. Memphis and Charleston						578,383.78					
9. Mobile and Gt. Northern						15,830.28					
10. N. Orleans, Jackson & Gt. North.						216,522.49					
11. Mississippi Central						84,828.56					
12. Virginia and Tennessee						117,251.05					
13. Montgomery and West Point						41,884.59					
14. Virginia Central						80,364.66					
Total			$29,889.69		$141.58	$29,981.17	$3,870,452.18	$348,951.38	$1,183,808.99	$1,532,760.37	$4,262,432.77	$4,611,385.15

Names of Co.'s that have discharged their indebtedness prior to Aug. 1, 1868.

TERMS OF PAYMENT.

(1.) Due June 30th, 1868.
(2.) Interest $1,000.00 payable monthly in money. Co. to be credited with postal and transportation service.
(3.) Payable in twelve (12) monthly installments, commencing Sept. 30, 1867, with interest.
(4.) Interest payable monthly in money. Co. to be credited with postal and transportation service.
(5.) Interest and installments payable monthly, commencing March 1, 1868.
(6.) Payable in two (2) years in monthly installments from June 30, 1867, with interest.
(7.) Interest and installments payable monthly. Co. to be credited with postal and transpt'n service.
(8.) Due January 18th, 1868.
(9.) Payable in two (2) years in monthly installments, commencing Oct. 31, 1867, with interest.
(10.) Due June 6th, 1868.
(11.) Payable in two (2) years in monthly installments in money, from Sept. 30, 1867. Co. to be credited with postal and transportation service.
(12.) Interest and $1,000.00 payable monthly in money. Co. to be credited with postal and transportation service.
(13.) Payable in twelve (12) monthly installments, commencing Sept. 30, 1867, with interest.
(14.) Interest payable in money; to commence paying instalments Oct. 31, 1868.
(15.) Payable in twenty-four (24) monthly instalments, commencing Nov. 30, 1867, with interest.
(16.) Interest and instalments payable monthly.
(17.) Payment of interest and instalments in money suspended until Oct. 31, 1868.
(18.) Company to pay net earnings monthly.
(19.) Payable in twenty-four (24) monthly instalments, commencing Nov. 30, 1867, with interest.
(20.) Interest payable monthly in money; Co. to be credited with postal and transp. service, and to commence paying installments, January 1, 1869.
(21.) Due. Receiver appointed July 13th, 1868.
(22.) Amount charged for use of Government teams.
(23.) Due January 31st, 1868.
(24.) Due October 12th, 1867.
(25.) Debt discharged by Treasury Award, received August 10th, 1868.
(26.) Interest and $500.00 payable monthly in money; Co. to be credited with postal and transp. service.
(27.) Co. to pay $2,500.00 monthly in money until Oct. 31, 1868; after Oct. 31st, $10,000.00, and to be credited with postal and transportation service.
(28.) Due March 25th, 1868.
(29.) Accounts filed sufficient to liquidate the debt.
(30.) Interest and $100.00 payable monthly in money; Co. to be credited with postal and transp. service.
(31.) Debt discharged by Treasury Award, received August 27th, 1868.
(32) Due August 1st, 1868.
(33.) Property purchased at auction for cash.

1. Debt discharged Jan. 3d, 1866.
2. " " 12th, "
3. " May 4th, "
4. " Nov. 24th, "
5. " Jan. 31st, 1867.
6. " May 15th, "
7. " Aug. 23d, "
8. " Oct. 16th, "
9. " Oct. 31st, "
10. " Feb. 29th, 1868.
11. " Apr. 11th, "
12. " Apr. 16th, "
13. " July 16th, "
14. " July 21st, "

REMARKS.

(5.)

		Int.
Feb. 10, 1868, Transp. B. R. F. & A. L..	$192.00	$7.79
Aug. 12, 1868, Postal Warrant.....	3,254.10	....
Total	$3,446.10	$7.79

(16.)

		Int.
Dec. 4, 1867, Transp. B. R. F. & A. L..	$29.75	$1.61
Aug. 31, 1868, Cash.....	2,663.76	....
Total	$2,693.51	$1.61

(17.)

		Int.
June 18, 1868, Transp. B. R. F. & A. L.	$9.11	$..41
Aug. 19, 1868, Postal Warrant	792.43	....
Total	$801.54	$..41

(23.)

		Int.
May 25, 1868, Transp. B. R. F. & A. L..	$47.00	$..66
Aug. 15, 1868, Postal Warrant.....	1,995.00	....
Total	$2,042.00	$..66

I certify that the above Report is correct:
J. J. DANA,
Major and Quartermaster,
Bvt. Brig. General, U. S. A.
In charge of Indebtedness of Southern Railroads.

☞ **The Greenbrier (Va.)** *Independent* **says that there are upwards of five hundred laborers now at work on the line of the Chesapeake and Ohio Railroad between Covington and White Sulphur Springs.**

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	------	------
Allegheny Valley ------ 50	1,498,400	------	------
Alton and St. Louis ------100	125 000	J. A. J & O	Oct. '67 1½
Atlanta and West Point. 100	1,232,200	J. & J.	Jan. '68 3½
Atlantic & N. Carolina ... 100	5,745,225	------	------
Atlantic & Gt. Western ... 50	11,522,150	------	------
" " " pref. 50	1,919,000	------	------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '68 3½
Baltimore and Ohio.------100	16,152,962	A. & O.	Apl. '68 4
Do. Washington Br. ----100	1,860,000	A. & O.	Apl. '68 5
Baltimore City Passenger...	670,000	------	Jan. '68 3
Bay de Noquet & Marq...100	------	A. & O.	Apl. '68 2
Bellefontaine Line ------100	4,420,000	F. & A.	Feb. '68 3½
Belvidere Delaware------100	997,112	------	------
Berkshire* ------------100	600,000	J. A. J & O	Oct. '68 1½
Blossburg & Corning.*---- 50	250,000	J. & D.	Dec. '67 2½
Boston and Albany ------100	13,725 000	J. & J.	Jul. '68 5
Boston and Chelsea ------100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,000	------	------
Do., do. pref..100	1,340 400	M. & N	May '68 3
Boston and Lowell.------500	1,830,000	J. & D.	Jun. 68 4
Boston and Maine ------100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,860,000	J. & J.	July '68 4
Broadway (Boston) ------ 50	325,000	J. A. J. O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City ------------ 10	1,000,000	F. & A.	F'b. '68 2½
Brooklyn City & Newt'n..100	39 4,000	------	------
Buff., New York & Erie*.100	850,000	M. & N.	M'y '68 3½
Buffalo and State Line ---100	2,20 ,000	F. & A.	Aug '68 4
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	Oct. '68 4½
Camden and Amboy.------100	6,842,200	F. & A.	Aug '68 5
Camden and Atlantic, pref. 50	650,000	------	------
Cape Cod Branch ------ 100	721,926	J. & J.	Jul. '68 2½
Catawissa. ------------ 50	1,150,000	------	------
Catawissa, pref.------ ---- 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	539,110	------	Jul. '68 4½
Central of Georgia.------100	4,666,300	J & J	Jul. '68 7
Central of New Jersey...100	13,768.000	J. A. J & O	Ap'. '68 2½
Central Ohio.------------100	400,000	J. & D.	Jun. '68 3
Do. pref.----------	------	J & D.	Jun. '68 3
Cen. Park, N. & E. River.100	970,000	------	Oct. '67 2½
Charlotte & S Carolina....100	1,201,000	------	------
Chemung*.---------------100	380.000	------	Oct. '68 2
Cheshire, preferred ------100	2,017,525	Annual.	Jan. '68 3
Chicago and Alton.------100	3,886,643	M. & S.	Sep. '68 5
" " pref...100	2 425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy - 50	12,500,000	M. & S.	Mar. '68 5
Chicago and Gt. Eastern..100	4,390,000	------	------
Chicago, Iowa & Nebras*.100	1,000,000	------	Jul. '68 5
Chicago and Milwaukee*.100	2,247,000	------	------
Chicago & N. Western...100	13,150,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.------100	3,129,100	M. & N.	May '68 5s
Cincinnati City Passenger...	------	J'n & J'l	Jan.'68 2
" Street ----------	------	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,250	------	------
Citizens' Passenger (Phil.) 50	192,750	J. & J.	Jul. '68 6
Clev., Col., Cin. & Ind.---100	6,000,000	F. & A.	A'g. '68 3½
Cleveland & Mahoning*--- 50	2,044,600	M. & N.	M. '68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '68 2½
Cleveland and Pittsburg... 50	5,424,091	J. A. J & O	Oct. '68 2
Cleveland and Toledo* --- 50	4,841,600	J. & J.	Jul. '68 3½
Col. & Indianapolis Cen...100	4,000,000	J. A. J & O	O. '67 2½
Columbus and Xenia*----- 50	1,186,200	J. & J.	Jan. '68 4s
Concord ------------------ 10	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	600,000	------	------
Conn. & Passump. Rivers.100	------	------	------
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River.------100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley. ------ 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900	------	------
Dayton and Michigan*.---100	2,384,941	------	------
Delaware*. ------------- 50	600,132	J. & J.	Jul. '68 3
Del., Lackaw & Western. 50	11.288,550	J. & J.	Jul. '68 5
Des Moines Valley------100	1,550,050	------	------
Detroit & Milwaukee.----100	452,359	------	------
" " pref.100	1,500,000	------	------
Dock, E. B'dw. & Bat.-100	1,200,000	------	------
Dubuque and Sioux City..100	1,673,641	------	------
Do do. pref 100	1,987,351	------	Jul. '68 3½
Eastern (Mass.) ---------100	3,678,304	J. & J.	July '68 4
Eastern (N. H.) ---------100	492,500	J. & J.	July '68 4
East Pennsylvania ------ 50	654,600	------	------
East Tenn. and Georgia.---100	------	------	------
East Tenn. and Virginia...100	------	------	------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J & O	Jan. '68 4
Elm., Jeffers. & Canand*.100	600,000	F. & A.	Feb. '68 2½
Elmira & Williamsport*.. 50	600.000	M. & N.	May '68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway ------------100	14,570,100	F. & A.	Feb. '66 4
Do. pref.----------	8,535,700	Annual	Jan. '68 7
Erie & North East*------100	600,000	F. & A.	Aug. '68 4
Evansville & Crawfordsv.100	1,142,834	------	------
Fitchburg ---------------100	4,740,000	J. & J.	Jul '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly ----------	------	M. & N.	M'y '67 5
Forty Sec. St. & G. 2d Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Phila.) 50	491,620	J. @ J.	Jul. '67 2
Georgia ---------- ------100	8,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)------ 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) -- 50	160,000	J. & J.	Jul. '67 2
Granite.---------- ------100	------	------	Sept.'68—
Green and Coates St. (Ph.) 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J. A. J & O	Oct. '68 2
Hannibal and St. Joseph..100	1,900,000	------	------
Do. do pref.100	5,253,830	------	------
Hanover Branch, Pa------ 50	116,850	M. & N.	May '68 5
Housatonic.------------100	820,000	------	------
" pref ---------100	1,180,000	J. & J.	Jan. '68 4
Hudson River.----------100	13,937,100	A. & O.	Oct. '68 4
Hazleton ---------------- 50	1,615,000	May.	M'y '68 2½
Huntingdon & B'd Top ... 50	494,380	------	------
" " pref. 50	190,750	J. & J.	J'n. '68 3½
Illinois Central ---------100	23,386,450	F. & A.	Aug. '68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind.---100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.------100	1,500,000	J. A. J & O	Oct. '68 1½
Joliet & North. Indiana*.-100	300 000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000	------	------
Leeds and Farmington*.----	------	------	Jul. '68 2½
Lehigh and Mahanoy..---- 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N	M'y. '67 5
Lehigh Valley ----------- 50	10,734,100	J. A. J & O	Oct. '68 2½
Lehigh Luzerne.---------- 50	344,650	J. & J.	Jan. '68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov. '67 3
Little Miami.------------ 50	3,572,400	J. & D.	D'c. '67 4s
Little Schuylkill*------- 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and S uth St (Ph.) 25	90,000	------	------
Long Island.------------- 50	3,000.000	F. M. A. N.	Aug. '66 2
Long Branch & Sea Shore ..	95,194	------	N'v'67 10
Louisv., Cin and Lex. pr.100	48,638	J. & J	Jul. '67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb. '68 4
Louisv., N. Alb. & Chicago.100	2,800,000	------	------
Lowell and Lawrence 100	200 000	A. & O.	Oct. '68 3
Macon and Western.------100	1,500,000	------	Apl. '68 4
Mahanoy & B'd Mount n* 50	921,615	------	------
Maine Central.----------100	1,600,860	------	------
Manchester & Lawrence..100	1,000,000	M. & N.	May '68 5
Marietta & Cincinnati.---- 50	2,029,778	------	------
" " 1st pref. 50	6,186,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 2
Memphis and Ohio ------100	570,000	------	------
Metropolitan (Boston).----100	1,250,000	J & J.	July '68 5
Michigan Central --------100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,065,340	August.	Aug. '68 4
" " guaranteed.100	584,500	F. & A.	Feb. '68 5
Middlesex (Boston).------100	400,000	------	------
Mill Creek and Minehl l*. 50	323,375	J. & J.	July '68 5
Millville and Glassboro' ...100	368,200	F. & A.	Aug. '67 6
Milw. & Prairie du Chien.----	------	------	------
" " " 1st pref 100	3,082,000	Annual.	Feb. '68 8
" " " 2d pref.100	1,014.000	Annual.	Feb. '68 7
Milw. & St. Paul.---------100	3.027,000	J. & J	------
" " " pref.----100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. 68 4
Mobile and Ohio ----------100	3,588,300	------	------
Montgomery & W. Point..100	1,444.104	J & D.	Dec. '67 4
Morris and Essex ---------- 50	5,500,000	F. & A.	F. 67 8½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July 68 5
Nashua and Lowell.-------100	600,000	M. & N	May '68 5
Nashville & Chattanooga..100	2,056,544	------	------
Naugatuck ---------------100	1,100,000	F. & A.	Aug. '68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	738,538	------	------
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey ---------------100	5,000 000	F. & A.	Aug. '68 5
New London Northern.---100	895 000	M. & S.	Mar. '68 4
New York Central.--------100	26,530,000	F. & A.	Aug. '68 4
New York and Harlem.--- 50	4,265,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N. Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.------------100	797,400	------	------
North Carolina.----------100	4,000,000	------	------
Northern Central ---------- 50	4,618,900	F. M. A. N	May '68 2
North Eastern (S. C.) pref.	155,000	------	May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun. '68 4
Northern of N. Jersey ...100	158,800	------	------
North Pennsylvania.------ 50	3,150,150	------	F'b. '68 5s
Norwich & Worcester ...100	2,363.600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" pref.100	641,200	A. & O.	Oct. '68 4
Ohio and Mississippi.------100	20,222,647	------	------
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J & O	Oct. '68 2½
Old Colony & Newport ...100	4.848,800	J. & J.	July '68 3
Orange and Newark ------100	281,550	------	------
Oswego and Syracuse------ 50	482,400	F. & A.	Aug. '68 4
Pacific of Missouri.------100	3.881,000	------	------
Panama.------------------100	7,000,000	J. A. J & O	Oct. '68 6
Paterson and Ramapo.----100	248,000	J. & J.	Jul. '68 2½
Paterson and Hudson River100	630 000	J. & J.	Jul. '68 4
Pennsylvania ------------ 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*.--- 50	5,069,450	------	Jan. '68 3
Philadelphia and Reading 50	21,191,087	J. & J.	Jul. '68 5s
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul. '68 5s
Phil., Germ'n'n & North 50	1,607,850	A. & O.	Oct. '68 4
Phila. and Trenton*.------1 0	999,200	F. & A.	Aug. '68 5
Phila., Wil. & Balt.------ 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City.------- 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry -- 25	217,697	J. @ J.	Jul. '68 3
Pitteb., Ft. W. & Chicago.100	11,500,000	J. A. J & O	Oc. '68 3
Pittsfield and N. Adams...100	650,000	J. @ J.	Jul '68 3
Portland and Kennebec...100	879,300	F. & A.	Aug. '67 5

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500.000	J. & D.	Jun. '68 3
Providence & Worcester..100	1,800,000	J. & J.	July '68 4
Raleigh and Gaston.------	------	------	Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Oct. '68 3½
Richmond and Danville ...100	2,000,000	------	------
Richmond and Petersb'g..100	847,000	------	------
Rich., Fred. and Potomac.100	1,041.800	------	------
Rockport ---------- ------100	88,400	------	Nov. '67 2
Rome, Watert. and Og'nb..100	2,385,500	J. & J.	July '68 5
Rutland preferred.------100	------	F. & A.	A'g. 68 3½
St. L., Alt. and T. Haute..100	2,800 000	------	------
" " " pref.100	1,700,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	------	------
Sandusky and Cincinnati.100	2,089,000	------	------
" " pref.100	348,078	M. & N.	Nov. '67 3
Sand. Mansf. and Newark.100	900,000	------	------
Saratoga and Hudson R...100	1000 000	------	------
Saratoga and Whitehall*..100	500,000	A. & O.	Oct. '68 3½
Savannah and Charleston.100	1,000,000	------	------
Schuylkill and Susqueh'a. 50	1,269,150	------	------
Second and Third St. (Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* ------ 50	576,050	J. & J.	Jul. '68 2½
Seaboard and Roanoke.---100	868,200	------	------
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,150	F. & A.	Feb. '68 3
Shore Line.---------- ----100	6 5.,00	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) -----100	750,000	------	Nov. '67 5
Somerville ---------- ----100	75,000	M. & N.	May '68 3
South Carolina ----------100	2,819,275	------	------
South Shore ----------100	259,685	------	Jul. 68 3
South Western, Georgia...100	3.203,400	F. & A.	Feb. '68 4
Southern Mississippi.----100	1,000,000	------	------
Staten Island.----------100	660,000	J. & J.	Jul. '67 4
Stoney Brook ---- ------ 00	267.300	M. & N.	M'y '68 2½
Summit Branch.---------- 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130	------	------
Taunton Branch ----------100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922	------	------
Terre Haute and Indiana. 50	1,583,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.).----100	1,750.000	------	------
Thirteenth and Fif. (Ph.).- 50	------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000	------	------
" " " 1st pref.100	1,700,000	------	------
" " " 2d pref.100	908,176	------	------
Tol., Wabash and West.--- 50	5,400 000	------	------
" " pref. 50	1,000,000	M. & N.	M'y '68 3½
Troy and Boston.---------100	607,111	------	------
Troy and Greenbush*.---100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Oct. '68 3
Union Transport'n (Bos.)..100	200,000	------	------
Union (Phila.)---- ------ 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River ----100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*------100	2,250,000	J. & D.	Jun'68 4
Vermont Central.----------100	8,000,000	------	------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n. '68 1½
Virginia Central ----------100	3,353,675	------	------
Virginia and Tennessee...100	3,45 ,815	------	------
Western Union ----------100	2,687,237	------	------
West Jersey ----------100	731,050	------	Aug. '68 4
West Philadelphia------- 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester...100	1,130,470	------	------
Wilm. and Weldon--------100	1,340,293	------	------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 $4

CANALS.

Chesapeake and Delaware 50	1,575,963	J. & D.	Jun. '68 3
Chesapeake and Ohio ---- 25	8,228,595	------	------
Delaware Division------- 50	1,633,350	F. & A.	Aug. '68 4
Delaware and Hudson.----100	10 000,000	F. & A.	Aug. '68 6
Delaware and Raritan.----100	2,298,400	F. & A.	Aug. '68 5
Erie of Pennsylvania.----- 50	64,000	------	------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated.----- 10	1,025,000	F. & A.	Feb. '67 3
" (preferred)------100	1 175,000	F. & A.	Feb. '68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb. '67 6
" " (pref.) 50	2,888,505	F. & A.	Feb. '67 6
Susq. and Tide Water---- 50	2,052,083	------	------
Union.---------- ---------- 50	2,907,850	------	------
" preferred ---------- 50	------	------	------
W. Branch and Susq.----- 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley.---------- 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec. '67 3
Union Navigation ---- ----100	4,000,000	MJS&D.	Dec. '66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal.---------- 25	1,500,000	M. & S.	M. '68 6
Ashburton ---------- ---- 50	2,500,000	J. & D.	Dec. '66 4
Butler Coal.---- ---------- 25	500,000	J. & D.	Dec '67 2
Central Coal ---------- 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.---------- ----	------	J. & J.	Jul. '68 4
Mt. Pleasant Coal.----------	200,000	------	Sep. '68 2½
Pennsylvania Coal ------- 50	3,200,000	FMA&N	May '68 5
Roaring Brook Coal.---- --	200,000	------	Sep. '68 2½
Spring Mountain Coal.---- 50	1,250 000	J. & J.	Jan. '67 6
Spruce Hill Coal.--------- 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.-------100	3,400,000	A. & O.	------
Wyoming Valley Coal ---100	1,250,000	F. & A.	Aug. '66
Rut. and Marble.---------- 25	1,000 000	------	Dec'67 2½
Adams Express.----------100	10,000,000	FMA&N	Apr. '68 5
American Express ------ 500	9,000,000	FMA&N	May, '68
Merchants Union Express.100	20,000,000	------	------
United States Express ---100	6,000,000	MJS&D.	Dec. '68 3
Wells, Fargo & Co. Exp...100	10,000,000	------	1868 4 6d

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	482,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825 336
1866	475,641	433 270	385,991	412 521	464,507	493,243	468,898	568,589	533 150	599,670	474 056	388,573	5,696,119
1867	377,852	380,190	489,555	407 018	465 102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	393,654	355,255	359,184	341,266	407,888	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,347	3,695,153
1867	343,787	157 832	235,961	282,165	335,510	342,358	354,244	415,982	408 999	426,752	359,102	330 169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	570,363	458,155	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,463	196,580	234,612	321,818	244,121	308,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	278,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276 681	297,513	444 024	566,403	599,549	442,375	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,365	421 363	466,830	565,145	490,710	519,306	699,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,661	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	528,566	399,917	523,745	537,519	858,948	925,983	803,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,279	895,712	894,357	800,325	1 038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,644	1,091,466	1,285,831	1,528,483	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,800	40,468	39,630	41.212	43,590	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	73,113	81,676	80,867	81,956	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,284,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,272	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,209,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,119,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,081,320	901,752	1,186,904	1,263,742	1,163,612	1,089,805	1,063 043	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,029
1864	327,900	416,588	459,762	422,797	468,378	510,100	423,578	640,179	799,236	661,391	657,141	663,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,487	518,088	7,181,208
1866	603,053	509,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,827	738,530	823,901	727,810	613 329	7,160,992
1868	572,364	531,224	462,817	538,077	579 660	621,685	576,468	764,138	873,500	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,496	116,146	105,767	1,224,063
1866	90,411	85,447	84,351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106.594	114 718	121,217	142,823	132,387	123,883	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,656	121,319	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	306,106	375,567	332,260	348,048	3,302,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,163
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	362,218	4,650,328
1867	305,557	311,088	395,372	409,248	357,749	307,968	313,130	434,316	488,388	530,871	429,785	380,034	4,663,809
1868	362,021	338,335	381,497	456,983	400,486	363,550	301,495	435,761	512,523	------	------	------	------
Michigan Central:													
1863	242,073	245,853	256,432	238,495	236,453	206,221	193,328	215,449	306,168	375,483	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,870	4,520,540
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	306,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,295	412,904	330,373	4,371,073
1868	343,516	304,315	326,880	415,758	369,226	325,501	321,013	392,942	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,322	5,683,606
1868	368,487	350,884	338,281	425,624	565,718	468,094	423,247	522,545	1,023,620	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,603,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,101	1,157,818	11,069,653
1864	921,831	936,587	959,026	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,864	14,576,128
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,416	1,084,533	1,135,461	1,285,911	1,480,929	1,630,518	1,211,108	936,857	14,143,215
1867	901,571	846,858	1,076,778	1,227,286	1,098,731	934,536	1,101,693	1,388,915	1,782,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,696	332,400	278,006	346,243	275,950	3,211,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,226	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,638	322,521	365,371	379,367	336,066	272,063	3,459,319
1868	211,973	251,351	265,905	252,149	204,620	217,082	194,455	287,567	307,122	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,831
1863	385,686	361,834	396,771	429,929	506,517	464,809	481,884	574,486	714,802	815,902	746,955	526,009	6,324,082
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,935	754,551	1,032,149	812,178	9,585,510
1865	663,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	102,685	10,083,028
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,980	10,637,124
1867	500,488	634,561	703,618	836,603	965,358	903,974	864,637	993,104	873,163	956,656	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,331	370,983	3,745,310
1863	337,350	365,593	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	486,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	432,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	884,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	767,441	679,935	555,242	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,128
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,257	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	163,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,856	155,730	144,942	218,256	234,194	204,785	202,966	204,726	2,084,076
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207.301	162,894	2,240,744
1866	178,120	155,893	192,135	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,127	177,364	2,250,141
1867	149,658	149,342	174,153	158,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180 971	2,218,402
1868	127,693	133,392	149,164	155,383	130,645	140,408	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,595	151,052	134,563	111,339	1,439,79
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,670	220,209	206,154	2,060,222
1865	144,084	139,171	166,752	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	------	------	------	------
Western Union:													
1865	43,716	37 265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,779	37,830	699,392
1866	45,102	35,005	39,201	43,332	56,915	62,918	55,276	60,698	84,462	100,313	75,248	54,468	814,089
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 258	79,471	64 719	774 987
1868	46,415	40,703	39,198	49,231	70,168	77,389	69,762	84,607	97,138	------	------	------	------

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Oct. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered	matured.	6	" "	1868	----
" " " coupon	matured.	6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	116
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	12,415,000	6	" "	1881	113
" " " coupon		6	" "	1881	114
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,300	6	Jan & July.	1881	113
" " " coupon		6	" "	1881	114
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	105
" " " (5-20s) coupon		6	" "	1882	113
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	105
" " " (5-20s) coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s) registered	1,664,883,600	6	May & Nov.	1885	104½
" " " (5-20s) coupon		6	" "	1885	110½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	108½
" " " (5-20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	108
" " " (5-20s) coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. & Sept.	1904	102½
" " " (10-40s) coupon		5	" "	1904	105
Pacific R. R. Bonds (currency)	33,734,000	6	Jan. & July.	'95-'97	99½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	12,191,244	---	presentation.	----	----
Gold Certificates of Deposit	20,236,400	---	presentation.	----	----
Compound Interest Notes 1864 '65	6,281,930	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	356,021,075	---	----	----	----
Three per cent. certificates	62,230 000	---	----	----	----
Fractional currency	32,933,614	---	----	----	----
Navy Pension Fund	13,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	103
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds. "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1886	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	72-'74	91½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	81
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (sterling) "	72,000	6	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,367,258	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	97
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	646,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	63½
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	666,000	6	Jan. & July.	1897	----
" — " " (Lev ee) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar & Sept.	'67-'74	----
" — " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100
" — " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	1. A. J & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	"	1889	----
" — " " (R. R. various) "	120 000	5	"	1889	----
" — " " (") currey.	159,974	5	"	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	"	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	"	18.0	----
" — " " (Ches. & Ohio Can.).	2 000,000	6		1870	96½
" — " " (Balt & S sq h.R.).	1,000,000	6		1870	96½
" — " " (Bounty)	501,000	6	"	abt '74	----
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,883	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	116
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " "	2,350,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" — " " (stg.)	554,185	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	92
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	91½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,150,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " "	6,000,000	6	" "	1873	101½
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'76-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'60-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	66
Ohio—State Bonds (Union Loan)	280,566	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	98½
" — " " registered	5,083,052	5	" "	'62-'70	100½
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	108
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,000	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	264,000	6	April & Oct.	1883	100½
" — " " " 1864	776,000	6	Jan. & July.	1893	100½
South Carolina—Free Loan Bonds	917,000	6	Feb. & Aug.	1894	100½
" —State Bonds (various)	795,888	5	J. A. J. & O.	'58-'70	----
" — " (new)	3,275,000	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,210,803	6	" "	1887	----
" — " "	1,949,450	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	1,706,000	6	" "	1868	----
" — " endorsement	14,006,000	6	Jan. & July	30 yrs.	----
" —New Bonds	2,207,000	6	" "	Var.	----
Vermont—State War Bonds	6,000,000	6	" "	1882	66
Virginia—State Bonds (sterling)	1,567,000	6	June & Dec.	'71-'78	100½
" — " " (sterling new)	1,865,000	5	Jan. & July.	long.	----
" — " " registered	466,250	5	" "	long.	----
" — " " coupon	108,000	5	" "	long.	----
" — " (new) registered	21, 64,398	6	" "	long.	----
" — " " coupon	10,900,000	6	" "	long.	----
" — " (") coupon	1,379,500	6	" "	1876	53½
" — " (")	489,300	6	"	1886	----
" — " (")	39,600	6	"	1890	----
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G. R. R. No. 1 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 1)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext.)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (sks fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	97½
Loan of 1850	602,000	6	" "	"	1880	....
Loan of 1853	1,744,500	6	April & Oct.	"	1885	96½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	61½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	....
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	'68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	91
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	....
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, sks fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,000	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	....
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	....
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	97
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$250,000	6	Feb. & Aug.	Philadelphia.	1897	90
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1887	....
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	....
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage	600,000	7	May & Nov.	" "	1876	....
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st *Mortgage* (on 300 m.) free	15,400,000	6*	Jan. & July.	New York.	1896	103
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	110
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,400,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage		7	April & Oct.	New York.	1895	77
1st Mortgage (convertible)	5,600,000	7	" "	" "	1895	....
Income bonds	150,000	7	— & —	" "	18—	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee:						
1st Mortgage (C. and M. W.)	1,728,200	7	Jan. & July.	New York.	1893	90
Chicago and Northwestern:						
Flagg Trust, mort. on C. D. G.	200,000	8	Jan. & July.	New York.	.....	....
Pref. sinking fund b'ds (193 m.)	1,250,000	7	Feb. & Aug.	" "	1885	....
Funded Coupons	756,000	7	May & Nov.	" "	1885	97
General 1st Mortgage	3,604,000	7	Feb. & Aug.	" "	1885	90½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	91½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	165,000	7	April & Oct.	" "	1885	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July	" "	1874	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1884	....
Consolidated sinking fund bonds	3,040,000	7	F. M. A. & N.	" "	1915	95
Equipment Bonds	2,200,000	10	May & Nov.	" "	1871	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,173,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mortgage (Chic. & Mil. R.R.)	1,726,200	7	Jan. & July.	" "	1893	90
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort. (C., R. I. and P. R. R.)	6,000,000	7	" "	" "	1896	95
Cin. & Chic. A.L.(C.C.&I.C.,B.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	....
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	....
3d Mortgage (or 2d Extension)	1,003,000	7	May & Nov.	" "	1875	87½
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	....
Consol. S. F. Mort. ($5,000,000)	136,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$800,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	77
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1860	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1870	....
2d Mortgage	135,000	7	June & Dec.	" "	1870	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	90
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91
1st Mortgage (construction)	680,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	....
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Plain Bonds	570,000	6	April & Oct.	"	1872	....
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	95
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	1,173,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & O	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.	"	18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	....
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	92
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432 000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6*	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	101
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	728,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	116½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guarantced, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'78–'75	....
1st Mortgage, Bardstown Branch	30,000	7	—— & ——	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	—— & ——	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1t mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	91½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	76½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1892	....
1st Mortgage, Convertible	1,294,000	7	May & Nov.	" "	1880	....
2d Mortgage for $1,000,000	417,000	7	Jan. & July.	" "	1887	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	18—	....
Memphis and Little Rock:						
Tenn. State, endorsements	350,000	6	Jan. & July.	New York.	18—	....
Tenn. State, Funded coupons	105,000	6	" "	" "	18—	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Memphis and Ohio:						
Tenn. State Loan and coupons	2,396,110	6	Jan. & July.	New York.	18—	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	115
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	115
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	88½
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	92
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	....
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	....
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	....
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	....
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	....
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	....
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Company Bonds	100,000	7	Jan. & July.	.....	1870	....
Company Bonds	299,200	7	" "	.....	1876	....
Company Bonds	639,500	7	" "	.....	1861	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	87½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'72–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	....
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,000,000	6	June & Dec.	" "	1887	95½
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	....
1st Mortgage	328,600	8	" "	" "	65–'70	....
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	63½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	91
Chattel Mortgage	377,365	10	April & Oct.	"	1887	....
2d Mortgage	274,500	7	—— & ——	"	18—	92
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	87½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	93
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	....
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67–'69	96½
Company Bonds	223,000	5	Various.	"	'77–'84	....
Company Bonds	2,467,000	6	"	"	'75–'76	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	....
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'76	....
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	....
1st Mortgage (General)	5,000,000	6	" "	"	1881	....
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	91½
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	....
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	220,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	....
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	91
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	....
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	....
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	96½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1'87	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L.167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	79½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equipment Loan	1,000,000	8	" "	"	18—	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consol. Mortgage for $3,500,000	....	7	Jan. & July.	Philadelphia.	1890	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	65
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Salt Works Branch Bonds	9,500	6	" "	" "	1861	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	....	7	— & —	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	82½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'80–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	den and	A	mboy R. R.)			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	85½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Convertible Loan	1,201,859	6	" "	"	1877	....
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	86½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	69½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	72
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Consolidated (Md.) Coal:						
1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7 000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	18	6	5	78	Atlanta and West Point.....Alabama.	1,200,079	*	133,306	13,249	1,232,200	35,500	56,557	22,378	86.7	.....	.....	.....	391,477	68,881	7	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999 901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	123
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	7	—	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,288	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	147
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,683,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	24
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	66
Nov. 30, 1867	74.3	8.8	54.4	—	42	67	20	909	Boston and Maine.....Mass., N. H. & Me.	4,087,397	627,717	.....	337,187	4,076,974	.....	.....	975,327	92.3	858,737	42,900,252	11,628,014	1,603,167	481,470	10	100	135
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	133½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	7	—	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	7	—	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	846,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,080	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,278	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	....
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	122½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	35
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....]	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	3
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	6,892,861	1,224,608	10	100	150
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	170
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	00	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	88½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	104
Jun. 30, 1867		Less	ces	of 8	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.6	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,870	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin.and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin.and Laf.			.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,073	374,100	500,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Gainsville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	462,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	79½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	.....	(Leased	to Atl. &	Gt. W'n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,884,090	986,337	.....	.....	3,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	49½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,592	69,978,055	2,140,151	724,514	—	50	43½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,961,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,023	32,121,284	61,206,114	2,492,215	932,497	14	100	103
Feb. 12, 1868	588.0	12.0	.....	—	.....	.....	.....	.....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	6,670,000	*	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	....
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	74
Mar. 31, 1867	27.0	—	.....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	.....	.....	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1867	110.3	—	10.0	—	11	10	6	294	Connecticut and Passump. Riv.	Vermont.	3,093,996	*	95,741	—	1,961 800	873,800	276,465	48,852	110.3	171,490	3,486,989	.....	493,705	184,652	—	100	....
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	58.4	286,750	9,021,492	5,073,551	629,165	169,164	8	100	133
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,085	.....	.....	.....	100,000	1,000,000	900,085	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	.....	—	.....	.....	.....	.....	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	.....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	358,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,62	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	.....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	.....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	809,276	788,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	.....	—	—	—	—	—	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,024,524	.....	.....	2,613,979	loss.	10	50	60½
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	6,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,687	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,647,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	.....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	.....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	101
Dec. 31, 1867	56.0	—	.....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	6 0	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,666	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	120
Dec. 31, 1867	38.5	—	.....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	39 ,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Readin	g.)	23.553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	116	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30 0	.....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2 369,780	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	.....	—	.....	.....	.....	.....	Edgefield and Kentucky ¶	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northe	rn Central	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Central	l.)	165,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	2,983,548	2,137,934	25,111,210	22,429,920	5,978,103	800,629	774.0	6,458,279	.....	.....	14,317,218	2,936,988	—	100	49½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	.....	—	97 0	.....	.....	.....	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	.....	—	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)						108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	.....	—	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	.....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	100	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,261	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	132½
Nov. 30, 1867	13.9	—	.....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,423	30,291	13.1	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	.....	—	—	—	—	—	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,068	Pas 4,648	—	100	....
Dec. 31, 1867	17.0	—	.....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	170,751	.....	—	100	....
Dec. 31, 1867	53.5	—	119.0	7	9	3	97		*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	230,958	132,317	—	100	....
Dec. 31, 1867	164.0	—	.....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	164.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	.....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	.....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	.....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55.591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	.....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1867	171.0	61.0	.....	—	44	25	8	410	Georgia	Georgia.	4,156,000	*	2,572,368	60,027	4,156,000	389,500	1,253,824	989,071	232.0	585.338	.....	.....	1,003,728	491,689	7	100	....
Dec. 31, 1867	20.0	—	.....	330.0	2	.....	.....	.....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	.....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984 803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,402,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	.....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,566 835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	.....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina	2,692,554	303,650	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972, 47	12,965,380	19,922,754	1,716,270	516,270	—	100	89½
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	55½
Aug. 31, 1867	61.4	14.1	70.3	—	29	43	14	491	Hartford and New Haven	Connecticut.	3,129,647	254,000	1,019,303	543,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	1,685 235	592,283	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	.....	—	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,880	—	100	....
Dec. 31, 1867	50.0	—	.....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	135
Oct. 31, 1867	44.0	14.8	.....	—	16	4	2	58	Huntingdon and Broad Top Mt.	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149.189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	.....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	147
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	160.0	—	.....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	26
Dec. 31, 1867	75.0	—	.....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	.....	—	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400 000	150,000	.....	.....	11.0	.....	.....	.....	37.144	17.166	—	50	....
Dec. 31, 1867	66.0	—	.....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495.139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94.904	—	100	....
Oct. 31, 1867	154.0	6.0	.....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	161,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219.245	—	100	....
Dec. 31, 1867	37.0	—	.....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	....
Dec. 31, 1867	45.0	—	.....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Central	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	75,268	32,185	—	100	....
Dec. 31, 1867	99.0	—	.....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	.....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	.....	34.0	2	1	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Cars. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	0.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	¶	¶	¶	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	(Open. Jan.1,'68)	.....	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	675,100	.....	.....	.....	375,100	200,000	.....	—	.....	(Opened Jan. 1, 1868, & oper. by L. C & N.Co.			.....	.....	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	534,154	193,776	6	50	....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	.....	.....	.....	.....	3,580,764	1,372,063	10	50	55
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	6.6	24,042	765,067	29 360	38,718	5,642	—	100	....
Jun. 30, 1867	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	29.525	7,186	514,646	63.000	113.330	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operated by Louisv., Cinc. and Lex.)			53,309	7	100	....	
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627 251	396,378	196.2	(Operated in connection with Col. & Xenia.)			1,110,055	29.979,623	.....	.....	8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased to Phila. and Read.)			1,985,764	483,225	—	.....	.....	
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	—	9.0	.....	.....	.....	.....	.....	4	50	45
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,450	19,437,628	5,420,360	57,382	8 036	—	100	....
Jun. 30, 1867	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	143,649	*	258,784	593,781	48,638	833,000	18,106	96,470	94.0	284,321	.....	.....	510,319	153,217	—	100	....
Jun. 30, 1867	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	48,154	6,124	1,109.594	294.520	7,429	175,379	—	(Operated by Louisv., Cinc. and Lex.)			693,016	449,189	—	50	....
Jun. 30, 1867	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11 973,374	*	1,583,680	509,845	5,492,638	4,165,000	469.757	3,969,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810.469	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)			.....	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	.....	.....	.....	.....	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)			.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	.....	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	—	102.5	(11 mos.)			568,346	164,089	8½	100	....
Jun. 30, 1867	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	—	6.6	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Mar. 31, 1867	22.4	3.6	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	.....	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	600,000	.....	.....	—	.....	(Operated with Concord.)			.....	97,925	9	100	135½	
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	(Owned and oper. by Conc.)			50,267	1,950	—	100	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operated by contractors.)			1,002,500	.....	—	100	....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Memphis and Charles. Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,636	30,171	379.0	799,098	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	83.0	—	....	—	.....	.....	.....	.....	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	—	.....	(Operated with Louisville and Nashville.)			1,484,264	441,296	3	100	....
Dec. 31, 1867	130.6	—	....	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999.000	.....	—	130.0	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571.510	543.869	8,477,366	6,968,989	948	582.244	329.3	(Operated by Louisville and Nashville.)			4,470,879	1,756,334	10	100	118	
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358 549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	88
Dec. 31, 1867	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	—	6.6	.....	.....	.....	15.128	5,090	—	100	98
Dec. 31, 1867	22.3	—	....	—	.....	.....	.....	.....	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	—	.....	(Leased to West Jersey.)			59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35.282,221	96,178,049	5,683,608	2,017,923	—	100	98½	
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	—	63.0	(Leased to Phila. and Reading.)			.....	.....	8	50	57½	
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	9	213	Missis. Cent. and Tenn. ¶. Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002.774	439,705	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	1,099,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1.500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236.828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	—	116.9	(9 mos.)			449,007	187,402	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	33	
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5 415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶. Tenn. & Ky.	4,600, 55	*	92,000	406,087	1,157,736	3,464.050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,130	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½	
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	14.9	(Operated by Pbg F.W.&C.)			178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	—	6.0	(Owned & oper. by Phil..W. and B.)			13,294	—	50	....	
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142 167	.....	33.8	(Operated partly by N. Y. & N. H.)			.....	2	10	100	....	
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077.493	858,314	2,393,297	631,137	6,000.000	1,362,614	194,010	403,618	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	133½	
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	128½	
Sept. 30, 1867	297.7	296 0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	638,879	4,727,836	223.0	.....	.....	.....	581,559	72,426	—	100	....	
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	(Leased to New York Central.)			.....	.....	6	100	128½	
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,686	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124	
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143.480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218.509	864,879	10	100	141½	
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	80	
Sept. 30, 1867	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	....
May 31, 1867	223,0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,756	*	269,845	69,835	4,000,000	389,000	354,832	596,603	223.0	.....	.....	.....	581,559	72,426	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0			(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0				1,006,953	408,959	9	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.									68.0						—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000				196,000	150,000									—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....		(Leased to Cinc. Dayton and Eastern.)					—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	—	.....	267,300	—	—	.....		(Leased to Housatonic.)				31,409	7	100	....
Dec. 31, 1867	—	—	22.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.									13.2	(Leased to Nashua & Lowell.			17,700	14.118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York. N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.															—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0				1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,020	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western. O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	61½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....		(Leased to Hudson River.)				19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....		(Operated by Vt & Mass., & T. & B.)				32,000	—	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....		(Owned by railroads centring in Troy.)					—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....		(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....							—	100	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....							—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....							—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....					1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	.....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0						—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120		(Leased to Vermont Central.)					8	100	102½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	61
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	357,408	1,992,293	450,627	436,560		(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0				601,943	loss.	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	—	.....	98,650	85,000	600	.....	18.3				458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & George.D. C. & Va.									10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.			(In hands of receiver.)						7.0						—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,986	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	187,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)			4,972,000			173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	3.0	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,278,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.5	189.5	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	....	....	....	....	....	....	Western North Carolina..North Carolina.						2,318,000			45.0				116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	84.5						—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	807,463	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	(Leased to Pennsylvania.)					—	50	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....		580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.			(Under construction.)						37.5				278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....							—	100	....
Aug. 31, 1867	134.0	—	....	200.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0				224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0				463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0				583,837	118,063	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....							—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	203,333	.....	.....							—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	300,000	.....	69,906	.....		(Leased to Balt. and Ohio.)				27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	293,230	—	.....	.....	1,522,500	—	—	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
														317,060	52,000	24,180			(Leased to Northern Central.)					—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	216,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	4	50	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,483,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0				.....	.....	16	100	130
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	584	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5				871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0				120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0				.....	247,603	8	50	27½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0				449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0				262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2				1,099,013	.....	6	50	10
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	169,606	.....	45.0				155,872	42,170	—	50	14
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6				75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0				211.829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0				132,037	33,921	4	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt. in single T'k.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	98½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55 830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,944	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	—	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	—	62
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,818	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.1.	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75 000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Melrose.)	—	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13.015	6	—	55
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wetherafield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	67	6	6	Albany	139,414	92,000	40,000	—	71,961	15,873	—	100	—
30 Sep. '67	24.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep. '67	19.0	—	—	—	37	Broadway (Brooklyn	266 561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,759	99,850	80,000	85,172	27.253	3,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	196,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	21,587	129,267	14,852	—	100	—
30 Sep. '67	12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep. '67	41.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.0	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,685	4,786	8½	100	—
30 Sep. '67	24.00	—	121	14	—	Central Pk, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16,235	—	100	—
30 Sep. '67	4 82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	2.09	—	201	—	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	6 2,000	15,000	592,532	89,310	5	100	—
30 Sep. '67	18.00	—	102	—	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	4	—	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	390,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Gran. st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	3.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,000	3,900	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	63,663	4,558	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,476	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,699	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73 564	10	100	—
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,750	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,035	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6.596	1,176	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453.404	1,170,000	1,280000	50 000	1,184943	222,222	12	100	150
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44.150	19,000	11 238	12 446	2,140	—	100	—
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep. '67	4.25	—	—	4	—	V. Brunt st & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westerviiet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	8.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	220,480	166,000	56,300	7,700	144.008	59,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	188,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,495	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,900	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	2:5,000	150,000	61,911	226,044	53,011	10	50	48
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	2:5,307	—	—	9 ,888	22,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,795	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	2.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,759	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47.463	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408.156	105,448	18½	50	51
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70½
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	154
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764.927	400.000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	—	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	65
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	16,800	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	60	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.91	—	—	—	—	Passenger (Cinc)	69,237	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose:					
1st Mortgage sua antied	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Maldon & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,100	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	102
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	180,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	—
West Philadelphia:					
1st Mortgage	240,000	6	J. & J.	1869	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed.	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	21
Catawissa,* pref. and guar.	2,200,000	7	7	34½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred.	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred.	2,017,815	7	3	68
Chicago and Alton, pref.	2,425,400	7	10	153
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	14,780,125	7	10s	89
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred.	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed.	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	95
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed.	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	....
Erie, preferred	8,536,910	7	7	70½
Hannibal and St. Joseph, pref.	5,253,836	...	...	88½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	....
" " 2d pref.	4,051,744	6	...	....
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed.	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	....
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	98½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	....
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred.	1,175,000	10	10	71½
Schuylkill Navigation, pref.	2,888,997	6	6	21
Union, preferred.	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	35
Mariposa Mining, pref.	5,774,400	7	7	....

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	43 — @ 45 75
Pig, American, No. 1	41 — @ 42 —
Pig, American, No. 2	36 — @ 37 —
Bar, Refined, English and American	87 50 @ 90 —
Bar, Swedes, assorted sizes (gold)	87 50 @ 90 —
—Store Prices.—	
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	— — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	130 — @175 —
Ovals and Half-round	125 — @155 —
Band	130 — @ — —
Horse Shoe	130 — @ — —
Rods, ⅜ @ 3-16 inch	105 — @165 —
Hoop	135 — @190 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia, Med. No's	— 13 @ — 14
Sheet, Single, D. and T. Common	— 5½@ — 6½
Rails, English (gold) per ton.	51 — @ 52 —
Rails, American (at works)	80 — @ 81 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11. 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.) per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)	— 10 @ — 12½
English Blister.(2d and 1st qlty.)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German. (2d and 1st qlty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery, do.	— — @ — 13
American German do.	— 10 @ — 15

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb; Manufactured 35 per cent. ad val., Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — 42
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½@ — 23½

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val

Banca (gold) per lb.	— — @ — 27½
Straits (gold)	— 24½@ — 24
English (gold)	— — @ — —

	—Gold.—	—Currency.—
Plates, I.C.Charcoal,p.box.	8 25 @ 8 50	11 75 @ 12 50
Plates, I. C. Coke	7 — @ 7 62½	10 — @ 11 —
Plates, Coke Terne	— — @ 6 25	9 — @ — —
Plates, Charcoal Terne	7 75 @ 8 12½	11 — @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— — @ — 16
Crude, 40 @ 47 gravity (in shipping order)	— 21½@ — —
Refined, free, S. W.	— — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 28
Refined, in bond, Standard White	— 30 @ — 30½
Refined, in bond, prime White	— 31 @ — 32
Naptha. Refined, (60 @ 63 gravity)	— 15 @ — —
Residuum per bbl.	— — @ 3 80

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15 "	8 25 @ 6 50
11 by 14 to 12 by 18 "	9 75 @ 7 —
14 by 16 to 16 by 24 "	10 50 @ 7 50
18 by 22 to 18 by 30 "	12 25 @ 8 —
20 by 30 to 24 by 30 "	15 — @ 9 —
24 by 31 to 24 by 36 "	16 50 @10 —
25 by 36 to 30 by 44 "	17 50 @12 50
30 by 46 to 32 by 48 "	20 — @13 50
32 by 50 to 32 by 56 "	22 — @14 50
Above "	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15 "	9 — @ 6 75
11 by 14 to 12 by 18 "	10 — @ 7 50
13 by 18 to 16 by 24 "	11 — @ 8 —
18 by 22 to 18 by 30 "	13 50 @ 9 —
20 by 30 to 24 by 30 "	16 50 @10 —
24 by 32 to 24 by 36 "	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 45@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

	Th 1.	F.2	Sat.3.	M 5	Tu.6.	W.7
Atlantic M. S. S. Co.	.....	.....	.....	.....	.....	.....
Boston, Hartford & Erie	.....	23	23½	.....	.....	.....
California 7s	.....	132½	.....	.....	.....	133
Canton Co.	 47	47½	.....	48	49½	49½
Central of N. Jersey	122½	122½	.....	122½	.....	.....
Chicago & Alton	.....	150	.....	.....	.....	.....
" " pref.	150½	.....	.....	.....	158	.....
" " 1 M.	.....	.....	.....	.....	.....	.....
" " S. F.	.....	.....	.....	.....	.....	.....
" " Ins.b'ds	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Q.	170	.....	.....	.....	.....	.....
" " " 5 p.c.	112	.....	.....	.....	.....	.....
Chi. & Gt. Eastern 1st m.	.....	.....	.....	.....	.....	.....
Chic. & Northwest'n	.....	88½	.....	89	88½	88½
" " pref.	88	89	89	89½	89½	89½
" " 1st M.	.....	.....	.....	.....	.....	.....
" " Interest	.....	.....	.....	.....	.....	.....
" " S. F.	.....	.....	.....	.....	90½	.....
" " Consol.	95	95	.....	.....	.....	.....
Chicago & Rock Isl.	102½	103½	103½	103½	103½	104
" '1st M '70	101½	.....	.....	.....	.....	.....
Chi., R. I. & Pa. 7s 1896	94½	94½	94½	96	.....	94½
C., C., C. and Ind	80	.....	.....	.....	79	80
Clev. and Pittsburg	84½	86½	86	87½	87½	88½
" " 2 M.	.....	.....	.....	.....	.....	.....
" " 3 M.	87½	.....	.....	.....	.....	.....
" " 4 M.	.....	.....	.....	.....	.....	.....
" " con.	.....	.....	.....	.....	.....	.....
Clev. and Toledo	101½	.....	101½	103½	103½	
" " S. F. 7 p.c.	.....	.....	.....	100½	.....	99½
Clev., Painesv. & Ash.	.....	.....	.....	90	.....	
C., C. & Ind. C. 1 m.	77x	.....	.....	.....	.....	.....
Cumberland Coal pref.	.....	.....	33	.....	.....	35
Del. & Hudson Canal	128½	129	129	.....	130	130
Del., Lack. & West.	121½	.....	.....	.....	.....	.....
" " 1 M. 8 p.c. '71-5, 99	.....	.....	.....	.....	.....	.....
" " 2 M. 8 p.c. '81	.....	.....	.....	.....	.....	.....
Erie	47	49	48½	49	.....	48½
" pref.	.....	70	.....	.....	.....	70½
" 1 M. 7 p.c. '67	.....	.....	.....	.....	.....	.....
" 2 M. 7 p.c. '79	.....	.....	.....	.....	.....	.....
" 3 M. 7 p.c. '83	95	.....	.....	.....	.....	.....
" 4 M. 7 p.c. '80	.....	89x	89	.....	.....	.....
" 5 M. 7 p.c. '85	.....	.....	.....	.....	.....	.....
Great Western 2d mort.	.....	.....	.....	80	.....	.....
Hudson River	.....	139	.....	.....	135x	135
" 1 M. 7 p.c. '69	.....	.....	.....	.....	.....	.....
" 2 M. S. F.	.....	104½	.....	.....	.....	.....
" 3 M. 7 p.c. '75	.....	.....	.....	.....	.....	.....
Illinois Central	.....	.....	147½	147½	147	147
" bonds	.....	.....	.....	116½x	.....	.....
Marietta & Cin. 1st pref.	.....	.....	.....	.....	.....	.....
" " 2d "	.....	.....	.....	.....	.....	.....
Michigan Central	.....	119	119	119	.....	118½
" S F. 8 p.c. '82	.....	.....	115	.....	.....	.....
" conv. 8 p.c. '69	.....	.....	115	.....	.....	.....
M. S. and N. I.	.....	83½	84½	84½	85	85½
" " 1 M. S. F.	.....	.....	.....	.....	100½	101
" " 2 M.	.....	.....	94	.....	93½	.....
Mil. and P. du Chien	.....	.....	.....	.....	.....	.....
" " 1st pref.	.....	.....	.....	.....	.....	.....
" " 2d pref.	.....	.....	.....	.....	.....	.....
" " 1st M.	.....	.....	.....	.....	.....	.....
Milw. and St Paul	.....	95½	93	95	97	98½
" " pref.	 93	94½	93½	96	97	98½
" " 1st mort.	93½	.....	94	94	94	.....
" " 2d mort.	.....	.....	.....	.....	.....	.....
" " 8s	.....	.....	.....	.....	103	103
" " 7 3-10	.....	.....	.....	.....	.....	.....
Missouri 6s	91½	92	.....	92	92	91½
" lss. to H. & St. J. R.	.....	.....	.....	.....	.....	.....
Morris and Essex	.....	65½	65½	64	.....	.....
" 1st mort.	.....	.....	.....	100	.....	100
" 2d mort	.....	87½	.....	87½	87½	87½
N. Jersey R.R & T. Co.	.....	.....	.....	.....	.....	.....
New York Central	126½	128½	128½	130½	129	128
" 7s, S. F. '76	.....	.....	.....	.....	.....	.....
" 7s, conv. '76	.....	.....	.....	.....	.....	.....
" 6s, S. F. '83	.....	.....	.....	.....	.....	.....
" 6s, S. F. '87	.....	.....	.....	.....	.....	.....
N. York & Harlem	.....	.....	.....	.....	.....	.....
" "pref."	.....	.....	.....	.....	.....	.....
" 1 M. 7 p.c. '75	102½	.....	.....	102	.....	102½
N. Y. and N. Haven	.....	.....	.....	.....	141½	.....
N. Carolina 6s ex-coup.	66x	66½	67½	68½	67½	
" new	74	75½	66½x	66½	67½	66½
Ohio & Miss.	28½	28½	28½	29½	.....	29½
" " pref.	.....	.....	.....	.....	.....	.....
" " 1st m.	.....	.....	94½	95½	.....	.....
Pacific Mail S.S. Co.	112½	112½	116	118	124½	129
Panama	.....	.....	.....	.....	.....	.....
Phila. and Reading	93½	94½	95½	95½	96	96½
Pitts. Ft. W. & Chicago	108½	108½	109½	111½	111½	111½
" " 1 M.	.....	.....	.....	.....	.....	.....
" " 2 M.	.....	.....	.....	.....	.....	.....
" " 3 M.	.....	.....	.....	93	93	.....
Quicksilver Mining Co.	21½	.....	.....	22½	23½	26½
St. L., Alton & T. H.	.....	.....	.....	.....	42½	43
" pref	.....	.....	.....	.....	.....	.....
" 1 M.	.....	.....	.....	.....	.....	.....
" 2 M. pref.	81½	84½	.....	84½	.....	.....
" Ins.b'ds	.....	.....	84	.....	.....	.....
Tennessee 6s. ex-coup.	69	69½	70½	67x	66½	66½
" new	68	69½	69½	66½x	66½	66½
Tol. Wab. & Western.	58½	59½	60	62	62	62½
" Pref.	.....	.....	.....	76	76	.....
" 1 M. ex.	91	.....	.....	.....	.....	.....
" 2 M.	.....	84	84	84½	.....	.....
" Ins.b'ds	.....	.....	.....	.....	.....	.....
Virginia 6s, ex-coupon.	53½	.....	.....	53½	54	53½
" new	.....	.....	.....	53½	.....	54

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

	Th.1	F 2	Sat.3	M 5	Tu.6	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	104¼	----	----	104¼	----	105
U. S. 5s, 10-40s, reg.	103¾	----	103¾	103¾	103¾	103¾
U. S. 6s, 1881, reg.	112¾	----	112¼	----	112¾	112¾
U. S. 6s, 1881, cou.	113	----	113¼	113¼	113¾	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " 4y.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62.	----	----	----	105	----	----
U. S. 6s, 5-20s, c. '62	112¾	112¾	113	113	113¼	113¼
U. S. 6s, 5-20s, reg.'64	----	----	----	----	----	105
U. S. 6s, 5-20s, c. '64	109¾	109¾	110¼	110¼	----	110¾
U. S. 6s, 5-20s, reg.'65.	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	110¼	110¼	110¾	110¾	110¾	110¾
U. S. 6s, 5-20s, r. n.'65.	----	----	----	108	108¼	----
U. S. 6s, 5-20s, c. n.'65	107¼	108¼	108¾	108¾	108¾	108¾
U. S. 6s, 5-20s, reg. '67.	----	----	----	----	108¾	----
U. S. 6s, 5-20s, c. '67.	107¾	107¾	108¾	108¾	108¾	108¾
U. S. 6s, 5-20s, reg. '68.	----	----	----	----	----	----
U. S. 6s, 5-20s c. '68.	----	108¾	109	109¼	----	----
U S. 6s, Pac. R.R.issue	----	----	99¾	----	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

	W 30	Th 1	F.2.	Sat.3.	M.5.	Tu.6
Catawissa	----	----	----	----	----	----
" preferred	----	33¼	33¼	33¼	34	34¼
Camden & Amboy	128	128	128	----	128	127¾
" " 6s,'70.	----	----	----	----	----	----
" " 6s,'75.	----	----	90	----	----	----
" " 6s,'83.	----	----	----	----	----	----
" " 6s,'89.	----	----	----	----	----	----
" mort. 6s,'89.	97	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " prof.	----	----	----	----	----	----
" " 7s.	----	----	----	----	----	----
Lehigh Navigation	23¾	23¾	25	25¼	25¾	26
" " 6s, '84.	----	85¼	----	84¼	----	85¼
" " Gold L.	90	90	----	90	93	9 ¾
" " R.R. L.	----	----	84	85	85¾	86¾
Lehigh Valley R R.	54¼	54¼	54¼	54¼	54¾	55
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	44¼	44¼	----	----	44¼	44¼
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	57¼	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	71¼	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	49¼	----	49¼	----	----
Pennsylvania R. R.	55¾	56	56¼	56¼	57	56¼
" 1st m.	100¼	100¼	----	100¼	----	----
" 2d m.	98¾	----	98	----	----	----
Penn. State, 6s 1st series	----	----	----	104	----	----
" " 6s, 2d series	105¼	----	----	----	----	----
" " 6s, 3d series	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	----	----	----
Philadelphia City, 6s	101	----	----	----	101	----
" " new	103	103	103	103	103	103
Philad. Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	46¼	46¾	47¼	47¼	48	47¼
" " 6s, '70.	----	----	----	----	----	----
Philadelphia & Erie	----	----	----	26¼	----	26¾
" " 6s	----	----	----	----	----	----
Schuylkill Navigation	----	----	10	----	----	----
" " pref.	20	----	----	20	21	21¼
" " 6s '82	----	----	----	----	----	69¼
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	14¼	----
" " 6s '78.	----	----	58	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	10¼
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	----	----	----	51	51	----
Spruce & Pine, "	----	----	----	----	23	----
13th and 15th sts. "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

	W 30	Th 1.	F.2.	Sat 3	M 5.	Tu.6
Baltimore City 6s, 1875	98¼	----	98¼	----	98¼	----
" " 1886	----	----	----	97¼	97	----
" " 1890	96	96	95¾	----	----	93
" " 1893	----	----	----	----	----	----
Balt. and Ohio	123	----	----	----	----	----
" " b'ds '75	----	----	----	----	97¼	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	96¼x	----	----	----
Marietta & Cin. 1st m	----	----	----	91¼	91¾	91¾
" " 2d m	----	----	----	----	----	----
Northern Central	49¼	----	----	49	----	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort	----	97¼	----	----	----	97
" " 2d mort	----	----	----	----	----	----
" " 3d mort	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	19	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu 6	W.7
Boston and Albany	147	----	147	----	147	147
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	136	135½	----	----	----	135
Boston and Providence	----	----	----	----	----	133½
Boston Hartford & Erie	22¾	22¾	23¼	23¾	23¾	23½
Cheshire, pref.	----	----	68¾	----	----	68
Concord	----	----	73¼	----	74	----
Connecticut River	----	133	----	----	----	----
Eastern	119¼	120	----	120	----	----
Fitchburg	----	132½	----	----	132¼	----
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	118¼	----	118
Northern, N. H.	----	----	----	----	----	----
Ogdens. & Lake Champ	70¼	----	----	71	----	71
" " pref.	----	----	102x	102	----	102
Old Colony & Newport.	98	98¼	98	----	98¼	
Ph., Wil. & Baltimore	55¼	55½	----	56	56	
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	102¼	----	----	----	----	102¾
Vermont & Mass.	----	----	----	----	----	61
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	----	----	68¼
Metropolitan "	----	----	65	----	64¼	64¾
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	18	----	----	----	----	----
Franklin "	----	----	14¼	----	----	14¼
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	----	----	----	----	7¼	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities Sept. 18 and 25:

	Closing Prices— Sept. 25.	Sept. 18.
United States, 5-20s, 6 per cent 1882.	72¼@ 73	71¼@ 72¼
Do. do. 6 do. 1884.	— @ —	— @ —
Do. do. 6 do. 1885.	71¼@ 71¾	70¾@ 70¾
Do. do. 6 do. 1868.	75 @ 80	75 @ 80
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	33 @ 35	33 @ 35
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	65 @ 70	65 @ 70
Do. do., 2d mort., 1882	58 @ 62	58 @ 62
Do., consolid. mort bonds, 1890	38½@ 39¼	38 @ 39
Detroit and Mil. 1st mort. 7 p. c. 1864	59 @ 61	59 @ 61
Erie shares, $100 (all paid)	32½@ 33¼	30¼@ 31
Do., sterl. 6 p. c. conv. bonds	69 @ 71	69 @ 71
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	76 @ 78	90¼@ 91¼
Do., 7 p. c., 1875	92¼@ 93¾	76 @ 78
Marietta & Cin. R. R. bonds, 7 p. c.	70 @ 72	70 @ 72
Panama R. R. 2d mort., 1882, 7 p. c.	— @ —	— @ —
Penn. R.R. bonds, 2d mort. con. 6 p c.	98 @100	98 @100

American Railroad Journal.

Saturday, October 10, 1868.

Stock Exchange and Money Market.

The Money Market was quite active and excited during the earlier half of the week under review. The available supply of capital was seriously reduced, chiefly by the manipulations of the *bear* operators, who endeavored to produce a closeness in the market, adverse to ruling values at the Stock and Gold Boards, to which we made allusion in our last. The best street borrowers, under this temporary artificial stringency, were unable to obtain accommodation at less than 7 per cent. Very many parties, urgently needing aid, were compelled to pay a commission in addition to this figure, and in not a few instances, even equal to the full legal rate in gold, or $9.80 per cent. per annum in currency. Discount applications were practically uncurrent, during the severe pinch, part of which was due to the action of the city banks, in preparing for their quarterly return of Oct. 5, to the Treasury Department. During the latter half of the week, under review, the activity and unusual firmness in the market diminished perceptibly, and by Wednesday afternoon, the offerings of money gained so decidedly on the inquiry for borrowers, that rates closed quite easy at 6@7 per cent. on call, and 7@8½ per cent. per annum in the best discount form, the tendency having been unmistakably against lenders. The city banks, last week, lost $7,149,157 of their deposit averages, $3,347,129 of the legal tender reserve, (temporarily to re appear on the next weekly exhibit,) and $846,148 of their specie hoard. Their loans were cut down $1,719,676, while their circulation was augmented $104,035. The public debt statement for Oct. 1, showed an encouraging increase of $9,244,946 in the coin balance, in the ownership of the Treasury, with a reduction of $4,925,220 in the private deposits of coin, during the past month. The currency reserve was diminished $1,705,076, placing the aggregate of lawful money in the Treasury vaults on the 1st inst., at $13,365,994, against $15,071,070 on the 1st ult. The aggregate cash (coin and currency) reserves of the department on the 1st of October, stood at $110,257,841, against $107,641,971 on the 1st of September. The outstanding volume of lawful money on the 1st inst., was precisely the same as on the 1st of September, namely $356,021,073 of plain legal tender notes. There were $6,822,070 of matured compound notes, and $5,251,930 of the same class of notes not yet matured, outstanding a week ago.

The specie reserve of the city banks is now $11,757,335, against $9,388,603 same time last year. The city bank deposits are now $194,919,177, against $178,477,422 week ending Oct. 5, 1867. The legal tender reserve amounts to $60,240,447, against $56,853,585 same time last year. The circulation now stands at $34,154,806, against $34,025,581 same time last year. The loans are now $269,553,863, against $247,934,369 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $124,603,000 a day, against a daily average of $103,351,000 the preceding week, and $86,412,000 the week ending with Sept. 17, 1868. The current week's exchanges average about $124,000,000 a day. The city banks, last week, lost $846,148 of specie, $7,149,157 of deposits, and $3,347,129 of legal tender notes. They reduced their loans, $1,719,676; and increased their circulation, $104,035.

The New York Gold Exchange Bank reports for the week ending Saturday, the 3d day of October, 1868, the average amount of loans and discounts as $1,460,372; average amount of specie, $542,890; average amount of deposits, $1,347,586.

The Philadelphia Bank movement the past week shows a decrease in loans of $219,774; a decrease of $38,863 in specie; a decrease in legal tenders of $361,315; a decrease of $339,366 in deposits; and an increase of $381 in circulation. The Bank Clearings show an increase of $565,242, and the balances an increase of $473,192.

The outstanding amount of coin certificates on the 1st of Oct., was $20,236,400, against $25,161,620 on the 1st of Sept., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $292,000, and retired $2,197,241 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during September, reached $1,963,300.

The U. S. Sub-Treasury receipts, week ending with Oct. 8, were $16,895,577, including $2,814,

241 from customs duties; payments, $16,987,878, including $100,853 of coin interest; balance at the close of the week, $94,961,099, against $95,053,401, at the close of the preceding week, showing a decrease of $92,302. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,562,462 including $426,000 from customs; and payments, $2,919,660, including $17,000 of coin interest; on Tuesday, receipts, $2,194,161 including $556,960 from customs, and payments, $1,599,505, including $19,600 of coin interest. The balance at the close of business on Tuesday stood at $94,198,577, against $97,907,398, a week previous; and $92,291,486, on Sept. 16, 1868. The aggregate receipts of the office from all sources in September, were $54,298,704; aggregate payments, $47,354,171. The balance on the 1st of October was $94,499,990, or about 7 millions more than on the 1st of September, which amounted to $87,555,452. From this it appears that the bulk of the cash in the U. S. Treasury on the 1st of October, ($110,257,841) was held by the U. S. Sub-Treasurer at this port.

National Bank notes to the amount of $65,790 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $309,936,166, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $10,108,601, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,827,565. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342 019, 950; and for the public deposits, $38,065,850—making a total of $380,085,400. The Treasury Department last week redeemed and destroyed $326,300 of worn and mutilated fractional currency, and issued $753,188 of new. The outstanding amount of fractional currency on the 1st of October, was $32,933,614, against $31.802,218 on the 1st of September; $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues continue liberally, in both forms of customs and excises. They were so prolific at the close of October, as to enable the Treasury officials to cancel about a million of the recognized debt of the country. An increase in the debt had been generally anticipated, and, of course, the reduction occasioned an agreeable surprise in financial circles. The excises last week, yielded about 6½ millions; customs at the port of New York, $2,314,241, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $9,461,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $60 000,000.

The warrants issued by the Treasury Department during the month of September, 1868, to meet the requirements of the Government, amounted to $30,027,731 95 in the following sums: Civil, miscellaneous and foreign intercourse, $3,710,287 89; interest on the public debt, $9,671,375 03; war department, $8,959,301 02; navy department, $2,276,762 74; interior, pension and Indian departments, $5,410,005 27. The grand aggregate disbursements of the Treasury Department, during the month, including payments on account of interest and principal of the public debt, amounted to $46,441,194.

Gold has been much less active, since our last, the dealings having been within a range of from 140½ as the highest, to 139⅛ as the lowest figures of the week, and the latest quotations on Wednesday having been 140@140⅛. The speculative and export demand has been on a restricted scale, while the customs inquiry has been fair, approximating half a million a day. The Treasury Department closed the month of September with a coin reserve of $96,891,847, of which $20,236,400 belonged to private depositors, against a total coin reserve, on Sept. 1, of $92,570,901, including $25,161,620 deposited on private account. The increase in the coin owned by the Department, during the month, was fully $9,244,166, and this too, notwithstanding the disbursement of nearly five millions of coin interest, during the month.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $5,878,895, against $2,599,726 same time last year. The customs demand for Gold last week, averaged $385,707 a day; thus far, this week, it has been equal to $491,500 a day, or equal to a weekly aggregate of $2,949,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $3,699 and from California, $202,028 The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $92,848,867, against $96,842,480 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $31,852,095, against $23,424,598 in 1867, showing an increase thus far in 1868, of $8,225,469. The exports of specie, from this port, last week, were $283,128, against $297,393 same week last year; total, since Jan. 1, 1868, $66,386,537, against $42,449,212 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $100,853; since Jan. 1, 1868, $63,630,013, against $48,333,924. The specie exports from San Francisco, from Jan. 1, to Sept. 15, 1868, were $28,245,532, against $30,756,480 same time last year.

Government received $5,796,743 from customs at the port of San Francisco, from Jan. 1, to Sept. 12, against $5,289,918 same time in the preceding year.

There has been but little activity in the foreign exchange line, since our last, and rates have been without marked change, the tendency at the close having been in favor of buyers. Bankers' prime sixty day bills on London closed on Wednesday at 108⅝@108⅞, and on Paris to 5.22½c.@5.18¾; sight bills on London to 109@109¼, and on Paris to 5.17⅛c. @5.16¾. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,072,568, against $2,872,657, same week last year; total, since Jan. 1, 1868, $126,054,048, against $139,775,160 in 1867.

Government securities have been in moderate request, most of the week, closing with reviving firmness, on a more general call from investment buyers. To the funded debt, during September, there were added $3,662,550 of Five-Twenties, and $4,320,000 of Pacific Railroad aid bonds. To the three per cent. certificate issues, there were also added $3,025,000. The reductions in special items of the debt included of the six per cent. compound interest notes, $4,054,900; bonds of 1847 and 1848, $290,550; five per cent. treasury notes, $110,000; gold certificates, $4,925.220; seven-thirty treasury notes, $1,113,008; currency in treasury, $1,705,076; and in the total net debt, $970,595.

U. S. sixes of 1881 closed here on Wednesday at 114@114¼; U. S. Five-twenties of 1862, 113⅛@113¾; U.S. Five twenties of 1864 at 110⅜@110⅝; U. S. Five-twenties of 1865 at 110¾@110⅞; U. S. Five-twenties of 1865, consolidated, 113⅛@113¼; U. S. Five-twenties of 1867, 108⅞@109; U. S. Five-twenties of 1868, 109¼@109⅜; U. S. Ten-forties at 105@105⅛; U. S. Six per cent. currency bonds, 99@99½. The brokers are buying the outstanding October 1865 compound interest notes at 119.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 23.	Sept. 30.	Oct. 7.
Consols	94¼	94⅜	94½
U.S. 5-20's of 1862	73⅛	73	74
Erie	32	31½	31¾
Ill. Central	91½	95¼	95½

Railway and miscellaneous stocks have been more than usually active, since our last, and despite the pinch in Money, prices have been generally quoted higher, though quite irregular. The most notable improvement was in Pacific Mail shares, which advanced sharply.

General business has been fairly active, but prices have been quoted lower in most instances. Middling upland cotton closed heavily on Wednesday at 26 cents per lb. The stock of cotton now here is estimated at about 10,000 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 85,500 bales, against 45,000 bales same time last year; exports, same time 21,000 bales, against 9,750 bales same time last year; stock on hand at latest dates, 62,500 bales, against 75,000 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. At the Live Stock market, this week, Beeves have been in less demand at from 10@16½c. per lb.; week's receipts, 7,160. Veal calves in moderate request at 8@12½c. per lb.; receipts, 1,303. Sheep and lambs less active at 4¼@7c., and 7¼@8c., respectively, per lb.; receipts, 44,900. Swine in demand and quoted back to 9@10¼c. per lb.; receipts, 21,693. The demand for foreign merchandise has been fair, and the changes in values have not been important. The total imports of foreign dry goods, last week, were $2,403,015, and the total amount marketed $2,259,558. The value of foreign merchandise imported last week, was $4,330,618—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $6,733,633, against $4,025,402 same week last year; from Jan.

1, 1868, $195,429,665, against $204,650,701 same time in 1867. The freight market has been unsettled, on a moderate business. For Liverpool we quote flour at 2s. by sail, and 2s. 3d.@2s. 6d. by steamer, per bbl.; grain at 7d. by sail, and 7½@8½d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and $\frac{3}{16}$d. by steamer, per lb.; and heavy goods at 20s.@30s. by sail, and 25s.@40s. steamer, per ton. Total number of vessels in port on Wednesday, 543.

The New York exports, exclusive of specie, for the week ending Oct. 6, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$2,872,657	$3,072,568
Prev. reported	136,902,503	122,981,480
Since January 1	$139,775,160	$126,054,048

The imports for the week ending October 3, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,546,195	$2,403,015
Gen. merchandise	2,479,207	4,330,618
Total for the week	$4,025,402	$6,733,633
Previously reported	190,011,111	186,894,124
Since January 1	$194,036,513	$193,627,757

The balance in the Sub-Treasury on Wednesday was $94,965,875 60.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo and Wabash Equipment bonds, 77; Rome, Watertown and Ogdensburg 1st mort., 100; Hannibal and St. Joseph, pref., 88¾; Dubuque and Sioux City pref., 95; do., 1st mort., 91; Long Island R. R., 45; Georgia 7s, 91½; N. Y. State 7s, Bounty Loan, 1876, coup., 108; Alabama 8s, 84; Rhode Island 6s, 100½; Ohio 6s, 1886, 102; Mariposa Mining Co., 8; do., pref., 19¼; do., 1st mort., new, 20; Brooklyn 6s, W. L., 96¼; Adams' Express Co., 50½; American Exp., 45¾; Wells-Fargo Exp., 30; Merchants' Union Exp., 22¾; U. S. Exp., 47⅝; Western Union Telegraph, 36; Manhattan Gas, 230; Bank of Commerce, 122½; Central National Bank, 109; Fourth National Bank, 105; Merchants' Bank, 125; St. Nicholas Bank, 112; Park Bank, 151; Consolidated Gregory Gold, 4.35; Grass Valley, 0.45; La Crosse Gold, 0.20; Montana Gold, 0.53; Quartz Hill Gold, 1.00; Smith and Parmalee, 4.95; United States petroleum, 2 35.

Philadelphia.—Phila. and Erie 7s, 80; Fifth and Sixth streets R. R., 7s, 90; Chester Valley R. R., 3; Harrisburg and Lancaster R. R., 55⅝; Penn. State 5s, 1870, 100½; do., coupon, 98⅛; Pittsburg 6s, 93; Keystone Zinc, 1⅜; Ocean Oil, ½; Big Mt. Coal, 5⅞; Green Mt., 4⅝; N. Y. and Middle Coal Fields, 4⅝; Fulton Coal, 5⅞; Coal Ridge, 7; Shamokin Coal, 6½; Farmers' and Mechanics' Bank, 135½; Corn Exchange Bank, 71; Mechanics Bank, 32¾; Phila. Bank, 164. The latest quotations are: City 6s, 101@101½; do., free of tax, 102¾@103; State 5s, reg., 100@101; do., coupon, 98@99½; do., 6s, W.L., 102½@103; do., 1st series, 104@104½; do., 2d series, 105@106; do., 3d series, 108¼@109; Reading, 48¼@48¼; do., 6s, 1870, 105¼@105½; do., bonds, 91½@92½; Camden and Amboy, 128@128¼; do., mort. 6s, 1889, 97@97½; do., 1883, 87⅛@88¼; Penn. R.R., 55⅞@56; do., 1st mort., 100½@101; do., 2d mort., 95¼@96½; Little Schuylkill R. R., 44½@45; Morris Canal, 30@34; do., pref., 70@72; do., bonds, 85@88; Wyoming Valley Canal, 30@35; do., 6s, 80@81; Susquehanna Canal, 14⅜@14⅝; do., 6s, 57@58; Sch. Nav., 10@12; do., pref., 21@21¼; do., 6s, 1882, 69½@70, Delaware Div. Canal, 45@50; do., bonds, 80@81; Elmira and Williamsport, 30@31; do., pref., 40@41¼; do., 7s, 1873, 93¼@94; do., 5s, 61@63; Lehigh Coal and Navigation, 27@27⅛; do., R. R., Loan, 85½@85¾; do., Gold Loan, 92⅞@93; North Pennsylvania, 35@36; do., 6s, 91½@92½; Philadelphia and Erie, 26¾@26⅞; do., 6s, 91@92; Minehill, 57¼@57¾; Catawissa, 8@10½; do., pref., 34⅝@34¾; Lehigh Valley, 54⅞@55; do., bonds, 96@97; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50@51; West Philadelphia, 65@66; Spruce and Pine, 22½@23½; Green and Coates, 31@—; Chestnut and Walnut, 46@48; Thirteenth and Fifteenth, 15@16; Girard College, 25½@26½; Tenth and Eleventh, 70@73; Union, 41@45; Hestonville, 10¼@10½.

Boston.—Boston, Hartford and Erie 7s, new, 61¾; do., old, 80; Vermont Central 1st mort. 7s, consol., 79½; do., 2d mort., 39; Central Pacific 7s, 1884, gold, 111; Summit Branch R. R. 6s, 1870, 93; Burlington and Missouri River R R. 7s, 91; Cheshire R. R. 6s, 1880, 93⅜; Connecticut and Passumpsic Rivers R. R. pref., 91; Granite Railway, 60; Indianapolis and Cincinnati R. R., 26; Boston Water Power Co., 15⅛; Cary Imp. Co., 12; Essex Co., 130; Waverly Land, 1¾; Bullion Consolidated Mining Co., 60c.; Short Mt. Coal, 16½; Maine 6s, 100; Massachusetts 6s, 5-20s, currency, 102½; do., 5s, 1894, gold, 115; New Hampshire 6s, 1870, 100; Chicago 7s, sewerage, 99¾; Cincinnati 7 3 10s, 10-20s, 103⅜; Albany 6s, 1870, 98¾; Gardiner 6s, 1870, 96½; Portland 6s, 1872@1876, 97¼; do., 1877, R. R., 93¾; Bath 6s, 1870, 96; Cairo 6s, 1897, 69½; Salem 6s, 1877, W. L., 100⅜; Boston 5s, 1876, gold, 112½; Atlantic National Bank, 130¼; Atlas National Bank, 115; Blackstone National Bank, 128; City National Bank, 104½; Everett National Bank, 108¼; Eliot National Bank, 110¼; Exchange National Bank, 150; Hide and Leather National Bank, 95¼; Hamilton National Bank, 124; Market National Bank, 108½; North National Bank, 114¾; National Bank of Commerce, 125; National Security Bank, 100; New England National Bank, 130¼; National Bank of Redemption, 120; National Bank of North America, 106; Revere National Bank, 137; State National Bank, 105; Second National Bank, 146¾; Traders' National Bank, 101⅞; Webster National Bank, 112; Allouez Mining Co., 7¾; Hancock, 4¼; Mesnard, 50c.; Native, 75c.; Petherick, 1; Pontiac, 37½c.; St. Clair, 75c.; Tremont, 50c.

Baltimore.—Maryland Defense Loan, 101½; do., 6s, 1870, 96½; Western Maryland 2d mort. guar. 92; Wilmington and Weldon bonds, 91¼; Parkersburg R. R., 25; Balt. and Cuba S. & M. Co., 48; Virginia 6s, reg., 1866, 48½; do., 1867, 47⅛; do., coupon, old, 54; do., reg., old, 46¾; Citizens' Bank, 16; Bank of Baltimore, 115; Howard Bank, 11⅛; Union Bank, 58½; Mechanics' Bank, 11⅛; Merchants' Bank, 116. The latest quotations are: Balt. and Ohio, 122½@123; do., 6s, 1875, 96@97; do., 1880, 97@98; do., 1885, 96@96¾; Northern Central, 48¾@49; do., bonds, 1885, 85@86; do., 1900, 85@86; Parkersburg Branch, 25¼@25¾; N. W. Va., 1st mort., 96@—; do., 2d mort., 92@93; do., 3d mort., 1873, 92@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91⅝@91¾; do., 2d mort., 76½@77; Central Ohio, 31@35; do., 1st mort., 85@85½; Western Md. 6s, 1890, 82@84; do., guar., 92@95; do., 2d mort., guar., 92@—; Richmond and Danville bonds, 72½@73½; Baltimore 6s, 1875, 98¼@98½; do., 1886, 97@97½; do., 1890, 95¾@96; do., 1893, 96¼@97; do., 5s, 1838–'70, 80@81; City Passenger R. R., 18@18⅜; George's Creek, 53@54; Santa Clara, 1.50@3.00; Atlantic Coal, 2.90@3.00.

To Careful Investors.—The First Mortgage Thirty Year Six Per Cent. Gold Bonds of the Central Pacific Railroad Company, based upon the most valuable portion of the main line to and from the Pacific coast, are believed to possess advantages and assurances shared by no other corporate securities. More than 350 miles are now completed, and the whole road will be finished within a year. The local traffic is already very large and growing. The bonds can be had at 103 and accrued interest, in currency. For sale by

FISK & HATCH,
Bankers, &c., 5 Nassau-st., N. Y.

Indianapolis and Vincennes Railroad.

We learn that rapid progress is being made in the construction of this road. It will be 114 miles in length, and when completed, as it will be in a short time, will come under the joint charge of the Indianapolis, Cincinnati and Lafayette Co., the Columbus, Chicago and Indiana Central Company, and the Pittsburg, Cincinnati and St. Louis Company, as part of the through connection with these east and west lines, on a lease equivalent to (and so guaranteed,) $199,500, or 7 per cent. upon the first mortgage of $1,700,000 on the road, and over 6 per cent. upon the common stock of $1,300,000.

☞ J. E. Chamberlain of Newbury, Vt., and R. M. Bishop of Plymouth, have taken the contract for building the first section of the extension of the White Mountain Railroad from Littleton to the Wing Road in Bethlehem, a distance of six and one-half miles, the work to be completed by July next.

☞ The Dorchester and Delaware Railroad, running from Seaford, Delaware, to Cambridge, Maryland, is completed five miles beyond Federalsburg, and, it is said, will be finished to New Market by the last of this month. This will be considerably more than half the whole length of the road, and indicates very satisfactory progress indeed.

☞ The officers of the Cleveland, Worcester and Zanesville Railroad Company, are: J. S. Casement, President; O. M. Burke, Vice President; J. McDermot, Treasurer; and Charles C. Smith, Chief Engineer.

☞ Books for subscription to the capital stock of the Schenectady and Duanesburgh Railroad Company are now open at the office of the company in Schenectady.

☞ The fast freight line of the Baltimore and Ohio Railroad Company, which was withdrawn in July last, was resumed on the 5th instant, and will be hereafter run regularly.

Ontario and Huron Ship Canal.

To the Board of Provisional Directors of the Huron and Ontario Ship Canal Company:

GENTLEMEN.—It is more than a year since, invested with full powers from you, I proceeded to England for the purpose of negotiating with capitalists and contractors there, for the subscription of the capital stock and the construction of the works of the Huron and Ontario Canal. My overtures to the parties, whose co-operation I sought, were based upon the assumption of an anticipated grant of ten millions of acres of land, by the Canadian Government, in aid of the work, as well as upon a previous agreement with certain influential and responsible men of the United States, who, in consideration of sharing with English contractors to the extent of one-half of the contract for construction, were prepared to guarantee the subscription in the United States of one-half of the capital stock, or $20,000,000. To secure subscribers for stock and contractors to the extent of the remaining half, or $20,000,000, was, therefore, the object of my mission to England.

Arriving in London in the month of August, I found that the season when it is usual for persons whose circumstances permit it annually to leave the city, had commenced, and that consequently my prospect was a probable delay of three months before I could expect the presence of the class of men to whom it was desirable to submit my proposals. Although I felt this as a serious discouragement at the first, it proved to be no real disadvantage; for I was enabled to improve the interval in making numerous valuable acquaintances and obtaining much information, of which I was afterwards enabled to make good use. It was a matter of course that my first step must be to bring the project under the notice of engineers of such standing that their approval and endorsement, both as regards the feasibility of the work and the fairness of the estimate of its cost, would be satisfactory to the British public.

Having a letter of introduction to Mr. A. Rendel, C. E., who I found held a very prominent position as an Engineer, I called upon him, presented my credentials, and was most courteously received. After a short explanation of the object of my visit, an appointment was made with Mr. Sykes (your local engineer who accompanied me to England) and myself to meet him and go into a full disclosure of the project, and an examination of the plans, and topographical model. After several meetings with him, and when he had become sufficiently conversant with the scheme to appreciate it, he acknowledged that he felt much interested and impressed with the grandeur of the undertaking, and with the commercial and national importance of the work, and he had no doubt of its perfect feasibility, so far as the engineering features were concerned. The financial feasibility was altogether another matter in respect of which we should have the counsel and opinion of men whose acquaintance with and experience in the money market made them more competent to advise. Mr. Rendel then said that a work of such magnitude and importance should be put before the public of England, only in connection with names of the very highest standing in all the departments. The engineers, contractors and managers of the finance should be all men of the very highest class, so that their association with the undertaking would, at once, be a passport to public respect and confidence. With much modesty and candor he said he could not pretend to such a position in his profession as would give his name the weight necessary to do our project full justice, and he therefore suggested Mr. John Hawkshaw, C. E., and F. R. S., as the recognized head of the profession in England. With my permission he would invite Mr. Hawkshaw to meet Mr. Sykes and me at his office, and had no doubt that, if we could succeed in producing in that gentleman's mind impressions of our project corresponding to his own, he would willingly accept the position of chief consulting engineer, and if he was disposed to allow his (Mr. Rendel's) name to be associated with him, he (Mr. R.) would be glad to be connected with an undertaking which, to his mind, offered the promise of honor and credit to those who should be enabled to carry it into execution. Mr. Hawkshaw was then communicated with, and according to appointment made with him by Mr. Rendel, Mr. Sykes and I met him, and went fully into the matter. Mr. Hawkshaw, on this and subsequent occasions, showed himself to be a man of extreme caution; but after repeated and extended meetings with him and Mr. Rendel, at which Mr. Hawkshaw's assistant, Mr. Hayter, was present, and after the most patient and elaborate examination of all the plans, documents, and various *data* submitted for his consideration, and a most rigid cross examination as I might call it, of Mr. Sykes in reference to his measurements and quantities, the result was that he was perfectly satisfied of the practicability of the work, and also, as far as he could form a judgment, of the fairness and sufficiency of the estimate of the probable cost. He was pleased also to compliment Mr. Sykes on the able manner in which he had, in his comprehensive report, set forth the merits and details of so stupendous a work. He consented to the association of his name with Mr. Rendel's and they should be, jointly, the consulting engineer of the company.

Mr. Hawkshaw's professional reputation is literally world-wide; for each quarter of the globe, Europe, Asia, Africa, and America has in its turn, been the theatre of his operations. At one time in Holland, overlooking the great Amsterdam ship canal, at another in Egypt, at the request of the Viceroy, to survey and report upon the Suez canal, and then in India, where he and Mr. Rendel are both extensively engaged as consulting engineers of the principal Indian railways. To enable you to form some idea of Mr. Hawkshaw's professional position and experience, and of the value of his association with our canal, I refer you to what I may call my Exhibit No. 1—being the London *Engineering*, of January 10th 1868, in which you will find a short biographical notice of him, and a summary of various important works in which he has been engaged.

The important matter of the appointment of engineers being accomplished, it remained for me to find suitable contractors and financial managers. Consulting some well informed and influential friends I was directed and introduced to Mr. George Wythes, now the most experienced contractor in England, as decidedly the ablest and most eligible man for our purpose. The model, plans, &c., having for convenience been removed to the office of Mr. Hawkshaw, Mr. Wythes was invited to meet us there, which he accordingly did. This gentleman proved, on acquaintance, as prudent and as cautious as we had found Mr. Hawkshaw, and it was no light trial of the patience of one of my temperament to have to wait for the deliberate action of a man of slower habit, whose affluent circumstances, long experience, and position as a successful contractor, placed him above other influences than the intrinsic merits of the undertaking itself and who, therefore, would take his time before arriving at a conclusion.

The result, however, was all the more satisfactory; for if, like Mr. Hawkshaw, he was cautious and reticent of his sentiments, pending the discussion, like him also, he was convinced and satisfied in the end. He expressed himself as quite willing to take part in a conditional contract, and recommended that Mr. Brassy's co-operation be sought. Mr. Brassy was at that time absent from England and in poor health, but on his return Mr. Wythes invited him to a conference on the subject. Mr. Brassy had no hesitation in pronouncing a favorable opinion of the project, as grand in conception, and while most important in its bearing on European and American interests, pre eminently so in its relations to Canadian advancement and prosperity. Considerations of a private nature and bearing no reference to the merits of the undertaking, made him unwilling at his time of life, and in his then precarious health, to enter upon engagements of such magnitude, and therefore he declined participating in a contract, although he acknowledged himself very strongly prompted to it, both by the character of the work itself and the proposed association with Mr. Wythes, his previous experience with whom had been most satisfactory. Under the circumstances Mr. Wythes decided alone, to enter into a conditional agreement for the execution of the work in conjunction with and on the same basis as the United States contractors. Mr. Wythe's known wealth and prominence as a contractor will enable him, at any time, to command any co-operation that may be desired or necessary.

I refer to exhibits Nos. 2, 3 and 4, being letters of Mr. Hawkshaw and Mr. Rendel touching the engineering feasibility of the project and their satisfaction with the full and complete character of Mr. Sykes' report. Also to No. 5, being Mr. Wythes' letter, agreeing conditionally to contract with the company for construction.

With respect to subscriptions of stock, and the important question of ways and means, I have to report that I had communication with many individuals and firms of high position in the financial world, who looked upon the project with great favor as sure to command public attention, and to secure the support of capitalists, provided the land grant was actually obtained; but until that was done it would be premature to press the stock upon the market. As it is not unlikely that this report may be made public, I am influenced by various considerations of propriety and expediency in refraining from any disclosure here of the various financial suggestions and proposition submitted to me; but I refer to the accompanying letters, marked Nos. 6 to 10, as calculated to afford you every possible satisfaction as to the popular character of the stock, when associated with the grant of land, and the certainty of its being readily taken up.

Being desirous to impress the Colonial department of the British Government with the importance, both to British and Canadian interests, of our canal, more particularly in its relations to the Hudson's Bay territory, and as a link in the chain of communication with the Pacific, through British territory I solicited and obtained an interview, at the Colonial Office, with the Duke of Buckingham. At that interview I was accompanied by Mr. Hawkshaw, Mr. W. C. McKenna, of the financial firm of Chadwick, McKenna & Co., and Mr. J. B. Hewitt, and the topographical model and plans and drawing, illustrative of the work, were by His Grace's express desire produced. His Grace evinced the liveliest interest in the explanations made by Mr. Hawkshaw, and the questions which he put respecting the natural obstacles in the way and the various engineering resources for overcoming them were so pertinent as to elicit from Mr. Hawkshaw the remark that His Grace might pass anywhere for one of the profession. I refer you to one of the accompanying copies of my address to the Duke on that occasion, and His Grace's reply (marked Nos. 11, and 12), and I have reason to believe that His Grace's communication on the subject to our Dominion Government was of a very favorable character.

In conclusion, I have to say that I succeeded in placing the project of the Huron and Ontario Canal on such a footing in England as gives it a most prominent place in the public mind, a rank in importance equal to that of any of the great public works of this century, and peculiar and strong claims upon the favor and support of the British public. I have not the smallest doubt, with the reasonable aid and encouragement which we have always depended on from our Provincial and Dominion Governments, the Huron and Ontario Canal may be considered an established fact, and that the works upon it will be commenced within a few months after the aid is granted. I cannot for a moment think that when the favor and confidence with which the project is viewed in England are properly represented to our government, there can be any hesitation about granting to our company the assistance necessary to the carrying out of the objects its charter, and

which the true interests of both the Province of Ontario and the Dominion of Canada equally demand. To this Province the local expenditure of so enormous a sum of money, and the tendency of the work itself to open up the country and develope its now dormant resources, are advantages which immeasurably outweigh any value, to the public, which can be set upon the land; while the land itself can only be advantageously used by the company, in ways decidedly promotive of the country's best interests. The Dominion cannot fail to secure, through the customs and excise, a large accession to its revenue derived from this work, and therefore a reasonable subsidy to ensure its construction would be a profitable investment and an advantageous measure of finance, without taking into account the vast benefits which the work is calculated to confer on the commercial and general interests of the whole Confederation.

All of which is respectfully submitted,

F. C. CAPREOL,
President.

Toronto, 15th September, 1868.

Journal of Railroad Law.

DISCREPANCY BETWEEN TONS DELIVERED BY RAILROAD COMPANY AND EXPRESSED IN BILL OF LADING.—WHEN COMPANY NOT LIABLE FOR THIS.—FORCE OF CUSTOM.

The facts in the late case of The Naugatuck Railroad Co., *vs.* Beardsley, Scythe Co., 33 Conn., 218 are clearly stated in the opinion of the Court, delivered by Herrman, C. J.—The case is this. A cargo of coal was shipped at Newburgh, to be transported by schooner to Bridgeport, and from thence to be forwarded by the plaintiffs' railroad to the defendants at West Winsted. The plaintiffs on receiving the coal at Bridgeport paid the schooner's freight, and drew on the defendants for the amount which the defendants accepted and paid. The plaintiffs transported all the coal, which they received from the schooner, but it appears that the quantity when it came to the defendant's hands was some six tons less than the quantity which appears by the bill of lading to have been shipped at Newburgh, and the defendants now claim that the plaintiffs should pay for the deficiency, and also should pay the small sum overpaid the schooner for the carriage of it; or, what amounts to the same thing, that these two sums should be deducted from the account of the plaintiffs for other charges, which it is admitted the plaintiffs have against the defendants. The claim of the defendants is, that it was the duty of the plaintiffs to weigh the coal, or to take some other mode of ascertaining that the quantity received by them corresponded with the quantity mentioned in the bill of lading, before paying the schooner's charges for freight. But we know of no rule of law, requiring this, and it conflicts directly with the custom of carriers of this description, as one of the facts in the case is, that it is the custom of the plaintiffs, and of railroad companies generally, not to weigh cargoes of coal received from vessels for transportation over their roads, except when directed to do so by the shipper or consignee, he paying the expense of such weighing. The plaintiffs then in this instance acted in the usual and accustomed manner, and it is obvious that a different custom would be very burdensome upon intermediate carriers, since the expense and delay caused by such weighing at the end of every link in a short route might be so burdensome as to render the business impracticable. It appears to us therefore, that the plaintiffs in transacting this business according to the established custom, did all that the law required of them. As common carriers they were bound to receive and forward the coal to its destination. They of course could not obtain it without paying freight to the carrier of whom they received it. The defendants knew this when they directed the coal to be sent by this route. They must have known of the custom also not to weigh, since it appears that they had previously received goods in the same way. And this surely is tantamount to a request of the plaintiffs to transport the goods in the usual mode. The defendants therefore should look to the carrier, whose negligence caused the deficiency. Their remedy against him seems ample, unless indeed there was some mistake in the bill of lading, in which case they ought to have no remedy except for the small sum overpaid for freight.

In respect to this the plaintiffs may be regarded as paying it at the defendants' request, and therefore would be entitled to receive it, if it was still unpaid. It was paid too by the plaintiffs in the regular course of business and the defendants having paid it to the plaintiffs, and it being equitable for them to retain it, the defendants ought not to be permitted to recover it back.

We advise judgment for the plaintiffs for the full amount of their claim.

Illinois Central Railroad.

The statement of this Company for the month ending September 30, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	24,909.46 for	$249,366 83
Acres Int. Fund Lands sold	80.00 for	1,128 60
Acres Free Lands sold	2,878.47 for	40,133 35
Total sales during month of September, 1868	27,867.93 for	$290,628 78
To which add Town Lot Sales		175 00
Total of all	27,867.93 for	$290 803 78
Cash collected in September		$400,754 28

TRAFFIC DEPARTMENT.

Receipts from Freight		$481,178 00
do. Passengers		158,896 78
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		90,000 00
Total Receipts in September, 1868		$740,433 11
Total Receipts in September, 1867		$704,893 96
Estimated earnings in the month of September, on the D. & S. C. R. R., not included above		$133,066 49

☞ The Baltimore and Ohio Railroad Company will receive proposals until the 20th inst., for the graduation and masonry of Sections 7, 16, 19, 34, 37, 38, 39, 40, 41 and 42 of the Metropolitan Branch Railroad between Washington and Point of Rocks; also for the graduation and masonry, ballast and cross ties for the Winchester and Strasburg Railroad. James L. Randolph, Esq., is Chief Engineer.

☞ The contract for the work on the east end of the extension of the Sun Prairie Branch of the Milwaukee and St. Paul Railroad, from Sun Prairie to Madison, has been let to J. C. Cooly, of of Rosendale, Wis., who did the grading between Omro and Winneconne. That on the other end has been let to J. H. Harvey & Co., of Madison. The grading is to be done by the 1st of May, and the track laid by the 1st of June next.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States September 1, and October 1, 1868:

	Sept. 1, 1868.	Oct. 1, 1868.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$221,588,400.00	$221,588,400.00
Six per cent. bonds of 1881	283,677,300.00	283,677,300.00
Six per cent., Five-twenty bonds	1,591,226,050.00	1,594,888,600.00
Total	$2,096,491,750.00	$2,100,154,300.00
DEBT BEARING CURRENCY INTEREST.		
Six per cent. Pacific R. R. bonds	$35,314,000.00	$39,634,000.00
Three-year compound interest notes	10,595,410.00	5,251,930.00
Three per cent. certificates	62,205,000.00	66,230,000.00
Navy pension 3 p. ct.	13,000,000 00	13,000,000.00
Total	$121,114,410.00	$123,115 930.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 1, 1867, June and July 15, 1868	$4,650,000.00	$3,537,000.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, Aug. 1, and Sept. 1 and 15, 1868	5,033,490.00	6,322,070 00
Bonds (Texas indemnity)	256,000.00	256,000.00
Treasury notes, (acts July 17, 1861, and prior thereto)	154,511.64	154,111.64
Bonds April 15, 1842, Jan. 28, 1847, and March 31, 1848	1,258,200.00	967,650.00
Treasury notes, March 3, 1863	555,492.00	445,492.00
Temporary loan	744,920.00	744,920.00
Certificates of indebtedness	13,000.00	13,000.00
Total	$12,665,213.64	$12,440,243.64
DEBT BEARING NO INTEREST.		
United States notes	$356,021,073.00	$356,021,073.00
Fractional currency	31,802,218.37	32,933,614.17
Gold certificates of deposit	25,161,620.00	20,236,400.00
Total	$412,984,911.37	$409,191,087.17
Total debt	$2,643,256,285.01	$2 644,901,560.81
AMOUNT IN THE TREASURY.		
Coin	$92,570,901.21	$96,891 847.10
Currency	15,071 070.77	13,365,994.76
Total	$107,641,971.98	$110,257,841.86
Debt less cash in the Treasury	$2,535,614,313.03	$2,534,643,718.95

By comparing this with the statement of September 1, it is shown that the debt bearing coin interest has increased $3,662,550; the debt bearing currency interest has increased $2,001,520; the matured debt not presented for payment has decreased $224,970 00; and the debt bearing no interest has decreased $3,793,824 20—making the increase in the total debt since September 1, 1868, $1,645,275 80. The amount of coin in the Treasury during the same period has increased $4,320,945 89, and the amount of currency has decreased $1,705,076 01—leaving the amount of debt less cash in the Treasury October 1, $970,594,-08 less than on September 1st.

☞ Three miles of the track of the Kansas City and Ft. Scott R. R. have been laid, and a construction train placed thereon. Sufficient iron ha been received to extend the track to Paola, an the work is to be pushed vigorously forward.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 30th Sept., inclusive, during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1867..	125,000	1,720,800	11,304,300	153,300
1868..	185,300	6,621,700	13,256,400	771,400
Inc..	60,300	4,900,900	1,952,100	618,100

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 1,040,480 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of September in the years indicated:

	1866.	1867.	1868.
Canal opened—	May 1.	May 6.	May 6.
Flour, bbls.	120,000	125,000	185,300
Wheat, bushels..	2,261,300	1,720,800	1,621,700
Corn, bushels...	20,180,900	11,304,300	43,256,400
Barley, bushels.	342,600	153 300	771,400
Oats, bushels...	6,643,800	3,586,700	6,581,300
Rye, bushels....	679,800	255,900	304,900
Malt, bushels...	333,100	239,200	340,900

☞ The extension of the Omro Branch of the Horicon Division of the Milwaukee and St. Paul Railroad has been formally opened to Winneconne.

CEDAR TANKS

For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

GEO. J. BURKHARDT & CO.,

Broad & Buttonwood Sts.,

(Opposite Baldwin Locomotive Works,)

PHILADELPHIA.

Work shipped to all parts of the United States.

English Copper Co. Rails.

1,500 TONS of this well-known make, 56 lbs. per yard, "Erie" pattern, here and to arrive, for sale by

HEYERDAHL, SCHONBERG & CO.,
22 William street, New York.

2,000 TONS FISH-BAR RAILS, 56 lbs. per yard, of approved English make and section, for sale to arrive at this port.

Destination can be changed to Southern port if desired.

HEYERDAHL, SCHONBERG & CO.,
22 William street, New York.

PROPOSALS FOR $40,000 MARKET STOCK.

Sealed proposals will be received at the Comptroller's office until Tuesday, October 20, 1868, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of forty thousand dollars of market stock authorized by chapter 203, Laws of 1868, and by an ordinance of the Common Council, approved by the Mayor September 25, 1868.

Said stock is to be issued for the purpose of providing means for the completion of the market upon the land lying between Sixteenth and Seventeenth streets and avenue C and East River, and will bear interest at the rate of seven per cent. per annum, payable semi-annually, on the 1st day of May and November, in each year, and the principal will be redeemed on the 1st day of May, 1897.

The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premium thereon.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payments.

Each proposal should be sealed and endorsed "Proposals for market stock," and enclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids if the interests of the corporation require it.

RICHARD B. CONNOLLY, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE, September 26, 1868. 3t40

PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., September 14, 1868.

SEALED PROPOSALS will be received at the Office of the Company in Oneida, N. Y., until the 30th day of October, 1868, at noon, for the GRADING, MASONRY and BRIDGING of that portion of the New York and Oswego Midland Railroad, extending from Sidney Plains to the village of Walton, in Delaware County, a distance of about 22 miles. Also, for that portion of the line from Westfield Flats to Centreville, in Sullivan County, a distance of about 25 miles.

Proposals will also be received at the same time and place, for the Grading, Masonry and Bridging of the Delhi Branch, extending from the Main Line at Walton to Delhi, in Delaware County, a distance of about 16 miles.

The company will entertain separate proposals for Bridging only, both on the Main Line and Branch.

Plans, Profiles and Specifications will be ready for examination at the office of the Resident Engineer, in the village of Walton, for that portion of the line in Delaware County, including the Delhi Branch, on and after the 20th day of October next, and also at the office of the Resident Engineer in Middletown, Orange County, for that portion of the line in Sullivan County, at the same date.

Contractors who may desire to examine the work will receive all necessary information at the respective offices of the Resident Engineers above named.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer. 5t39

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY, No. 57 BROADWAY,
NEW YORK, Sept. 25, 1868.

THE INTEREST COUPONS FROM THE FIRST Mortgage Bonds of the Chicago and Great Eastern Railway Company, due Oct. 1; also the Interest Coupons from the Consolidated First Mortgage Bonds of the Columbus, Chicago and Indiana Central Railway Company, due Oct. 1, will be paid on and after that date, less Government tax, upon presentation at this office.

B. E. SMITH, President.

TEN NEW DUMP CARS,
For Coal, Ore, or Gravel.

Body 11+8. Corner Posts. Bottom and Sides of Iron. 33 in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

HERMANN BOKER & CO.,
NEW YORK;
Agents for
Funcke & Elbers Steel and Iron Works,

HAGEN, PRUSSIA.

Specialty:

Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against breakage.) 6m39

Two New First Class Passenger Cars

Monitor or Raised Roof, can be finished with or without Saloons—will be ready for delivery the 1st of December. Gauge 4 ft. 8½ in. Seat 60 Passengers.

WILLIAMS, PAGE & CO.,
4t37 91 Water st., Boston.

Steel and Iron Rails,
American, English & German,

FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,
For sale by

HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
23 William st., New York.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

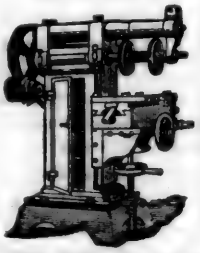
Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

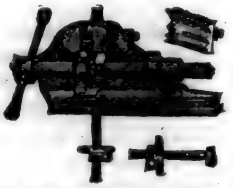
LONDON HOUSE,
58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

UNION VISE COMPANY,
61 Water Street, Boston, Mass.





Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.

Godeffroy Brancker & Co.

42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

820 MILES
OF THE
UNION PACIFIC
RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the

Whole Line to the PACIFIC will be Completed in 1869.

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for $1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is **10?**, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is *the length of time they have to run.*

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 23 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
SEPT. 14, 1868.

Intercolonial Railway!

TO CONTRACTORS.

THE Undersigned is instructed by the Government of Canada to inform intending Contractors that at an early day orders will be invited for the execution of certain portions of the INTERCOLONIAL RAILWAY, between River du Loup and Rimouski, in the Province of Quebec, between Truro and Amherst, in the Province of Nova Scotia, and between Dalhousie and Bathurst, in the Province of New Brunswick.

It is intended to let the work in Sections or Divisions, ranging from 15 to 35 miles, according to the situation and local circumstances.

The surveys are now in progress, in part completed, and the object of this notice is to afford intending contractors ample opportunity of examining the ground at once.

The Plans, Profiles, Specifications, Conditions of Contract, Forms of Tender, and other documents required for the information and guidance of Contractors, are now being prepared, and when ready, of which due notice will be given, will be seen at the Railway Engineer's Office, in Halifax, St. John, Dalhousie, Rimouski, River du Loup and Ottawa.

SANDFORD FLEMING,
Chief Engineer.

Intercolonial Railway Office,
Ottawa, Sept. 12, 1868. 1t41

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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

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The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 17, 1868.

Interest on Virginia State Bonds.

The following is a copy of the reply of the Governor of Virginia to a communication which had been referred to him by the Commanding General, asking that the interest on the State bonds held in Europe be paid at once, for the reason that Europeans cannot be made to understand why there should be a suspension of payment now that the war is over, and because the delay is seriously injuring the credit of the State abroad, and urging prompt payment of the interest due foreign bondholders as the only means of restoring it to a healthy basis:

The subject matter of the within letter has been frequently brought to my attention, and what has been supposed to be the superior claim of foreign bondholders has been urged with great earnestness and force of language, but I am not able to appreciate the claim which is made, but rather place the obligation of the State upon a higher ground than the one indicated, to wit: the moral obligation to pay in full, and at the earliest practicable moment, all of the State's indebtedness; failing to pay in full at present, then to distribute the largest per cent. possible among all creditors. If, however, any discrimination could be made, it should be in favor of widows and orphans, the helpless and distressed, who need for their present necessary maintenance and support the accrued interest on State bonds held by them. But even this peculiarly strong and meritorious claim has not, thus far, been esteemed sufficient to warrant the giving any preference or priority in payment, and I believe that, independent of special pecuniary interest, the policy of an equal distribution will finally command the approval of all the creditors of the State, and establish her credit on the firmest basis. The practical repudiation of any portion of the State indebtedness would receive the severest censure of the people, without regard to partisan feelings or political associations; and they would undoubtedly now cheerfully submit to an additional tax to be levied for the purpose of paying the installment due on July last, feeling themselves more than compensated for the temporary inconvenience it might occasion by the consciousness that they had discharged to the utmost their just liabilities. Therefore, I cannot recommend the payment of foreign bondholders before a like payment has been made to all others, but would respectfully urge such additional taxation, at once, as will enable us to pay four per cent. to all bondholders on the 1st of January, 1869.

Union Pacific Railroad.

The Vice President of the Union Pacific Railroad Company, THOMAS C. DURANT, Esq., has addressed a letter to the President of the United States in reference to the recent appointment of a special commission to examine their road, in which he says: "If the commission includes all roads receiving similar government subsidies and bonds this company will regard the appointment with satisfaction; but if no other is included it becomes evident that the government has listened to representations of an unfavorable character regarding our work, and which justice requires I should contradict. I think it my duty, therefore, to assure your Excellency that the Union Pacific Railroad is at least equal to any of these other lines in construction, appointments and permanent improvements, and that you ascertain the thoroughness and excellence of this work by reference to Generals Grant, Sherman and Sheridan, who lately passed over the line. I can also furnish the names of many of the most eminent practical railroad men in the country to corroborate these statements from personal knowledge. I respectfully request that the commissioners be instructed to include all the roads in the examination, and to report in detail on the comparative qualities of each. To any test this road shall cheerfully submit, only asking to be protected from unnecessary delays, which are as hostile to the interests of the country and the safety of the settlements along our route as they would be unjustly expensive to ourselves."

West Side Elevated Railway.

At a recent meeting of the directors of this company it was reported that the necessary legal steps had been completed for the extension of the railway. The result of surveys for fixing the line of the road was submitted, and after discussion was referred to the chief engineer with power. The proposals for the immense quantities of iron work required for the road were opened and the terms found to be generally more favorable than were anticipated. Some of the most important contracts were concluded, and work has begun on them. The machinery for the half mile already constructed, which is to be the test of the adaptability of stationary motive power, was reported as nearly finished, together with the vault at the corner of Greenwich and Cortlandt streets, intended for its reception. The cars will run over this section about the 1st of November. The remainder of the railway will be built to permit of the use of "dummies," if advisable. Owing to legal delays the sale of securities of the company had not been pressed of late, but it is now determined to proceed as rapidly as possible to raise money and build the road.

Massawippi Valley Railroad.

The Contracting Committee will receive proposals until the 9th prox., for the grading, masonry, bridging, cross ties and fencing of this road from the northern terminus of the Connecticut and Passumpsic Rivers Railroad, at the boundary line at Stanstead, to the Grand Trunk Railway, near the village of Lennoxville, P. Q. Also a branch from the main line to the Bryant Place, near Rock Island. Tenders are invited for the whole, or by sections, to be completed by the 1st of December, 1869, or for doing the work and furnishing all the materials, the same to be completed ready for use by the 1st of July, 1870. Communications should be addressed care of A. P. Ball, Secretary, Stanstead. H. N. Chamberlin, Esq., is Engineer of the road.

Atlanta and West Point Railroad.

The earnings of this road for the fiscal years ending June 30, 1867 and 1868 were as follows:

	1867.	1868.
From passengers	$158,911 41	$122,389 58
" freight	208,638 38	205,783 05
" mails	6,562 44	7,028 07
" express	12,739 77	8,763 24
', miscellaneous	4,624 81	7,157 14
	$391,476 81	$351,071 08
Expenses, viz:		
Conducting transp	$62,202 14	$56,832 48
Motive power	72,923 46	71,216 50
Maintenance of way	72,676 55	72,618 11
Maintenance of cars	11,574 15	9,538 43
	$219,376 30	$210,205 52
Earnings less expenses	$172,100 51	$140,865 56
From which deduct extraordinary expenses in 1867-'68, viz:		
Rent of cars	$2,636 99	
Taxes	2,960 86	
Old claims, judgments, etc.	7,100 00	
Renewal of engines	10,000 00	
New cars	4,000 00	
Re-rolling iron rails	2,500 00	
		29,197 85
Balance		$111,667 71
Deduct two dividends of 4 p. ct. each.		98,576 00
Leaving a surplus of		$13,091 71

In 1867 the extraordinary expenses were $103,229 12, leaving the balance of earnings at the close of that year, $68,880 39.

The percentage of ordinary expenses to gross earnings in 1868, was 61 against 56 for the previous year. The President in his report says:

By the report of the Superintendent, it appears that the gross receipts for the past year were $351,071 08; and expenses, ordinary and extraordinary, $239,403 37; leaving net earnings for the year, $111,667 71; from this two dividends have been declared, $4 each, $98,576; leaving surplus to required fund, $13,061 71.

This result is fully equal, it is believed, to the expectations of the stockholders, and therefore realizes the anticipations of the superintendent, in his last annual report. Whether results as favorable may be expected in future, depend on so many contingencies, which the wisest cannot foresee, that it is perhaps idle to speculate upon the subject. The past history of the company has been one of unparalleled prosperity; but the stockholders have not expected that the prosperity of former years would be continued without interruption. So early as 1851 they were reminded of this in the annual report of the directors. In 1853, on the same subject, they were reminded of a probable increase of competition and lessened profits; but the hope is there expressed that the "local business" would pay fair "remunerating dividends to the stockholders." In 1857 the board say, in the annual report: "Our travel from distant points, known as through travel, will be doubtless affected by the progress of Western and Northwestern improvements; but the board has never placed any permanent reliance on this source of income. A good local travel and traffic can only give certain value to railroads as reliable investments;" &c. In fact, during the whole period of our unrivalled prosperity, the stockholders were annually reminded, in reports or speeches, of the probability of reduced profits from increased competition; but the hope is as constantly expressed that the local business might be fully relied on for reasonable dividends.

The opinion expressed in the annual report of the Georgia Railroad for 1867 has been constantly recognized and adopted by the Directors of this: "It may, perhaps, be safely admitted (says that Report) that we shall suffer still further by competition for distant or through travel. Roads continue to multiply, and especially in the Southwest; and the tendency is to cut off every angle and take the most direct route between important points. This travel is already divided between so many competing lines that it is scarcely worth the cost of competition. As a general rule, the conviction is gaining strength that no road should be built as an investment, unless its local business will pay an interest on the cost. The only exceptions will be a few great thoroughfares, the shortest and most direct between certain important points, and presenting such advantages, in distance and business attractions, as to shut out all competition."

The board has dwelt somewhat upon this subject, as it has been charged in some quarters that the directors have been supinely inattentive to the progress of competing improvements, against which a proper vigilance might have guarded. It will be seen that the charge of ignorance and inattention is utterly groundless; and how the directors could have stopped the improvements or averted the danger, is not very apparent.

The competition came, as was foreseen and predicted from the first. The route by Macon, Columbus and Opelika was completed. The route by Grand Junction and Jackson to New Orleans was completed. The Mobile and Ohio Road was completed; and by all these routes we suffered in through travel; yet but for the war, it is by no means certain that our highest receipts would not have been fully maintained. We had always underestimated the compensating increase of local business from the progressive improvement in the resources of the country, when not disturbed by abnormal causes. The competition came; but despite of it, our income, and what was more important, the elements of a local, reliable business, continued to improve. In 1855 the receipts were $251,076, and cotton transported 44,550 bales. In 1860, the last year before the war, the receipts were $418,036, and cotton transported on the road, 72,906 bales!

The country immediately tributary to our road—in fact the whole South—was in an enviable state of progressive prosperity. The war came; and when peace returned, the effect upon the local resources of the country was painfully apparent! In 1866 the cotton transported was 29,584 bales, in 1867, 18,275 bales, and for the year just closed, 45,507 bales. After the close of the war the gross receipts were influenced by several causes, temporary in their nature, and indicating rather the wants than the resources of the country. But the elements of prosperity most reliable are best indicated by exportable productions. We are pleased to see some improvement in cotton shipped the last year over the preceding; but a full restoration of former resources is scarcely to be hoped for, at least for many years.

The Superintendent reminds us that we may look for further competition in travel "by an anticipated opening of an all rail route between Atlanta and Selma, *via* Kingston and Rome." This route, when opened, will evidently take the travel between Selma and Kingston, as points; but on the completion of the Selma and Montgomery Road, any competition between Atlanta and Selma and points beyond is not much to be dreaded. It will be perceived that the changed condition in our situation and prospects may be mainly attributed to the war, by which so many other important interests in the country have been destroyed. Some of the causes have been common to other roads, but some others have borne with peculiar severity on ours. Notwithstanding these discouraging circumstances, the board is inclined to agree with the Superintendent, who says, in his report: "I yet maintain an abiding confidence in our ability to pay reasonable dividends to the stockholders, and in an ultimate increase of business and net profits." In the present condition of our country any confident opinion cannot well be formed; but the stockholders will not likely think this opinion unreasonable, when it is recollected that much less than one half the average annual net profits of the company before the war, will pay dividends of eight per cent. The board will not enlarge on these subjects. We have suffered by the progress and completion of rival improvements, and will suffer further from the same cause. This was foreseen and predicted from the beginning of our enterprise. We have suffered still more from the war and its direct and indirect consequences. That was not foreseen or predicted. But we should not complain or despond. This destructive scourge has left us in much better condition than most other Southern Roads. We have a very small capital, and the cheapest road, perhaps, that was ever built anywhere. We are not embarrassed by debt. We owe no floating debt, and our funded debt, beyond immediate means, is too insignificant to notice. We have still a very reliable business beyond competition.

The board is pleased to learn that the Montgomery and Selma Road will probably be completed at an early day, and that the Pensacola extension of the Alabama and Florida Road will soon be rebuilt. These improvements completed, and our road has the following position, giving assurance of reliable business beyond competition:

1st. At its eastern terminus it has the growing and prosperous city of Atlanta, which must always attract a local traffic and travel.

2d. It runs through a well-settled and productive country its entire length, the local business of which of course belongs to it.

3d. The travel between Atlanta and Columbus, Montgomery, Pensacola, Mobile, New Orleans, Selma and all points West. What Southern Road is in better condition, or with fairer prospects? Amid the wrecks of fortune scattered about us, we should not undervalue what we have, because we were once better off. Instead of complaining of what is lost, we should be grateful for what remains to us. A continuance of the large dividends we once enjoyed was not to be expected; but, with good management and close economy, it is believed that our stock will continue to be a valuable and productive investment.

It is proper that the board should inform the stockholders that the expense of management has been increased $3,000 per annum, for that amount as increased compensation to the Macon and Western Railroad Company, for the use of six and a half miles of their road. That part of the road was destroyed in the war, and it was deemed only just and equitable that our road should bear one half the loss.

The company have 14 locomotives, 6 passenger, 4 baggage, 1 express, 2 cab, 1 shanty, 49 box, 15 stock and 21 platform cars. Number of through passengers carried, 10,975; way do., 32,007—total, 42,982, against 47,253 in 1867, a decrease of 4,271. Tons of freight transported, 40,480 against 46,569 in 1867—a decrease of 6,089.

The assets and liabilities of the company July 1, 1868, were as follows:

Assets.	
Road outfit and real estate	$1,200,230 26
Bills receivable	22,779 20
Ala. and Fla. R. R. Co., for interest.	11,861 50
Supply fund	2,500 00
Due by agents and companies	33,716 01
Balance due on Jno. D. Gray & Co.'s note	2,627 51
Cash	43,568 16
	$1,317,282 64

Liabilities.	
Capital stock	$1,232,200 00
Bonds of the company	47,000 00
Dividends unpaid	2,252 00
Due to agents and companies	4,360 62
Profit and loss	31,470 02
	$1,317,282 64

President.—Hon. John P. King.

Directors.—R. Peters, Jesse McLendon, John E. Robinson, W. B. Berry, F. Phinzy, J. F. Moreland.

Gen'l Superintendent.—L. P. Grant.

Secretary and Treasurer.—William P. Orme.

Hartford and New Haven Railroad.

The earnings of this road for the years ending August 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$941,536 18	$891,091 20
" freight	625,992 72	632,454 06
" expresses	114,007 61	114,709 50
" mails	.....	55,627 28
" rents, etc	3,798 08	3,452 35
	$1,685,334 59	$1,697,334 39
Expenses, viz:		
Repairs of road and bridges, including new	$255,780 32	$326,427 99
Wood, coal and oil	117,382 08	96,318 14
Material and labor on engines and cars	257,347 31	224,838 38
Transp. account and general expenses	286,669 80	325,867 95
Station repairs and improvements, including new structures	62,786 95	48,009 83
Lost and damaged goods, gratuities, etc.	2,552 44	3,472 79
	$982,518 90	$1,024,935 08
Net earnings	$702,815 69	$672,399 31
Interest and taxes	158,818 80	190,808 50
Balance	$543,996 89	$481,590 81

Compared with the previous year the gross earnings of 1867–'68, show an increase of $11,999 80, with an increase in operating expenses of $42,416 18—making the decrease in net earnings, $30,416 38. The balance remaining after the payment of interest and taxes is less than that of the preceding year by $62,406 08. Only about $20,000 of the receipts for mail service belong to the earnings of the year, the balance is for mail service performed in previous years. The difference in the gross receipts from passengers results from the fact that a sum of $19,154 was collected during the preceding year from Government, and credited in the accounts for that year, on old claims for transportation of soldiers during the war. The President in his report says:

It will be observed that the expenditures have somewhat exceeded those of the preceding year. The largest item of increase will be found in the charges for repairs of road and bridges. The wearing and breaking of rails, by the severity of the last winter, upon the railroads generally, throughout the north, is well known. Our road, in common with others, suffered seriously from this cause, and although a very considerable number of rails were found broken during the winter, and a large number of others so far crushed and injured, as to be unfit for further use, we were so fortunate as to escape any serious accident; but the spring found us almost destitute of rails fit to place in the track; we had laid 600 tons new rails in the previous autumn, and 1,100 tons have been provided during the present season, in addition to which a further quantity of 1,000 tons has been contracted for to be delivered and laid before winter. The short duration, and liability to breakage of the common rails now offered in the market, have conduced to convince us that rails of a superior quality for the supply of our road are demanded, by a proper consideration for the safety of our trains, as well as for true economy in operating the road. One thousand tons of steel headed rail have been provided and most of it placed in the track during the present season, and a further order for 500 tons of same quality is soon to be delivered, as is also a lot of 500 tons iron rails of superior quality now being manufactured in England, at a cost considerably exceeding that of the common rails we have used previous to the present year. Experience with these different kinds of rail will enable the managers of the road to form some reliable opinion whether either of them, or an entire steel rail will be most desirable for the company's future use. In addition to the increased expenditure for the larger quantity and increased cost of rails, we have during the present season constructed an additional track between Windsor Locks station and the west end of the Connecticut River Bridge, and continued the same by an additional line of rails across the bridge, so that the double track is continuous now between Windsor Locks and Warehouse Point stations, where heretofore it has been single. This improvement, the cost of which is included in the item of repairs of road, will remove a cause of frequent delay to trains as well as hazard of accidents.

The new bridge at Windsor was completed during the autumn of last year, and the remainder of its cost is also included in the charge for repairs of road and bridges.

The new freight house at Springfield, mentioned in our last report as under construction, was completed and occupied about the 1st of January last, and in connection with the changes of track made practicable by this improvement, has greatly facilitated the business at that station.

Additions to the equipment of the road have been made, as heretofore, during the year just past. One new locomotive of the first class, has been turned out of the shop, and is now at work. Another of the same grade is nearly completed. Our entire motive power is now in excellent condition to meet any emergency which the business of the road may create.

The important freight and passenger depot of the company at the steamboat dock at New Haven, has been since the original construction of the road, established on ground held under a lease from the Tomlinson Bridge Co., and although this company was the owner of nearly the entire stock of the Bridge Co., yet for various reasons it was thought advisable that this company should acquire the title to these grounds. The Board of Directors therefore passed resolutions, under the authority of the statute providing for such cases, for taking, for additional depot ground, all the property of the Bridge Co., lying south of the Bridge causeway and west of the channel of the harbor. The amount to be allowed to the Bridge Co., for this property was adjusted by agreement, at $142,332 30, and this amount, charged in our accounts to the cost of the road, and an equal amount credited against the advances heretofore made to the Bridge Co., and the cost of the Bridge Co.'s stock held by this company, leaving the general result the same.

The Board of Directors, (in conjunction with the directors and stockholders of the New Britain and Middletown Railroad Co., and in pursuance of authority conferred by the stockholders at their annual meeting in 1866,) proceeded on the 19th day of August last to perfect the merger and consolidation of the New Britain and Middletown Railroad with the road of this company. The effect of this merger was to place 1,500 shares of the capital stock of this company, converted from stock of the New Britain and Middletown Co., upon our books to the credit of the Treasurer in trust, and this company having also authority under previous legislation, to issue 1,500 additional shares of capital stock, the Treasurer was authorized and directed to distribute pro rata, among the several stockholders, the whole 3,000 shares of new stock, which distribution is now in process of execution.

The cost of the stock of the New Britain and Middletown road, and the amount advanced for the indebtedness of that company, have been charged to the cost of the road, and those accounts balanced. The capital stock account has been increased $300,000, for 3,000 shares stock added, and the contingent fund account reduced to the same amount.

A compromise of our long standing differences with the General Post Office Department was effected in October last, and an amount agreed on for past services was paid, and since that period we have received regular payments on account of mail service.

No change has occurred in regard to our claims against the New York and New Haven Railroad Co.

A quarterly dividend of three dollars per share, free of Government tax, has been declared payable on the 1st of October.

The number of miles run by passenger trains during the year was 315,540; by freight trains, 176,863; by express freight trains, 23,706; by other trains, 59,939—total, 576,048, which is 29,935 miles in excess of the preceding year. Number of passengers carried, 931,821. Tons of freight carried, 380,123. Decrease in passengers, 19,807. Increase in freight, 25,883 tons.

The income of the company from all sources during the year was as follows:

Cash on hand, September 1, 1867	$166,963 06
Earnings of the road	1,697,334 39
Sales of real estate, etc	6,367 44
Total	$1,870,664 89
Thus accounted for—	
Dividends	$422,566 00
Interest	57,526 51
Operating and repairing road	1,008,829 24
Tomlinson Bridge Co., for depot grounds, New Haven	49,332 30
Steamboat "Orient"	3,445 36
Real estate in Conn	4,975 10
Balance debts due the Co	20,134 52
State and National taxes	133.281 99
Cash	170,573 87
Total, as above	$1,870,664 89

The following from the Ledger presents a general statement of the affairs of the company September 1, 1868.

Capital stock	$3,300,000 00
Bonds	927,000 00
Contingent fund	314,843 84
Reserved fund	150,000 00
Profit and loss	211,590 81
Dividends unpaid	7,227 00
Debts due by the company	69,221 79
	$4,979,883 44
Railway, depot grounds, buildings, etc	$3,407,284 76
Real estate, land, dwellings, etc	131,522 43
Bonds purchased	37,000 00
Tomlinson Bridge stock	8,888 67
Advance to Tomlinson Bridge Co	1,760 30
Equipment, engines and cars	254,000 00
Wood, stock and tools on hand	189,935 47
Debts due the company, including account due from N. Y. & N. H. R. R. Co., and funds in the hands of agents	410,145 88
Connecticut River Bridge	176,577 36
Steamboat "Orient"	193.094 70
Cash	170,573 87
	$4,979,883 44

President.—W. P. Burrall.

Directors.—W. P. Burrall, Chester W. Chapin, Cornelius Vanderbilt, Ezra C. Reed, Eli Butler, Julius Catlin, C. M. Pond, H. C. Robinson, E. G. Howe.

Secretary.—S. P. Conner.

Treasurer.—C. M. Pond.

Superintendent.—E. M. Reed.

☞ The Union Pacific Railroad has been completed to Green River, Utah, 850 miles from Omaha. It was the original intention to cease operations at Green River for the winter; but the road is to be pushed on to the Bear River Mountains, where Brigham Young's contract for grading commences.

Indebtedness of Railroad Companies to the United States.

MONTHLY STATEMENT of the Account between the United States and Railroad Companies indebted to the United States, for the sale of Military Railroad Property under Executive Orders of August 8 and October 14, 1865, and orders of the Quartermaster General, for the month ending the 31st day of August, 1868.

Name of Company.	Value of property sold.	Interest on same to Aug. 31, 1868.	Total to Aug. 31, '68.	Balance of principal unpaid. Aug. 1, 1868.	Balance of interest unpaid. Aug. 1, '68.	Total principal and interest unpaid. Aug. 1, 1868.	Interest for the month of Aug. 1868	Total interest due and payable. Aug. 31,'68.	Balance of installments unpaid. Aug. 1, 1868	Instalm'ts for the month of Aug. 1868	Total installments due & payable. Aug. 31, '68.	Total interest and installments due & payable. Aug. 31, '68.
1. Alexandria, Loudoun and Hampshire	$62,592.96	$12,204.64	$74,797.60	$62,592.96	$6,547.39	$69,140.35	$388.11	$6,935.50	$62,592.96	$.....	$62,592.96	$69,528.46
2. Atlantic and North Carolina	51,453.93	8,541.46	59,995.39	27,096.03	.....	27,096.03	168.00	168.00	5,320.93	1,000.00	6,320.93	6,488.93
3. Alabama and Florida	51,912.00	6,125.95	58,037.95	9,216.51	90 32	9,306.83	57.14	147.46	7,893.16	1,323.35	9,216.51	9,363.97
4. East Tennessee and Georgia	866,183.02	75,687.99	441,871.01	350,447.58	7,048.52	357,496.10	2,172.77	9 221.29	10,975.01	.....	10,975.01	20,196.30
5. East Tennessee and Virginia	265,655.65	56,243.78	321,899.43	249,228.81	4,429.51	253,658.32	1,545.22	5,974.73	59,533.83	11,068.99	70,602.82	76,577.55
6. Edgefield and Kentucky	114,772.86	23,716.09	138,488.95	114,772.86	21,473.00	136,245.86	711.59	22,184.59	43,039.80	4,782.20	47,822.00	70,006.59
7. Knoxville and Kentucky	12,335.63	1,598.35	13,933.98	9,544.89	175.63	9,720.52	59.18	234.81	2,863.15	513.99	3,377.14	3,611.95
8. Manassas Gap	4,623.51	836.14	5,459.65	4,353.80	769.77	5,123.57	26.99	796.76	4,353.80	.....	4,353.80	5,150.56
9. McMinnville and Manchester	20,310.00	3,773.57	24,083.57	20,310.00	3,647.65	23,957.65	125.92	3,773.57	11,001.25	846.25	11,847.50	15,621.07
10. " "	26,198.54	4,275.60	30,474.14	26,198.54	4,113.17	30,311.71	162.43	4,275.60	26,198.54	.....	26,198.54	30,474.14
11. Mississippi, Gainesville and Tuscaloosa	33,476.39	7,015.03	40,491.42	33,476.39	4,192.87	37,669.26	207.55	4,400.42	15,343.35	1,394.85	16,738.20	21,138.62
12. Macon and Brunswick	26,820.00	3,933.41	30,753.41	8,051.05	40.26	8,091.31	50.37	90.63	1,346.94	1,000.00	2,346.94	2,437.57
13. Mobile and Ohio	505,143.70	55,081 42	560,225.12	148,432.79	118.75	148,551.54	920.28	1,039.03	120,700.70	16,983.92	137,684.62	138,723.65
14. Mississippi and Tennessee	127,750.52	20,420.65	148,171.17	82,265.65	65.81	82,231.46	508.83	574.64	.....	.....	.....	574.64
15. Memphis, Clarksville and Louisville	336,932.36	68,772.40	405,704.76	336,932.36	62,097.14	399,029.50	2 088.98	64,186.12	126,747.63	14,083.07	140,830.70	205,016.82
16. Memphis and Ohio	106,929.13	17,254.55	124,183.68	48,239.87	1,177.06	49,416.93	299.09	1,476.15	17,847.52	4,461.88	22,309.40	23,785.55
17. Memphis and Little Rock	153,673.89	23,604.28	177,278.17	92,581.53	1,129.49	93,711.02	574.00	1,703.49	2,000.00	1,000.00	3,000.00	4,703.49
18. Nashville and Chattanooga	1,566,551.73	319,845.26	1,886,396.99	1,475,206.55	143,014.86	1,618,221.41	9,146.28	152,161.14	.....	.....	.....	152,161.14
19. Nashville and North Western	525,400.26	113,782.63	639,182.89	522,085.17	76,847.34	598,932.51	3,236.93	80,084.27	435,071.00	21,753.55	456,824.55	536,908.82
20. Nashville and Decatur	405,193.92	65,795.99	470,989.91	283,127.70	.....	283,127.70	1,765.39	1,765.39	.....	.....	.....	1,765.39
21. New Orleans and Ohio	32,150.00	6,266.12	38,416.12	27,961.19	44.74	28,005.93	173.36	218.10	27,961.19	.....	27,961.19	28,179.29
22. Norfolk and Petersburg	2,112.00	.....	2,112.00	616.39	.....	616.39	.....	.....	.....	.....	.....	.....
23. New Orleans, Opelousas and Gt. Western	113,773.45	9,872.48	123,645.93	38,512.59	423.64	38,936.23	233.97	657.61	38,512.59	.....	38,512.59	39,170.20
24. Orange and Alexandria	118,895.74	12,477.24	131,372.98	3,594.94	15.31	3,610.25	22.29	37.60	3,594.94	.....	3,594.94	3,632.54
25. Rome	22,086.05	1,778.57	23,864.62	93.83	.....	93.83	.....	.....	93.83	.....	93.83	93.83
26. Selma and Meridian	146,327.92	17,133.70	168,461.62	57,900.32	896.73	58,797.05	355.68	1,252.41	3,402.68	500.00	3,902.68	5,155.09
27. Selma, Rome and Dalton	183,276.49	35,704.71	218,981.20	155,299.59	.....	155,299.59	962.86	962.86	.....	1,537.14	1,537.14	2,500.00
28. San Antonio and Mexican Gulf	48,775.19	7,693.41	56,468.60	46,494.01	1,613.30	48,107.31	288.26	1,901.56	46,494.01	.....	46,494.01	48,395.57
29. Wilmington and Weldon	81,500.00	9,946.31	91,446.31	2,939.87	.....	2,939.87	.....	.....	1,000.00	1,000.00	2,000.00	2,000.00
30. Western North Carolina	14,269.82	1,932.99	16,202 81	1,268.98	.....	1,268.98	7.87	7.87	.....	100.00	100.00	107.87
31. Western and Atlantic	472,944.66	70,194.71	543,139.37	3,715.78	.....	3,715.78	.....	.....	3,715.78	.....	3,715.78	3,715.78
32. Wills Valley	30,248.52	6,078.65	36,327.17	28,948.52	3,180.25	32,128.77	179.48	3,359.73	28,948.52	.....	28,948.52	32,308.25
33. Washington, Alexandria and Georgetown	324.06	.....	324.06	277.94	.....	277.94	.....	.....	.....	.....	.....	.....
Names of Co.'s that have discharged their indebtedness prior to Aug. 1, 1868. 1. Rich., Fredericksburg & Potomac	7,449.27	.....	7,449.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
2. Georgia R. R. and Banking Co.	11,935.05	.....	11,935.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
3. South Western	46,159.89	.....	46,159.89	.....	.....	.....	.....	.....	.....	.....	.....	.....
4. Macon and Western	83,638.15	.....	83,638.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
5. South Carolina	23,458.50	1,646.76	25,105.26	.....	.....	.....	.....	.....	.....	.....	.....	.....
6. Muscogee	5,244.20	424.57	5,668.77	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Petersburg	65,000.00	3,633.60	68,633.60	.....	.....	.....	.....	.....	.....	.....	.....	.....
8. Memphis and Charleston	547,494.09	30,889.64	578,383.73	.....	.....	.....	.....	.....	.....	.....	.....	.....
9. Mobile and Gt. Northern	14,637.73	1,192.55	15,830.28	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. N. Orleans, Jackson & Gt. North.	200,865.58	15,656.91	216,522.49	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Mississippi Central	78,460.00	6,368.56	84,828.56	.....	.....	.....	.....	.....	.....	.....	.....	.....
12. Virginia and Tennessee	102,880.00	14,371.05	117,251.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
13. Montgomery and West Point	38,559.66	3,324.93	41,884.59	.....	.....	.....	.....	.....	.....	.....	.....	.....
14. Virginia Central	70,000.00	10,364.66	80,364.66	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	$7,826,376.02	$1,155,461.31	$8,481,837.33	$4,271,784.99	$343,152.51	$4,614,937.50	$26,428.82	$369,581.33	$1,106,553.11	$83,349.19	$1,189,902.30	$1,559,483.63

Payments made during the month of Aug., 1868.

Name of Company.	Date on which the Co.'s are entitled to credit for same.	How Paid.	Amount paid.	Interest credited the companies on same.	Total.	Total payments made to Aug. 31, '68.	Balance of interest unpaid. Sept. 1, '68.	Balance of installments unpaid. Sept. 1, 1868.	Total interest and installments unpaid. Sept. 1, 1868.	Balance of principal unpaid. Sept. 1, 1868.	Total principal and interest unpaid. Sept. 1, 1868.
1. Alexandria, Loudoun and Hampshire	Aug. 26, '68.	Cash.	$500.00	$.....	$500.00	$5,769.14	$6,435.50	$62,592.96	$69,028.46	$62,592.96	$69,028.46
2. Atlantic and North Carolina	Mar. 9, 1868.	Transp. B. R. F. & A. L.	87.74	2.19	89.93	32,821.29	78.07	6,410.86	6,488.93	27,096.03	27,174.10
3. Alabama and Florida	.....	.....	.....	.....	.....	48,673.98	147.46	9,216.51	9,363.97	9,216.51	9,363.97

4. East Tennessee and Georgia	Feb. 21, 1868.	Treasury Award.	25.16	.....	25.16	82,227.30	9,196.18	11,000.17	20,196.30	350,447.58	359,643.71
5. East Tennessee and Virginia	See	Column	of Remarks.	3,446.10	7.79	3,453.89	70,149.78	2,520.84	70,602.82	73,123.66	249,228.81	251,749.65
6. Edgefield and Kentucky	.....	.....	.....	.....	.....	.....	1,581.50	22,184.69	47,822.00	70,006.69	114,772.86	136,957.45
7. Knoxville and Kentucky	Aug. 13, '68.	Postal Warrant.	.....	141.87	.....	141.87	4,296.15	92.94	3,377.14	3,470.08	9,644.89	9,637.88
8. Manassas Gap	.....	.....	.....	.....	.....	.....	309.09	796.76	4,353.80	5,150.56	4,353.80	5,150.56
9. McMinnville and Manchester	.....	.....	.....	.....	.....	.....	.....	3,778.57	11,847.50	15,621.07	20,310.00	24,088.57
10. "	.....	.....	.....	.....	.....	.....	.....	.....	4,275.60	26,198.54	30,474.14	30,474.14
11. Mississippi, Gainesville and Tuscaloosa	.....	.....	.....	.....	.....	.....	2,614.61	4,400.42	16,738.20	21,138.62	33,476.39	37,876.81
12. Macon and Brunswick	.....	.....	.....	.....	1.95	.....	22,611.73	90.68	2,346.94	2,437.57	8,051.05	8,141.68
13. Mobile and Ohio	April 16, '68.	Transp. B. R. F. & A. L.	.....	54.94	1.45	58.34	410,811.64	980.69	137,684.62	138,665.31	148,432.79	149,413.48
14. Mississippi and Tenessee	Aug. 10, '68.	Cash.	.....	519.07	.....	519.07	65,849.95	344.30	.....	344.30	81,976.92	82,321.22
15. Memphis, Clarksville and Louisville	Aug. 11, '68.	Postal Warrant.	11,201.43	11,201.43	.....	11,201.43	15,787.71	52,984.69	.....	140,830.70	193,815.39	389,917.05
16. Memphis and Ohio	See	Column	of Remarks.	2,693.51	1.61	2,695.12	77,162.78	.....	21,090.43	21,090.43	47,020.90	47,020.90
17. Memphis and Little Rock	"	"	"	801.54	41	801.95	83,795.10	901.54	3,801.95	4,703.49	92,581.53	93,483.07
18. Nashville and Chattanooga	.....	.....	.....	.....	.....	.....	259,029.30	152,161.14	.....	152,161.14	1,475,206.55	1,627,367.69
19. Nashville and North Western	.....	.....	.....	.....	.....	.....	37,013.45	80,084.27	456,824.55	536,908.82	522,086.17	602,169.44
20. Nashville and Decatur	.....	.....	.....	.....	.....	.....	186,106.82	1,755.39	.....	1,755.39	283,127.70	284,883.09
21. New Orleans and Ohio	.....	.....	.....	.....	.....	.....	10,236.83	218.10	27,961.19	28,179.29	27,961.19	28,179.29
22. Norfolk and Petersburg	.....	.....	.....	.....	.....	.....	1,495.61	.....	.....	.....	.....	616.39
23. New Orleans, Opelousas and Gt. Western	See	Column	of Remarks.	2,642.00	66	2,042.66	86,518.39	118.43	37,009.11	37,127.54	37,009.11	37,127.54
24. Orange and Alexandria	.....	.....	.....	.....	.....	.....	127,740.44	87.60	3,594.94	3,632.54	3,594.94	3,632.54
25. Rome	Oct. 7, 1867.	Treasury Award.	.....	91.19	2.64	93.83	23,864.62	.....	.....	.....	.....	.....
26. Selma and Meridian	Aug. 14, '68.	Postal Warrant.	.....	2,028.75	.....	2,028.75	106,337.64	193.56	4,961.53	5,155.09	56,980.42	57,123.98
27. Selma, Rome and Dalton	Aug. 31, '68.	Cash.	.....	2,500.00	.....	2,500.00	65,218.75	.....	.....	.....	153,762.45	153,762.45
28. San Antonio and Mexican Gulf	.....	.....	.....	.....	.....	.....	8,073.03	1,901.56	46,494.01	48,395.57	46,494.01	48,395.57
29. Wilmington and Weldon	.....	.....	.....	.....	.....	.....	88,506.44	.....	2,000.00	2,000.00	2,939.87	2,939.87
30. Western North Carolina	.....	.....	.....	.....	.....	.....	14,925.96	7.87	100.00	107.87	1,268.98	1,276.85
31. Western and Atlantic	Oct. 12, 1867.	Treasury Award.	3,592.90	122.88	.....	3,715.78	543,139.37	.....	.....	.....	.....	.....
32. Wills Valley	Aug. 6, 1868.	Postal Warrant.	90.00	.....	.....	90.00	4,108.92	3,269.78	28,948.52	32,218.25	28,948.52	32,218.25
33. Washington, Alexandria and Georgetown	May 1, 1868.	Treasury Award.	23.39	.....	.....	23.39	69.51	.....	.....	.....	264.55	264.55
1. Rich., Fredericksburg & Potomac	.....	.....	.....	.....	.....	.....	7,449.27	.....	.....	.....	.....	.....
2. Georgia R. R. and Banking Co.	.....	.....	.....	.....	.....	.....	11,935.05	.....	.....	.....	.....	.....
3. South Western	.....	.....	.....	.....	.....	.....	46,159.89	.....	.....	.....	.....	.....
4. Macon and Western	.....	.....	.....	.....	.....	.....	83,638.15	.....	.....	.....	.....	.....
5. South Carolina	.....	.....	.....	.....	.....	.....	25,105.26	.....	.....	.....	.....	.....
6. Muscogee	.....	.....	.....	.....	.....	.....	5,668.77	.....	.....	.....	.....	.....
7. Petersburg	.....	.....	.....	.....	.....	.....	68,633.60	.....	.....	.....	.....	.....
8. Memphis and Charleston	.....	.....	.....	.....	.....	.....	578,383.73	.....	.....	.....	.....	.....
9. Mobile and Gt. Northern	.....	.....	.....	.....	.....	.....	15,830.28	.....	.....	.....	.....	.....
10. N. Orleans, Jackson & Gt. North.	.....	.....	.....	.....	.....	.....	216,522.49	.....	.....	.....	.....	.....
11. Mississippi Central	.....	.....	.....	.....	.....	.....	84,828.56	.....	.....	.....	.....	.....
12. Virginia and Tennessee	.....	.....	.....	.....	.....	.....	117,251.05	.....	.....	.....	.....	.....
13. Montgomery and West Point	.....	.....	.....	.....	.....	.....	41,884.59	.....	.....	.....	.....	.....
14. Virginia Central	.....	.....	.....	.....	.....	.....	80,864.66	.....	.....	.....	.....	.....
Total	.....	.....	$29,839.59	.....	$141.58	$29,981.17	$3,870,452.18	$348,951.38	$1,183,808.99	$1,532,760.37	$4,262,432.77	$4,611,385.15

Names of Co.'s that have discharged their indebtedness prior to Aug. 1, 1868.

TERMS OF PAYMENT.

(1.) Due June 30th, 1868.
(2.) Interest $1,000.00 payable monthly in money. Co. to be credited with postal and transportation service.
(3.) Payable in twelve (12) monthly installments, commencing Sept. 30, 1867, with interest.
(4.) Interest payable monthly in money. Co. to be credited with postal and transportation service.
(5.) Interest and installments payable monthly, commencing March 1, 1868.
(6.) Payable in two (2) years in monthly installments from June 30, 1867, with interest.
(7.) Interest and installments payable monthly. Co. to be credited with postal and transpt'n service.
(8.) Due January 18th, 1868.
(9.) Payable in two (2) years in monthly installments, commencing Oct. 31, 1867, with interest.
(10.) Due June 6th, 1868.
(11.) Payable in two (2) years in monthly installments in money, from Sept. 30, 1867. Co. to be credited with postal and transportation service.
(12.) Interest and $1,000.00 payable monthly in money. Co. to be credited with postal and transportation service.
(13.) Payable in twelve (12) monthly installments, commencing Sept. 30, 1867, with interest.
(14.) Interest payable in money; to commence paying instalments Oct. 31, 1868.
(15.) Payable in twenty-four (24) monthly instalments, commencing Nov. 30, 1867, with interest.
(16.) Interest and instalments payable monthly.
(17.) Payment of interest and instalments in money suspended until Oct. 31, 1868.
(18.) Company to pay net earnings monthly.
(19.) Payable in twenty-four (24) monthly instalments, commencing Nov. 30, 1867, with interest.
(20.) Interest payable monthly in money; Co. to be credited with postal and transp. service, and to commence paying installments, January 1, 1869.
(21.) Due. Receiver appointed July 13th, 1868.
(22.) Amount charged for use of Government teams.
(23.) Due January 31st, 1868.
(24.) Due October 12th, 1867.
(25.) Debt discharged by Treasury Award, received August 10th, 1868.
(26.) Interest and $500.00 payable monthly in money; Co. to be credited with postal and transp. service.
(27.) Co. to pay $2,500.00 monthly in money until Oct. 31, 1868; after Oct. 31st, $10,000.00, and to be credited with postal and transportation service.
(28.) Due March 25th, 1868.
(29.) Accounts filed sufficient to liquidate the debt.
(30.) Interest and $100.00 payable monthly in money; Co. to be credited with postal and transp. service.
(31.) Debt discharged by Treasury Award, received August 27th, 1868.
(32) Due August 1st, 1868.
(33.) Property purchased at auction for cash.

1. Debt discharged Jan. 3d, 1866.
2. " " 12th, "
3. " May 4th, "
4. " Nov. 24th, "
5. " Jan. 31st, 1867.
6. " May 15th, "
7. " Aug. 23d, "
8. " Oct. 16th, "
9. " Oct. 31st, "
10. " Feb. 29th, 1868.
11. " Apr. 11th, "
12. " Apr. 16th, "
13. " July 16th, "
14. " July 21st, "

REMARKS.

(5.)

		Int.
Feb. 10, 1868, Transp. B. R. F. & A. L..	$192.00	$7.79
Aug. 12, 1868, Postal Warrant.....	3,254.10	....
Total	$3,446.10	$7.79

(16.)

		Int.
Dec. 4, 1867, Transp. B. R. F. & A. L..	$29.75	$1.61
Aug. 31, 1868, Cash.....	2,663.76	....
Total	$2,693.51	$1.61

(17.)

		Int.
June 18, 1868, Transp. B. R. F. & A. L.	$9.11	$..41
Aug. 19, 1868, Postal Warrant	792.43	....
Total	$801.54	$..41

(23.)

		Int.
May 25, 1868, Transp. B. R. F. & A. L..	$47.00	$..66
Aug. 15, 1868, Postal Warrant.....	1,995.00	....
Total	$2,042.00	$..66

I certify that the above Report is correct:
J. J. DANA,
Major and Quartermaster,
Bvt. Brig. General, U. S. A
In charge of Indebtedness of Southern Railroads.

☞ **The Boston, Hartford and Erie Railroad Company have begun work near the tunnel on the Housatonic road, about a mile east of Hawleyville, Ct.**

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ..100	5,545,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '68 4
Do. Washington Br.....100	2,880,000	A. & O.	Apl. '68 5
Baltimore City Passenger....	670,000		Jan. '68 3
Bay de Noquet & Marq....100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A J&O	Oct.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,000		
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,300	J. & D.	Jun. '68 4
Boston and Maine.....100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,680,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A. J. O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*..100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 60	721,926	J. & J.	Jul. '68 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3
Cayuga & Susquehanna.* 50	582,110		Jul. '68 4½
Central of Georgia.....100	4,666,300	J & J	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A.J&O	Oct. '68 7½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....		J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina....100	1,201,000		
Chemung*.....	380,000		Oct. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '68 5
" " pref..100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '68 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 5
Cincinnati City Passenger....		J'n &J'ly	Jan.'68 2
" Street.....		J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Oct. '68 2
Cleveland and Toledo*.... 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4½
Concord 50	1,600,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 5½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk 100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware*..... 50	466,132	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee..... 100	452,358		
" " pref.100	1,500,000		
D. Dock, R. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351		Jul.'68 3½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'68 4
Do. pref.....100	8,595,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834		
Fitchburg 100	4,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly		M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	J. & J.	July '68 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100			Sept.'68—
Green and Coates St. (Ph.) 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Oct. '68 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,258,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River..... 100	13,937,100	A. & O.	Oct. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top .. 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central..... 100	23,386,150	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,680,000	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J. A J&O	Oct.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1,225,000		
Leeds and Farmington*.....			Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Oct.'68 2½
Lehigh Luzerne..... 50	344,850	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4½
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200.000	A. & O.	Oct. '68 3
Macon and Western..... 100	1,500,000		Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central..... 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	670,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,085,340	August.	Aug.'68 4
" " guaranteed.100	586,600	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,...			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 5
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 1
Milw. & St. Paul.....100	3,627,000	J. & J	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 1
Nashua and Lowell..... 100	600,000	M. & N.	May'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck..... 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '68 3
New Jersey..... 100	5,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	6,286,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N. Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	135,000		May '67 4
Northern of N. Hampsh,..100	3,067,400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	5,607,197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct.'68 2½
Old Colony & Newport ...100	4,848,300	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	2,581,000		
Panama..... 100	7,000,000	J.A.J&O.	Oct. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '68 6
Philadelphia and Erie*..... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,087	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,00	J. & J.	Jul.'68 5s
Phil., Germ'n't'n & Nor'n 50	1,507,850	A. & O.	Oct. '68 4
Phila. and Trenton*..... 50	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,919,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '68 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Oct.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec....100	879,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	68,400		
Rome, Watert. and Og'nb..100	2,386,500	J. & J.	Nov.'67 2
Rutland preferred..... 100		F. & A.	July'68 5
St. L., Alt. and T. Haute..100	2,800 000		A'g.68 3½
" " " pref.100	1,700,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,078	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Oct.'68 3½
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke...100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potisv.* 50	869,450	F. & A.	Feb.'68 2
Shore Line 100	6 5,200	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '68 3
South Carolina 100	2,819,275		
South Shore 100	259,685		Jul. '68 2
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000		
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Stoney Brook 100	287,300	M. & N.	M'y'68 2½
Summit Branch 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,150		
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref..100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Oct.'68 3
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan.'68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central..... 100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,452,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		
West Philadelphia..... 50	249,100	J. & J.	Aug.'68 4
Wilm. and Manchester...100	1,130,470		Jul. '68 5
Wilm. and Weldon.....100	1,340,213		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 6
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,187,900	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'68 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 1
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 0
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 0
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,007,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 3
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec.'67 3
Central Coal 100	2,000,000	J. & J.	Jul. '68 5
Fulton Coal.....		J. & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000		Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000		Sep.'68 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 0
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 6
American Express..... 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'68 3
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	266,626	295,512	356,408	401,103	357,228	353,344	328,828	3,236,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533.150	599,670	474.056	388,573	5,696,119
1867	377,852	380,190	489,555	407.018	465.102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	341,266	407,888	477,795	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	268,480	322,278	355,270	235,985	409,251	401,280	357 966	307,919	236,824	3,840,091
1866	226,153	222.241	290,111	269,749	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	542,358	354,244	415,982	408 999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	570,358	458,155	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	267,230	209.099	277,506	306,698	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444.024	566,403	599,549	442,276	377,053	4,355,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,683	2,811,544
1864	273,876	317,830	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,506	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,544	1,091,456	1,265,831	1,528,483	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,682	69,018	77,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,821	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429 643
1865	1,001,007	947,146	1,256,566	1.458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,699	1,522,472	1,429,765	15,434,775
1866	...Including Buffalo Division... 1,185,746	987,938	1,070,917	1,153,441	1,101,632	1,243,636	1,203,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,418
1867	...including Buffalo Division ... 906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,283,742	1,163,612	1,089,605	1,093 043	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	425,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641,559	643,387	518,088	7,181,308
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,917	538,077	579 560	621,685	576,468	764,138	873,500	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,068
1866	90,411	85,447	84,351	81,181	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,301,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.718	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,432	108,461	95,416	95,924	108,413	126,655	121,519	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	257,227	268,613	264.985	241,236	189,145	238,012	308,106	375,567	332,260	348,043	3,202,842
1864	256,600	304,445	328,454	330,651	287,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413.970	418 024	384,684	338,858	384.401	429,177	496,655	429,546	352,216	4,650,328
1867	306,857	311,088	395,372	409,248	357,749	307.968	313,130	434,316	488,388	530,871	429,785	380,084	4,865,806
1868	362,021	358,335	381,497	455,983	400,486	363,550	301,495	436,781	512,523	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,163	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	406,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,651	490,694	447,670	328,870	4,520,550
1866	282,439	266,796	337,158	343,787	365,196	335,083	324,936	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	376,210	362,783	333,952	284,977	313,021	398,993	464,778	503,296	414,934	330,378	4,371,078
1868	343,316	304,215	326,580	416,768	369,256	325,501	321,013	392,942	456,9 3	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,113	316,236	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,883,908
1868	388,487	350,884	333,281	425,629	565,718	458,094	423,247	522,545	1,023,5 20	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 669	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,434	1,528,839	1,486,356	1,117,853	14,576,123
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,615	1,084,533	1,135,461	1,286,911	1,480,929	1,530,518	1,211,108	936,857	14,143,215
1867	901,571	845,853	1,076,773	1,227,258	1,093,731	984,636	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,641	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,683
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,567	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,020	217,082	194,455	287,567	307,122	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	288,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626,009	6,324,983
1864	436,742	552,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	655,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351,579	1,419,283	1,196,956	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,891	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,485	534,561	703,618	836,603	965,368	903,974	864,637	693,104	873,153	956,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	364,334	370,983	3,745,310
1863	337,350	305,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,966	525,751	482,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646 936	684,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	569,982	480,986	662,163	599,806	682,510	653,667	552,378	648,201	654 926	757,441	679,735	656,242	7,467,217
1867	542,416	525,497	627,960	599,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	654,190	774,103	611,914	601,246	571,834	653,257	761,329	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	122,115	113,796	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	160,872	147,485	160,497	157,786	149,856	155,780	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,736	207.301	162,994	2,240,744
1866	178,120	155,893	192,136	170,485	168,699	162,532	166,015	222,953	198,864	244,834	212, 27	177,364	2,260,142
1867	149,656	149,342	174,153	168,162	171,736	166,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,643	138,392	149,164	155,388	130,545	140,408	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	150,505	151,052	134,563	111,239	1,439,79
1864	79,735	95,843	132,596	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	205,154	2,050,522
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374.024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,533	484,208	450,203	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	38,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,530	699,233
1866	45,102	35,006	39,301	43,382	56,918	62,918	56,276	60,093	84,462	100,313	75,248	54,463	814,082
1867	39,078	27,667	36,892	40,719	57 852	60,558	58,262	73,525	126,495	120 268	79,431	66 719	774 961
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,238	------	------	------	------

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Oct. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	
Loan of March 31, 1848 registered		6	" "	1868	
" " " coupon		6	" "	1868	
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	115
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113½
" " " coupon		6	" "	1881	114⅛
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	
Loan of July 17, 1861 registered	264,246,300	6	Jan & July.	1881	113½
" " " coupon		6	" "	1881	114⅛
Loan of Feb. 25, 1862 (5-20s) registered	1,594,885,600	6	May & Nov.	1882	105½
" " " (5-20s) coupon		6	" "	1882	113⅝
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	105
" " " (5-20s) coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	105
" " " (5-20s) coupon		6	" "	1885	111½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	108½
" " " (5-20s) coupon		6	" "	1886	109⅛
" " 3d series (5-20s) registered		6	" "	1887	108
" " " (5-20s) coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. & Sept.	1904	103½
" " " (10-40s) coupon		5	" "	1904	105½
Pacific R. R. Bonds (currency)	32,734,000	6	Jan. & July.	'95-'97	99½
Treas'y Notes (7-30s) June 30, '61: 2d series	matured.	7.3	June & Dec.	1868	
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	
Matured Debt not presented	12,181,244	---	presentation.		
Gold Certificates of Deposit	20,235,400	---	presentation.		
Compound Interest Notes 1864 '65	5,251,980	6	At maturity.	3 y'rs	
United States Notes (greenbacks)	356,021,073	---			
Three per cent. certificates	62,230 000	---			
Fractional currency	32,933,614	---			
Navy Pension Fund	13,000,000	3			
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	
" — " " (funded coup.) "	437,850	5	" "	1887	
" — " " (sterling) "	648,000	5	Jan. & July	1876	
" — " " (") "	688,000	6	" "	1876	
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	131½
" — " " 1860 "	198,500	7	" "	1880	
" —Soldiers Relief Bonds "	1,648,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	
" — " " May, 1865 (free)	2,000,000	6	" "	1885	
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	
" — " " " "		7	" "	var.	
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	72-'74	91½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " registered	1,229,667	6	" "	1870	
" —State Bonds coupon	948,910	6	" "	'60-'70	
" — " " "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	
" — " " "	3,829,936	5	" "	1866	95
" — " " "	309,000	6	May & Nov.	1886	96
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	
" —War Loan Bonds "	300,000	7	" "	1881	
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	
" —War Loan Bonds "	500,000		" "	'76-'81	
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " "	1,421 000	6	April & Oct.	'70-'71	
" — " " "	415,000	6	May & Nov.	1870	
" — " " "	253,000	5	April & Oct.	'67-'73	
" —Military Bonds "	645,000	6	various.	'80-'95	
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	
" — " " (Levees) "	1,000,000	6	various.	1886	
" — " " (New) "	892,800	6	"	'86-'87	
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	
" " " 1857-'61 "	171 000	6	various.	'75-'78	
" —War Loan of 1861 "	800,000	6	"	1871	100
" " " 1863 "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	95½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	
— " " (C. and O. Can.) sterl.	1,405,507	5	"	1889	
— " " (R.R. various) "	120,000	5	"	1889	
— " " (") currey.	169,974	5	"	'89-'90	
— " " (B. & O. R.R.) sterl.	3,277,389	5	"	1890	
— " " (C. and O. Can.) "	3,259,616	5	"	1890	
— " " (Ches. & Ohio Can.)	2,000,000	6		1870	98⅜
— " " (Balt. & Susq. R.R.)	1,000,000	6	"	1870	96½
— " " (Bounty)	501,000	6	"	abt.'74	
— " " (Ches. & Ohio Can.)	30,000	6	"	1885	
— " " (Balt. & Susq. R.R.)	429,588	6		1890	
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	
" " "	21,000	5	" "	1870	
—General Statutes Loan	150,000	5	Jan. & July.	1870	
—Funding Loan	17,000	5	June & Dec.	1872	

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	6	May & Nov.	1882	
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	
" —Const Defense Loan	838,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling	3,996,000	5	" "	1894	
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,319,620	5	April & Oct.	'68-'71	
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88-'90	
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	98
" —Renewal Bonds	216,000	6	" "	1878	
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	96
" — " " "	250,000	7	" "	1868	
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6		'41-'71	
" — " " (Union Bank)	5,000,000	6		Var.	
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	91½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	91½
" —Pacific R.R.	7,000,000	6	" "	'81- '87	
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	
" —Platte County R.R.	700,000	6	" "	1887	
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	105½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	
" — " " 1864 "	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	108
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108
" — " " registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,189,780	6	" "	pleas.	
" — " " "	500,000	6	" "	1868	
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1873	101½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	191
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	
" — " " "	442,960	5	May & Nov.	1868	
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	
" —Canal Fund Bonds	1,168,000	5	J. A. J. & O.	1868	
" — " " "	167,000	5	" "	1871	
" — " " "	4,500 000	5	" "	1874	92
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " " "	8,334,000	6	Jan. & July.	'81-'90	
" — " " "	650,000	6	April & Oct.	'90-'91	
" — " " (new) "	3,500,000	6	Jan. & July.	1900	67
Ohio—State Bonds (Union Loan)	280,566	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	101
" — " " "	4,095,309	6	" "	1881	102
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	98½
" — " " registered	5,083,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	
" — " " 2d series	99,480	5	" "	1882	
" — " " 3d series	720,983	5	" "	1892	
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,909,620	6	" "	1882	106½
" — " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	
" — " " (new)	1,210,803	6	" "	1887	
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	
" — " "	1,706,000	6	" "	1868	
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	
" " endorsement	2,207,000	6	" "	Var.	
" —New Bonds	6,000,000	6	" "	1890	69
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	
" — " " (sterling new)	466,250	5	" "	long.	
" — " " registered	108,000	5	" "	long.	
" — " " coupon	21,468,398	6	" "	long.	
" — " " coupon	10,900,000	6	" "	long.	
" — (new) registered	1,379,500	6	"	1876	69½
" — " " (") coupon	489,300	6	"	1886	
" — " " (")	39,600	6	"	1890	
Wisconsin—State Bond	405,100		Jan & July	'77-'89	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,053,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)..	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	97½
Loan of 1850	602,000	6	" "	"	1880	....
Loan of 1853	1,744,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	64
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	....
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	91
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,000	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	87½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	88
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	97
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	93¾
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1887	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	....
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage	600,000	7	May & Nov.	" "	1875	....
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st *Mortgage* (or 725 m.) free	15,400,000	6*	Jan. & July.	New York.	1896	103
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	110
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,400,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	93
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	77
1st Mortgage (convertible)		7	" "	" "	1895	....
Income bonds	150,000	7	— & —	" "	18—	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee:						
1st Mortgage (C. and N. W.)	1,726,200	7	Jan. & July.	New York.	1893	90
Chicago and Northwestern:						
Flagg Trust, mort. on C. D. G.	200,000	8	Jan. & July.	New York.	.....	....
Pref. sinking fund b'ds (193 m.)	1,250,000	7	Feb. & Aug.	" "	1885	97
Funded Coupons	756,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,604,000	7	Feb. & Aug.	" "	1885	92
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	165,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,040,000	7	F. M. A. & N.	" "	1915	95
Equipment Bonds	2,200,000	10	May & Nov.	" "	1871	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,173,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mortgage (Chic. & Mil. R.R.)	1,726,200	7	Jan. & July.	" "	1893	90½
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	102
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1900	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	88½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1886	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	87½
4th Mortgage (or 3d Extension)	1,106,488	6	Jan. & July.	" "	1892	....
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	76½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1856	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	....
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1893	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Plain Bonds	570,000	5	April & Oct.	"	1872	....
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	94
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	1,173,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1880	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	....
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	91½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	90
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	"	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6		" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	101
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	116½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	309,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'78–'75	....
1st Mortgage, Bardstown Branch	30,000	7	— & —	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	— & —	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1t mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	91½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	76½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1892	....
1st Mortgage, Convertible	1,294,000	7	May & Nov.	" "	1880	....
2d Mortgage for $1,000,000	417,000	7	Jan. & July.	" "	1887	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	18—	....
Memphis and Little Rock:						
Tenn. State, endorsements	350,000	6	Jan. & July.	New York.	18—	....
Tenn. State, Funded coupons	105,000	6	" "	" "	18—	....
Mortgage (road and land)	000,000	8	May & Nov.	" "	1890	....
Memphis and Ohio:						
Tenn. State Loan and coupons	2,396,110	6	Jan. & July.	New York.	18—	....
Michigan Centra.:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	6*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	115
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	115
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	94
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	95
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	88½
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	98
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	....
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	....
Tenn. State Loan	1,078,990	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	....
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	....
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Company Bonds	100,000	7	Jan. & July.	.....	1870	....
Company Bonds	299,200	7	" "	.....	1876	....
Company Bonds	639,500	7	" "	.....	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	88
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	95½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'76	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	65–'70	....
1st Mortgage	328,600	8	" "	" "	65–'70	....
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	82½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	92
Chattel Mortgage	377,365	10	April & Oct.	"	1887	....
2d Mortgage	274,500	7	— & —	"	18—	92
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irre'l	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	80
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1875	98
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	....
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67–'69	97
Company Bonds	223,000	5	Various.	"	'77–'84	....
Company Bonds	2,467,000	6	"	"	'75–'76	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	....
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'98	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	95½
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'78	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18–	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	....
1st Mortgage (General)	5,000,000	6	" "	"	1881	....
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	92
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	....
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	98
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,600	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	....
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S. F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	564,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	751,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	152
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	84
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,280	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	70,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	160,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6*	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77½
S. F. B. (Tol., W. & W. 499 m.)	289,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1906	80
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equipment Loan	1,000,000	8	" "	"	18—	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consol. Mortgage for $3,500,000	.....	7	Jan. & July.	Philadelphia.	1890	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	65
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Salt Works Branch Bonds	9,500	6	" "	" "	1861	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,037,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	— & —	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W. Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	82½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,008,250	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,102	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	85½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,201,850	6	" "	"	1877	....
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1870	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	86½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	69½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	72
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Consolidated (Md.) Coal:						
1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	182.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshire	c.)	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,196,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,876	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesco and Mount Morris'..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,568	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	123½
Sept. 30, 1865	80.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housat	onic.)	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	148½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,464	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,682,938	2,532,317	369,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	66
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306 973	976,017	119 4	583,661	42,096,255	12,886,085	1,565,462	435,780	10	100	134½
Nov. 30, 1867	47.0	7.6	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,856	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,901	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	3	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.6	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by Wes	t Jersey.)	100,576	29,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	226,991	.....	.....	502,918	143,361	5	50	....
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	66.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	120
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	35
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....]	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	63.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	3
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	154½
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	171
Dec. 31, 1867	80.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	.....	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	.....	.....	10	00	....
May 31, 1867	716.0	—	....	—	248	138	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	96½
Mar. 31, 1868	403.8	50.0	....	152.2	95	49	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,288,148	10	100	108½
Jun. 30, 1867		Lessees		of 8	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	.....	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13⅓	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,364,231	217,252	3,500,000	2,000,000	607,704	408,847	60.3	.....	.....	.....	1,332,895	584,175	7½	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	73.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentuc	ky.)	.....	.....	—	100	....
Jun. 30, 1867	96.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.2	—	7.7	—	16	11	11	606	Cincinnati and Zanesville.....Ohio.	3,110,000	*	61,000	11,654	1,676,340	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	437.9	49.9	90.3	—	47	29	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	913,350	1,477,513	452,584	6,000,000	425,000		395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	1,554,507	8	100	...							
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,230	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,619	.....	.....	3,391,025	1,087,176	...	100	79							
Dec. 31, 1867	67.0	11.0	32.0	—	...	...	...	...	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	(Leased	to Atl. &	Gt. W n	.....	.....	.....	8	100	...						
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,884,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	49½							
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	45½						
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	104½						
Feb. 12, 1868	588.0	12.0	....	—	...	...	...	...	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	Gt. Etn.)	—	100	89							
Nov. 30, 1867	54.7	—	12.5	—	...	...	...	...	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	(Operat	ed in conn	ection with	h Little	Miami.)		8	50	....						
Mar. 31, 1867	34.5	9.0	19.6	—	28	29	10	480	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	74						
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....						
May 31, 1867	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	89½						
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	133						
Oct. 31, 1867	6.8	—	9.6	—	...	...	...	...	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	(Leased	to Phila.	& Trent.)	.....	.....	.....	—	100	....						
Mar. 31, 1867	14.6	—	....	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	.....	.....	—	100	....						
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	40,291	18,088	—	100	....						
Dec. 31, 1867	84.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....						
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....						
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,628	24.0	64,670	.....	.....	166,756	11,292	—	100	....						
Mar. 31, 1868	144.0	—	....	—	...	...	...	...	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....						
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....						
Jun. 30, 1867	36.0	—	2.8	—	...	...	...	...	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....						
Oct. 31, 1867	84.0	—	....	—	...	...	...	...	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	.....	6	100	....						
Oct. 31, 1867	113.0	—	95.0	—	98	28	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	64½						
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	.....	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....						
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,998,548	*	141,161	184,200	2,547,350	7,151,198	253,156	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....						
Mar. 31, 1867	28.5	—	....	—	...	...	...	...	Dover and Winnipissogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	(Leased	to Boston	& Maine.)	.....	29,000	29,001	6	100	....						
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	101						
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....						
Sept. 30, 1867	....	—	....	63.0	...	...	...	...	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	84,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....						
Oct. 31, 1867	17.5	—	0.4	—	...	...	...	...	East Brandywine and Waynesb.	Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	(Leased	to Penney	lvania.)	.....	.....	.....	—	100	....						
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern [1]	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	120						
Dec. 31, 1867	38.5	—	....	—	...	...	...	...	Eastern Shore [1]	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	(Leased	to Delawa	re.)	.....	.....	.....	—	100	....						
Oct. 31, 1867	7.5	—	3.1	—	...	...	...	...	East Mahanoy	Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....							
Oct. 31, 1867	26.0	—	7.8	—	11	6	5	116	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....						
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia [1]	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....						
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia [1]	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....						
Jun. 30, 1867	47.0	—	....	—	...	...	...	...	Edgefield and Kentucky [1]	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....						
Sept. 30, 1867	46.2	—	2.9	—	...	...	...	...	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	(Leased	to Northe	rn Central	.)	.....	25,000	5	100	....						
Oct. 31, 1867	78.0	—	16.0	—	...	...	...	...	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	(Leased	to Northe	rn Central	.)	.....	165,000	5	100	30						
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	6,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	2,933,648	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	49						
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	388,004	3,551,201	22,906,110	667,883	227,124	—	50	....						
Dec. 31, 1867	13.0	—	....	97.0	...	...	...	...	European and North American [1]	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	108.0	—	....	60.0	12	18	6	168	European and N. American [1]	N. Brunsw.	4,743,777	(C	onstructe	d by th	e Provinc	ial Gov	ernment.)	.....	108.0	.....	.....	.....	161,136	30,812	—	100	....						
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....						
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....						
Nov. 30, 1867	5.8	—	....	—	...	...	...	...	Fall River, Warren and Providence	R. I.	326,659	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....						
Oct. 31, 1867	12.7	—	0.4	—	...	...	...	...	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	8,162	7½	50	....						
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	98.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	132						
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....						
Dec. 31, 1867	12.0	—	....	—	...	...	...	...	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'as 4,648	—	100	....						
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....						
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,767,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....						
Dec. 31, 1867	154.0	—	....	—	7	...	...	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	45.2	—	....	—	4	...	...	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	60.0	—	....	—	...	...	...	...	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....						
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....						
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	382,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	....						
Dec. 31, 1867	20.0	—	....	330.0	2	...	...	...	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	....	—	....	93.0	...	...	...	...	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk [1]	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....						
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western [1]	Canada.	24,434,553	*	1,200,000	1,665,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....						
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia [1]	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	89½						
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	584	*Hannibal and St. Joseph* [1]	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	55½						
Oct. 31, 1867	36.0	18.0	54.0	—	...	...	...	...	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	(Leased	to Pennsy	lvania.)	.....	.....	133,284	7	50	55½						
Aug. 31, 1867	61.4	14.1	70.3	—	29	43	14	491	Hartford and New Haven	Connecticut.	3,129,047	254,000	1,019,308	643,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	1,685,335	592,283	12	100	225						
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,851	.....	—	100	....						
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,668	.....	.....	534,545	65,272	—	100	....						
Dec. 31, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central [1]	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,887	347,860	—	100	....						
Sept. 30, 1867	50.0	—	....	—	2	6	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....						
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	135						
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....						
Dec. 31, 1867	560.9	146.6	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,488,199	1,775,608	23,416,780	10,544,500	7,602,000	*	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	145						
Dec. 31, 1867	....	—	....	72.0	...	...	...	...	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	25						
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,686,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	75.0	—	....	—	...	...	...	...	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....						
Dec. 31, 1867	....	—	....	225.0	...	...	...	...	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....						
Jun. 30, 1867	13.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....						
Oct. 31, 1867	11.0	—	2.0	—	2	...	...	...	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....						
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	498,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....						
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,900,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....						
Dec. 31, 1867	37.0	—	....	—	...	...	...	...	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	(Leased	to Chicag	o and Alt	on.)	.....	152,927	7	100	....						
Dec. 31, 1867	45.0	—	....	—	...	...	...	...	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	(Leased	to Michig	an Central	.)	.....	.....	8	100	....						
Oct. 31, 1867	4.6	—	4.8	—	...	...	...	...	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	.....	13,792	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	....	—	....	53.0	...	...	...	...	Knoxville and Charleston [1]	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	31.0	—	....	34.0	9	3	1	23	Knoxville and Kentucky [1]	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	.....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	(Open. J	an.1,'68)	—	100	.....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	r. by L. C	& N.Co.	—	50	.....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	534,154	193,776	6	50	.....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,087	29,360	38,718	5,842	—	100	.....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	45,700	6	100	.....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	.....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	100	.....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	44½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	.....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	.....
Jun. 30, 1868	—	—	—	51.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	2,496,288	.....	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	.....
Jun. 30, 1868	65.0	—	0.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	.....
Jun. 30, 1868	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469.757	3,969,285	384.0	830,181	23,078,589	27,504,811	2,158,875	810,469	8	100	.....
Sept. 30, 1868	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	.....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	.....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	.....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	.....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	.....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	.....
Dec. 31, 1867	109.8	—	....	28.0	13	10	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,360	2,534,120	.....	.....	137.8	.....	.....	.....	531,106	180,437	—	100	.....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	135½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	.....
Jun. 30, 1867	190.8	66.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	.....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶.....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	.....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Memphis and Charles.Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,098	.....	.....	1,484,264	441,296	3	100	.....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	.....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	.....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,988,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,380	60,392,623	110,163,611	4,747,219	1,710,007	—	100	87½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	.....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	.....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	104
Oct. 31, 1867	98.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	57½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	.....
Aug. 31, 1867	236.0	—	....	—	36	19	9	310	Missis. Cent. and Tenn. ¶.Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	.....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	.....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	472.0	14.5	....	102	32	10	—	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	.....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	.....	116.9	170,707	.....	(9 mos.)	449,007	187,402	—	100	.....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	182,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½s	50	33
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	.....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	.....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	.....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	.....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	.....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	38.6	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	.....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	.....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown.....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	.....
Nov. 30, 1867	98.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	.....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	134
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	.....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	.....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	698,879	4,727,836	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	.....
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	092.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	129½
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	142
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centra	l.)	60,000	6	100	.....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	.....
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,600	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,107	6s	100	.....

Feb. 29, 1868	26.5	—	....	—					*Northeast and Southwest Alabama*.....Ala.	.....		.....	.....	.....	.....	.....	.....		(Leased to Selma and Meridian.)			12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800	.....	.....	270,282	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	—	100	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	193,668	67.3	343,023	12,198,701	13,691,447	892,067	377,206	53	50	36
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern.....Canada.	.....		.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	49
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	52.0	371,630	5,688,452	15,270,340	625,318	219,286	8	100	116½
Sept. 30, 1867	21.3	—	3.5	—	5	13	6	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	.....	26,201	159,100	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	92
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0	.....	.....	(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,077,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	71½
Dec. 31, 1867	340.0	—	—	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	32
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,509,246	599,882	—	50	36½
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	96½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—	.....	.....	.....	.....	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716,000	3,387	.....		(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	—	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	.....	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	360
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....		(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	....	—					Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....		(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	109.0	—					Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....		.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,893	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	56½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....		(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—					Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	10,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	26½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	70
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,858,101	6,580,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	48½
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore. Penn.	10,219,072	.....	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	55½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic...P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	113
Dec. 31, 1867	48.0	—	....	—					Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....		(Leased to Pbg., Col. and Cincinnati)					—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782		50,080	1,217,879	670,258	108,804	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,448	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	.....	358,581	317,370	51.3	227,394	.....	.....	529,325	280,825	6	100	103
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....		(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway..N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....		(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.9	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	.....	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—					Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—					Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	89	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	58	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,942,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,601	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—					Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....		(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	114
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	30
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,466	4,340,000	6,700,000	554,475	.....	209.0	(Leased June 1, '67, I. & St.L.)			2,218,402	608,112	—	100	44
Dec. 31, 1866	80.9	—	....	—					St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....		(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)							54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	..	....	....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....		.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—					Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....		(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—					Salem and Lowell .....Massachusetts.	881,471	82,542	.....	6,679	243,305	226,900	487	.....		(Operated by Boston & L.)		17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—					Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,598	1,362,873	.....	.....		(Leased to Cin., Dayton and Eastern.)				125,000	—	50	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,200	14,916	901,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,218	.....	54.0	143,124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....		(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	130,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,900	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,900	363,684	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....		(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush.....Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	204,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	.....	.....	.....	.....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec.....Maine.	800,000	.....	.....	.....	230,000	500,000	.....	.....		(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—					South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....		(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	100.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	18	South Shore .....Massachusetts.	402,057	39,436	.....	.....	1,159,685	150,000	20,147	100,583	11.5	52,309	2,200,600	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	6.0	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	130.5	—	....	43.5	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* †.....Missouri.									91.0			(6¼ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union †..South Carolina.									68.0						—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000														—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*			196,000	150,000				(Leased	to Cinc., D	ayton and	Eastern.)		—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	3,722,141	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,276,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	—	.....	448,700	—	—	.....		(Leased	to Housat	onic.)	—	31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	—	—	—	—	267,300	—	—	.....	13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,162,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,580,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,078,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,766,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	63½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	—	274,400	—	—	—	—	(Leased	to Hudso	n River.)	—	—	—	—	—
Nov. 30, 1867	27.0	—	—	15.7	—	—	—	—	Troy and Greenfield †.....Massachusetts.	2,086,640	—	—	—	—	680,000	—	—	—	(Operat	ed by Vt	& Mass., &	T. & B.)	—	—	—	—	—
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	—	—	—	30,000	310,000	—	—	—	(Owned	by railroa	ds centrin	g in Troy	.)	32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	—	—	—	—	—	—	—	—	(Leased	to Pennsy	lvania.)	—	—	—	—	—
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	—	—	—	5,000,000	17,600,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	—	—	—	1,000,000	3,200,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	—	—	5,000,000	11,392,000	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	—	—	331,300	—	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1867	12.0	—	—	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	—	—	693,712	—	—	—	34.9	33,168	1,882,670	656,074	1,625,156	—	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	—	—	2,500,000	—	—	—	12.0	—	—	—	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	—	(Leased	to Vermo	nt Centra	l.)	—	—	8	100	102½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,189	Vermont Central.....Vermont.	8,402,055	*	—	—	5,000,000	5,500,000	—	—	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	61
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	—	—	516,164	793,200	—	—	184.5	1,225,098	14,537,172	41,465,549	1,783,991	393,128	—	100	....
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	357,408	1,992,293	450,627	436,560	140.0	(Leased	to Rutlan	d.)	—	—	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	206.4	300,405	4,936,004	5,225,008	601,943	loss.	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee †.....Virginia.	7,190,556	*	—	174,231	3,497,791	2,393,382	—	—	213.5	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Dec. 31, 1867	18.2	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	—	.....	98,650	85,000	600	.....	10.3	(Operat	ed by Eri	e.)	458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & George.D. C. & Va.	—	—	—	—	—	—	—	—	7.0	—	—	—	51,030	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	—	—	(In ha	nds of r	eceiver.)	—	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened	Nov. 20, 1	867.)	—	—	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western †.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	64,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	—	—	—	—	Western North Carolina..North Carolina.	—	—	—	—	—	2,318,000	—	—	45.0	—	—	—	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	—	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	28	16	12	386	Western Union....Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg †...New York.	—	—	(Und	er const	ruction.)	—	—	—	37.5	—	—	—	278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	—	—	200,000	—	—	—	—	—	—	—	—	—	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,266	1,195,600	2,480,962	266,315	223,154	134.0	(Leased	to Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	102.0	19.0	....	—	18	16	6	205	Wilmington and Weldon †...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	—	—	—	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	(Leased	to Nashua	and Lowe	ll.)	—	13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	203,333	.....	.....	—	—	—	—	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	—	69,906	56,720	45.7	(Leased	to Balt. an	d Ohio.)	—	27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	293,230	—	.....	.....	317,050	52,000	24,180	—	—	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
																			(Leased	to Northe	rn Central	.)			50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	216,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	—	—	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	—	—	108.0	—	—	—	.....	.....	16	100	129½
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	—	—	2,521,300	(See Ca	m. & A	mb.R.R.)	66.5	—	—	—	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	540	Erie Canal .....Pennsylvania.	1,384,985	*	—	—	64,000	—	1,300,985	—	161.0	—	—	—	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,804,297	1,733,060	1,463,943	108.0	—	—	—	.....	247,603	8	50	38½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	—	68,683	2,200,000	1,049,260	120,553	61,091	101.0	—	—	—	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	—	—	—	1,099,013	.....	6	50	10
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	—	—	—	155,872	42,170	—	50	13
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	—	—	87.6	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	123.0	—	—	—	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	—	.....	800,000	600,000	.....	.....	64.0	—	—	—	132,037	33,921	4	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'lt in single Tk.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	--	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	99½
30 Nov.'67	3.99	—	48	8	--	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	—	196	32	--	Lynn and Boston	269,426	200,000	50,000	48,954	154,987	loss.	—	....	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,548	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	--	Metropolitan (Boston)	1,523,225	1,250,000	—	182,198	726,709	129,655	10	....	64½
30 Nov.'67	7.21	—	254	42	--	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	....	57
30 Nov.'67	3.25	—	23	7	--	Northampton & Will'amsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	--	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	--	Quincy	136,840	71,600	64,424	57,692	28,226	loss.	—	....	....
30 Nov.'67	7.14	—	50	17	--	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	--	Stoneham street (Boston)	37,800	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	--	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13 015	6	....	86
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,961	15,873	—	100	....
30 Sep.'67	24.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep.'67	10.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	85,000	10,015	107,736	28,744	8	100	....
30 Sep.'67	16.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,359	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	....
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	2,587	129,267	14,852	—	100	....
30 Sep.'67	.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	....
30 Sep.'67	21.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep.'67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	....
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,786	8½	100	....
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	....
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep.'67	10.24	—	—	4	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5.000	74,428	18,793	9½	100	....
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,766	419	—	100	....
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,000	3,900	—	—	—	100	....
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	96,900	124,000	7,600	68,603	4,578	—	100	....
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	....
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	....
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	87,780	20,000	—	—	—	—	100	....
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,089	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	....
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453,404	1,170,000	1,380000	50 000	1,184945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	....
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14,707	—	100	....
30 Sep.'67	2.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	....
30 Sep.'67	15.52	—	—	—	—	Westerviiet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	....
31 Dec.'62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec.'66	17.00	—	160	22	--	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec.'62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	....
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	....
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,514	63,582	26½	50	26
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	....
31 Oct.'67	7.08	—	277	45	2	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	48
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,871	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,807	—	—	93,885	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	....
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,800	—	40,799	6,725	2	50	....
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	405,156	105,448	18½	50	51
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	18½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	32,160	31½	50	70½
31 Oct.'67	6.25	—	145	28	4	18th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	16½
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	—	West Philadelphia	479,706	875,000	100,000	—	281,068	50,692	10	50	65
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,286	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,068	—	—	16
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	—	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	198,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	60
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J	71-72	91½
Malden and Melrose:					
1st Mortgage guaantied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	--	.....	.....	....
Malden & Melrose bonds	66,971	--	.....	.....	....
Real Estate	6,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7		1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1888	....
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	85,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	102
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	--	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	....	....	200.0	....	....	....	....	*Southwest Pacific* †.....Missouri.									91.0	.....	.....	.....	.....	.....	—	100	....
July 31, 1867	106.1	102.9	....	....	22	20	15	242	Southwestern.....Georgia.									209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	68.0	....	....	....	2	4	2	27	Spartanburg and Union †.South Carolina.									68.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	....	....	....	....	....	....	....	Springfield and Columbus.....Ohio.	346,000															100	....
Sept. 30, 1867	13.0	....	0.4	....	3	6	....	6	Staten Island .....New York.	384,132	*	600,000	.....	196,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	150.0	8.0	20.0	....	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*		.....	660,000	200,000	95,000	.....	(Leased	to Cinc., Dayton and	Eastern.)	.....	.....	.....	—	100	....
Nov. 30, 1867	21.9	....	1.1	....	....	....	....	....	Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	1,963,141	6,739,000	.....	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	13.2	....	....	....	....	....	....	....	Stony Brook.....Massachusetts.	267,383			.....	448,700	.....	.....	.....	201.0	.....	12,861,340	.....	1,276,161	91,332	—	100	....
Dec. 31, 1867	....	....	....	22.0	....	....	....	....	Sullivan and Erie.....Pennsylvania.				.....	267,300	.....	.....	.....	(Leased	to Housatonic.)			.....	31,409	7	100	....
Sept. 30, 1867	81.0	....	5.0	....	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,186	1,314,130	1,721,514	35,906	478,754	13.2	(Leased	to Nashua & Lowell.		17,700	14,118	5	100	....
Dec. 31, 1867	....	....	....	165.0	....	....	....	....	Tennessee and Pacific †.....Tennessee.									81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Nov. 30, 1867	78.0	....	23.0	....	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,963,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	....	4.9	....	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180			576,400	250,000	35,000		30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,560	111,618	8	50	....
Dec. 31, 1867	454.8	45.2	....	....	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,804,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	....	9.3	....	13	12	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	3,809,353	1,022,471	—	100	63½
Sept. 30, 1867	6.0	....	6.0	....	....	....	....	....	Troy and Greenbush.....New York.	294,908				274,400					(Leased	to Hudson River.)		609,582	188,393	—	100	....
Nov. 30, 1867	27.0	....	....	15.7	....	....	....	....	Troy and Greenfield †.....Massachusetts.	2,086,640					680,000				(Operated	by Vt & Mass., &	T. & B.)			19,208	7	100	....
Sept. 30, 1867	2.1	....	2.1	....	....	....	....	....	Troy Union (and Depot) .....New York.	762,238				30,000	310,000				(Owned	by railroads centring	in Troy.)		32,000	—	100	....
Oct. 31, 1867	20.4	....	....	....	....	....	....	....	Tyrone and Clearfield.....Pennsylvania.	525,000									(Leased | to Pennsylvania.)							
Dec. 31, 1867	550.0	....	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000				5,000,000	17,600,000												
Dec. 31, 1867	100.0	....	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000				1,000,000	3,200,000												
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	....	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*			5,000,000	11,292,000												
Sept. 30, 1867	34.9	....	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,782	*			331,300													
Sept. 30, 1867	12.0	....	....	70.0	2	....	....	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*			693,712				34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	....	....	....	....	....	Vermont and Canada .....Vermont.	2,500,000				2,500,000				12.0				150,375	63,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	....	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120		(Leased	to Vermont Central.)				8	100	102½
May 31, 1867	117.0	2.0	27.3	....	58	42	14	1,189	Vermont Central.....Vermont.	8,402,055	*			5,000,000	5,500,000			77.3	199,126	3,837,794	3,281,428	461,424	62,596	1½	100	61
May 31, 1867	23.7	....	....	....	4	....	....	....	Vermont Valley .....Vermont.	1,221,886	*			516,164	793,200			184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 26, 1867	140.0	....	....	....	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,980	357,408	1,992,293	450,627	436,560		(Leased	to Rutland.)					100	....
Sept. 30, 1867	183.6	....	....	....	20	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0								
Sept. 30, 1867	204.0	9.5	....	....	....	....	....	....	Virginia and Tennessee †.....Virginia.	7,190,556	*	.....	174,231	3,497,791	2,393,382	.....	.....	206.4	300,405	4,936,004	5,225,008	601,943	loss.	—	100	....
Dec. 31, 1867	16.3	....	....	....	....	....	....	....	Warren.....New Jersey.	2,000,000	*	50,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Sept. 30, 1867	10.3	....	....	....	....	....	....	....	Warwick Valley .....New York.	172,577			.....	96,650	85,000	600	.....	18.3				764,148	236,018	—	100	....
Dec. 31, 1867	7.0	....	....	....	....	....	....	....	Washington, Alex. & Georget.D. C. & Va.			(In hands of r	eceiver.)					10.3	(Operated	by Erie.)		458,606	155,928	7	100	....
Dec. 31, 1867	22.0	....	....	....	....	....	....	....	Washington County.....Maryland.									7.0				51,630	20,596	8	100	....
Oct. 31, 1867	26.4	....	4.5	....	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	183,966	.....	23.0	(Opened	Nov. 20, 1867.)		.....	.....	—	100	....
Nov. 30, 1867	156.0	17.2	184.2	....	103	47	*	1,703	Western †.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,223	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	100	....
Sept. 30, 1867	138.0	....	....	....	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)		4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,524,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	....	....	....	4	2	....	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	.....	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	583,729	—	100	....
Dec. 31, 1867	45.0	....	3.0	....	5	5	3	66	Western Maryland †.....Maryland.	1,850,000	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,334	6,820	—	100	....
Dec. 31, 1867	61.0	....	3.5	180.5	....	....	....	....	Western North Carolina..North Carolina.					750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,983	—	100	....
Dec. 31, 1867	63.7	....	....	....	....	....	....	....	Western Pennsylvania.....Pennsylvania.	2,876,329		49,660	.....	822,450	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	....	....	26	16	12	396	Western Union...Wisconsin and Illinois.	6,065,874	697,468	182,404	56,412	2,707,693	1,283,600	630,919	.....								100	....
Dec. 31, 1867	37.5	....	....	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	4,182	181.0	580,588	4,917,350	.....	775,075	128,639	—	50	....
Dec. 31, 1867	....	....	....	90.0	....	....	....	....	Whitehall and Plattsburg †...New York.			(Under const	ruction.)	200,000				37.5				278,630	119,287	—	100	....
Mar. 31, 1868	20.8	....	....	....	....	....	....	....	White Mountains.....New Hampshire.	200,000															100	....
Aug. 31, 1867	134.0	....	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154		(Leased	to Boston, Concord and Montreal.)				6	100	....
Sept. 30, 1867	171.0	....	15.0	....	14	13	6	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,882	1,147,018	1,560,240	732,268	860,882	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	102.0	19.0	....	....	18	16	6	205	Wilmington and Weldon †....N. Carolina.	3,068,921	*	109,900	411,506	1,463,775	1,282,665	165,234		171.0	.....	.....	.....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	....	....	....	....	....	....	....	Wilton.....New Hampshire.	233,000				213,000				181.0				583,837	118,053	—	100	....
Dec. 31, 1867	36.0	....	....	....	....	....	....	....	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....		(Leased	to Nashua and Lowell.)			13,845	6½	100	....
Dec. 31, 1867	62.0	....	....	....	....	....	....	....	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	1,160,782	.....	.....	38.0				.....	.....	—	100	....
Nov. 30, 1867	45.7	....	10.1	....	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	203,333	.....	.....		(Leased	to Balt. and Ohio.)			27,000	—	100	....
Dec. 31, 1867	13.0	....	....	....	....	....	....	....	Wrightsville, York and Gettysburg.Penn.	293,280		.....	.....	817,050	52,000	24,180	55,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
																			(Leased	to Northern Central.)					50	....
									CANALS, &c																	
May 31, 1867	13.6	....	....	....	....	....	....	....	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	216,271	3	100	....
Dec. 31, 1867	184.5	....	....	....	....	....	....	....	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,694	.....	.....	.....	184.5	.....	.....	.....	.....	.....	4	50	....
Oct. 31, 1867	66.0	....	....	....	....	....	....	....	Delaware Division Canal ..Pennsylvania.	2,433,350		.....	.....	1,633,350	800,000	.....	.....	(Leased	to Lehigh Nav. Co.)			.....	.....	16	100	129½
Oct. 31, 1867	106.0	....	....	....	....	....	....	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,164,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	871,672	543,157	10	100	....
Dec. 31, 1867	43.0	22.5	....	....	....	....	....	....	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5	.....	.....	.....	120,583	14,758	10	100	....
Oct. 31, 1867	136.0	25.0	....	....	....	....	....	....	Erie Canal .....Pennsylvania.	1,384,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	.....	247,603	5	50	99½
Dec. 31, 1867	48.0	....	....	....	....	....	....	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,037,923	49,067	3,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	449,652	162,972	—	100	....
Feb. 29, 1868	101.0	....	....	....	....	....	....	....	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	173.0	5.0	....	....	....	....	....	....	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	1,099,013	.....	6	50	10
Oct. 31, 1867	108.7	1.0	....	....	....	....	....	....	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,155	7,775,720	489,316	136,275	109.2	.....	.....	.....	155,872	42,170	—	50	13
Oct. 31, 1867	45.0	....	....	....	....	....	....	....	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,566	.....	45.0	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	77.6	10.0	....	....	....	....	....	....	Union Canal.....Pennsylvania.	5,907,850		.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	211,829	61,218	—	50	....
Oct. 31, 1867	123.0	....	....	....	....	....	....	....	West Branch and Susquehanna.....Penn.	1,850,000		117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	132,037	33,921	4	50	....
Oct. 31, 1867	64.0	....	....	....	....	....	....	....	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	.....	.....	—	50	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single trks.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,954	154,987	loss.	—	—	10
6 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	5	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,226	1,250,000	—	182,198	726,709	129,655	10	—	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	57
30 Nov'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,316	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,800	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.1.	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,800	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	65	—	Union (Transportation)	303,870	200,000	24,000	117,842	348,851	18 015	6	—	65
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	6	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,861	15,873	—	100	—
30 Sep. '67	32.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	295,418	56,543	—	100	—
30 Sep. '67	10.7.	—	—	—	37	Broadway (Brooklyn	266.561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	16.0	—	103	—	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	17	—	—	Brooklyn, Bath & Coney Isl'd	166,359	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70.00	—	207	—	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	49	—	—	Brooklyn City & Newtown	553,340	400,000	200,000	2,587	129,267	14,852	—	100	—
30 Sep. '67	.12	—	14	—	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	.....	15,085	6,352	—	100	—
30 Sep. '67	21.0	—	57	22	—	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,682	21,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,180	6,000	1,400	17,646	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,572	500.000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	2.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	182	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,786	419	—	100	—
30 Sep. '67	6.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,000	3,900	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	8	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,800	68,603	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	101 500	184,000	4,000	24,981	4,000	—	100	—
30 Sep. '67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep. '67	18.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	87,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,089	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453,404	1,170,000	1,280000	50 000	1,18495	222,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	—
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep. '67	2.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec. '62	5.52	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	8.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,988	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	220,480	166,000	56,300	7,700	144,008	57,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	8	50	33
31 Oct '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	26
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	57,715	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	24,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50	48
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	88,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,886	23,343	3	50	24½
31 Oct. '67	8.76	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	2.90	—	11	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,789	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,468	50,000	—	—	.....	.....	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	359,007	114,200	68,088	403,156	105,448	18½	50	61
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	32,160	31½	50	70½
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer tain	—	—	—	308,984	84,648	—	50	15½
31 Oct. '67	25.00	—	529	70	18	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	—	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	16	50	65
31 Oct. '67	4.18	—	18	4	1	Wilkesbarre and Kingston	10,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	229,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,413	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	89,331	80,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	.....
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	99
Central Park, East & North River:					
1st Mortgage	560,000	7	J. & J.	1874	.....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue.					
1st Mortgage	100,000	7	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	.....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	.....
Hoboken and Weehawkon:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage gua antied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	.....
Malden & Melrose bonds	46,971	..	.....	.....	.....
Real Estate	6,000	..	.....	.....	.....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	.....	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	.....	1883	.....
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	.....
Pittsb., Alleghy & Manch.:					
1st Mortgage	85,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	.....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	102
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	480,000	.....	.....	.....	.....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	.....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	.....
Van Brunt st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1872	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	21
Catawissa,* pref. and guar.	2,200,000	7	7	34½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	....	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	88
Chicago and Alton, pref.	2,425,400	7	10	155
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	14,780,125	7	10s	87
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	8	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	95
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	40½
Erie, preferred	8,536,910	7	7	70
Hannibal and St. Joseph, pref.	5,253,836	....	....	88
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	100,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	24
" " 2d pref.	4,051,744	6	....	9
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	328,378	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	....
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	....	106
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	78
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Burpau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " (R. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	77
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	71½
Schuylkill Navigation, pref.	2,888,997	6	6	21½
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	34½
Mariposa Mining, p—f	5,774,400	7	7	23½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	41 — @ 44 50
Pig, American, No. 1 (good to best)		40 — @ 43 —
Pig, American, No. 2		37 — @ 39 —
Pig, American, Forge		34 — @ 38 —
Bar, Refined, English and American		87 50 @ 90 —
Bar, Swedes, assorted sizes	(gold)	87 50 @ 90 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @155 —
Bar, English and American, Refined		— — @100 —
Bar, English and American, Common		— — @ 90 —
Scroll		130 — @175 —
Ovals and Half-round		125 — @155 —
Band		130 — @ — —
Horse Shoe		130 — @ — —
Rods, ¼@3-16 inch		105 — @165 —
Hoop		135 — @190 —
Nail Rod	per lb.	— 9½@ — 10½
Sheet, Russia, assorted No.'s	(gold)	— 12½@ — 13½
Sheet, Single D. and T. Common		— 6½@ — 6½
Rails, English	(gold) per ton.	51 — @ 52 —
Rails, American		80 — @ 81 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast	(2d and 1st quality) per lb.	— 18 @ — 22
English Spring	(2d and 1st quality)	— 10 @ — 12½
English Blister	(2d and 1st quality)	— 11½@ — 20
English Machinery		— 13½@ — 16
English German	(2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool,	do.	— 19 @ — —
American, Spring,	do.	— 10 @ — 13
American Mahinery	do.	— — @ — 13
American German	do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.: Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Nails		— — @ — 42
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23 @ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— — @ — 27½
Straits	(gold)	— 23½@ — 24
English	(gold)	— — @ — 24

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 8 25 @ 8 50	11 50 @ 12 25
I. C. Coke	7 — @ 7 62½	9 50 @ 10 75
Coke Terne	— — @ 6 25	8 75 @ 9 —
Charcoal Terne	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 16
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 21
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 28 @ — —
Refined, Standard White (in ship'g order)		— — @ — 30½
Refined, prime White (in shipping order)		— 31 @ — —
Refined, S. W. (in merchantable order)		— — @ — 20
Naptha, Refined, (60 @ 63 gravity)		— 14 @ — 15
Residuum	per bbl.	— — @ 3 80

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 45@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	Th. 8	F. 9	Sat. 10	M. 12	Tu. 13	W. 14
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie 24	....	....	24½	27½	28½	
California 7s (gold)	....	....	....	....	....	....
Canton Co.	49	49½	....	....	....	48½
Central of N. Jersey	122½	....	119⅝	120	120	
Chicago & Alton	153	152	....	162	164½	
" pref.	153½	....	....	158	....	
" 1 M.	....	101	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	171	....	....	
" 8s, 1883	112	....	....	....	....	
Chi. & Gt. Eastern 1st m.	77⅝					
Chic. & Northwestern	88½	88½	90½	91½	93½	95½
" pref.	89	88½	90½	91½	93½	97
" 1st M.	91	....	....	92	....	....
" Interest	....	....	....	....	92	....
" S. F.	....	....	97	....	....	....
" Consol.	....	....	....	....	96½	....
Chic., Rock Isl. & Pac.	104½	104½	106½	106½	107	107
Chicago & R. I. 7s, 1870.	101½	....	102	....	....	....
Chi., R. I. & Pa. 7s, 1896	95	....	....	95	94½	94½
Clev., C. & Ind.	79½	....	....	....	....	....
Clev. and Pittsburg	87½	87½	88½	88½	89½	89½
[illegible] " 2 M.	....	....	....	95½	....	....
[illegible] " 3 M.	....	....	....	....	....	....
[illegible] " 4 M.	....	....	....	....	....	....
[illegible] " Con.	....	....	....	....	....	....
Clev. and Toledo	103	102½	104	103½	104½	104½
" S. F. 7s.	....	....	....	....	....	....
Clev., Painesv. & Ash.	99½	....	99½	99½	....	....
Col., C. & Ind. C.	....	....	....	....	89	....
" 1 M.	77⅝	77	77	77	76½	76½
Cumberland Coal pref.	33½	....	....	34½	34	34½
Del. & Hudson Canal	130	130	130	130	129	
Del., Lack. & Western	....	....	125	....	....	....
" 1 M. 8s.	....	....	....	....	....	....
" 2 M. 8s.	96	....	....	....	....	....
Erie Railway	49½	49	48½	47½	47½	47½
" pref.	....	....	70	....	....	....
" 1 M. 7s, 1867	104½	....	....	....	....	104½
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	94	94	....	....	....
" 4 M. 7s, 1880	....	....	88	88	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	81	....	81	....	81	
Hudson River	....	134½	....	....	135	
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	145½	....	145	....	145	
" bonds	116⅝	....	....	....	....	....
Marietta & Cin. 1st pref.	25½	....	24	....	....	....
" 2d pref.	....	....	9	9	....	
Michigan Central	119	....	119	119	....	
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	85	84½	85½	85½	86½	86½
" 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	94
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	98½	99½	100	101½	104	103½
" pref.	98½	100	100	103½	106	104
" 1st mort.	95	....	....	....	....	95½
" 2d mort.	....	....	....	....	....	....
" 8s	103	103	....	....	....	103
" 7 3-10s	....	....	98	....	....	....
Missouri 6s	91½	91½	91	91	91½	91½
" Miss. H. & St. J.	....	....	....	....	91½	....
Morris and Essex	....	....	....	....	....	....
" 1st mort.	100	....	....	....	....	....
" 2d mort.	87½	....	87½	....	....	88
N. Jersey R.R. & T. Co.	....	....	....	....	....	134
New York Central	128⅝	128½	129½	128½	128½	128½
" 7s, S.F. 1876	102½	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	96	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	103	....	103
N. Y. and N. Haven	....	....	....	....	....	142
N. Carolina 6s	66½⅝	66½	....	....	65½	66½
" new	66⅝	66	66	65½	65½	65½
Ohio and Miss.	29½	29½	29½	29½	31½	31½
" pref.	....	....	78	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	127½	126	128	127	126½	125½
Panama	....	....	....	....	....	....
Phila. and Reading	96½	95½	96½	99½	97½	97½
Pitts., Ft. W. & Chicago	111½	110½	....	111½	111½	111
" 1 M.	105½	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	25	24	24	24	24½	27½
St. L., Alton & T. H.	....	....	42	42	44	
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	95
" 2 M. pref.	84½	....	....	....	....	....
" Income bds.	84	....	....	....	....	....
Tennessee 6s	66⅝	....	65½	....	....	66
" new	66⅝	65½	65½	64½	64½	66
Tol., Wab. & Western	61½	62½	....	62½	62½	63½
" pref.	....	....	....	76½	....	77
" 1 M. ex	....	....	91½	....	....	....
" 2 M.	....	....	85	....	....	84½
" Equipment. 77	77½	....	....	....	....	....
Virginia 6s, ex-coupon	53½	53½	53½	53½	54	54½
" new	....	....	....	55	55½	56

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	105½	104½	105½	105½	....	....
U. S. 5s, 10-40s, reg.	....	....	....	....	103½	103½
U. S. 6s, 1881, reg.	113	113	112½	112½	113½	113½
U. S. 6s, 1881, coup.	114	....	....	....	114½	114½
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	105	105	....	104½	106½	
U. S. 6s, 5-20s, c. 1862.	113	112½	112½	112½	....	113
U. S. 6s, 5-20s, reg. '64.	....	105	....	....	....	119
U. S. 6s, 5-20s, c. 1864.	110½	110½	110½	110½	110½	111
U. S. 6s, 5-20s, reg. '65.	....	....	105	....	....	....
U. S. 6s, 5-20s, c. 1865.	110½	110½	110½	110½	110½	111
U. S. 6s, 5-20s, r. n. '65.	....	108½	108½	....	....	....
U. S. 6s, 5-20s, c. n. '65.	108½	108½	108½	108½	108½	109
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	108½	108½	108½	108½	108½	109½
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..	109½	....	....	109½	109½	109½
U. S. 6s, Pac.R.R.issue.	....	....	....	99½	99½	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	W. 7.	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13
Catawissa	....	....	....	....	....	....
.. preferred ..	34½	....	34½	34½	34½	34½
Camden and Amboy	128	128	128	128	....	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	87½
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	....	....	97
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	40½	....	....	....	....	....
.. 7s	93½	....	....	....	....	....
Lehigh Navigation	27½	27	26½	28½	26	26½
.. 6s, 1884	85½	85½	....	....	....	....
.. Gold L.	92½	93	92½	93	93½	93½
.. R. R. L.	86½	85½	85	....	....	....
Lehigh Valley R. R.	55	55	55	55	55	54½
.. 6s new	....	95½	95	....	....	94
Little Schuylkill R.R.	44½	....	44½	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	91	....	....	92	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	48½	....	49	....
Pennsylvania R. R.	56½	56½	56½	56½	56½	56½
.. 1st M.	....	100½	....	....	100½	....
.. 2d M.	90	....	96½	96½	....	....
Penn. State, 6s, 1st series	....	....	104	....	104½	....
.. 6s, 2d series	....	105	105½	105½	....	....
.. 6s, 3d series	....	....	108	108½	....	....
.. 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	101	....
.. new	102½	102½	102½	102½	102½	103
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	48½	47½	47½	48½	48½	48½
.. 6s, 1870	....	....	....	....	....	....
Philadelphia and Erie	27	....	....	....	....	....
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	10	....	....	....	....
.. pref.	21	21	21	21	....	....
.. 6s, 1882	69½	....	....	69½	....	....
.. 6s, 1876	....	78½	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	14	....	....	....	....	13
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	10½	10½
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	W. 7.	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13
Baltimore City 6s, 1875.	98½	....	98	....	....	94½
.. 1886	....	....	....	....	....	....
.. 1890	96	95½	95½	....	95½	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	96½	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	95½
Marietta & Cin. 1st M.	....	....	....	....	....	....
.. 2d M.	76½	....	....	....	77	....
Northern Central	49½	48½	....	....	48½	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	Th. 8.	F. 9.	Sat. 10	M. 12.	Tu. 13.	W. 14
Boston and Albany	147½	....	....	....	148½	148½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	134½	....	134½	134½	134½	
Boston and Providence	134	....	....	....	....	134½
Boston, Hartford & Erie	23½	23½	23½	24½	27	27
.. 7s	80	....	....	....	....	....
.. new	61½	....	....	....	....	....
Cheshire, pref.	68	68½	....	....	....	68
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	120	....	....	....	....	120
Fitchburg	....	132½	....	132½	132	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	116½	....	....	....	119
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	71½	....	71½	71½	....	....
.. pref.	102x	102	102	....	....	....
Old Colony & Newport.	97½	....	96½	....	....	....
Ph., Wil. & Baltimore	56	55½	55½	....	55½	....
Portl'd, Saco & Ports.	103	....	....	....	....	....
Vermont & Canada	102½	102½	102½	....	....	102½
Vermont & Mass.	....	....	61	....	....	....
Vt.C. & Vt. & C. Eq. 8s.	103½	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	99½
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	60	60	59	....	....	57
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	18	....	....	18	....	....
Franklin ..	....	14½	14½	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	7½	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....
Rockland ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Sept. 25.	Oct. 2.
United States, 5-20 years, 6 pr ct. 1882	72½ — 73	73½ — 74½
Do. do. do. 1885	71½ — 71½	72½ — 72½
Do. do. do. 1874	75 — 80	75 — 80
Virginia State, 5 per cent.	52 — 56	52 — 53
Do. 6 per cent.	33 — 35	32 — 35
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1892	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	38½ — 39½	40 — 41
Detroit and Milwaukee 1st mort. b'ds	59 — 61	59 — 61
Erie shares 100 dol. all paid	32½ — 33½	32½ — 32¾
Do. sterlg. 6 p. c. convertible bonds	69 — 71	70 — 72
Illinois Central, 6 per cent., 1875	90 — 95	90 — 92
Do. 7 per cent., 1875	76 — 78	74 — 76
Do. 100 dol. shares, all paid	92½ — 93½	96¾ — 97½
Marietta and Cin. R. R. bonds 7 p. c.	70 — 72	71 — 72
Penn. R. R. bonds, 2d mort. 6 per ct.	96 —100	94 — 93

American Railroad Journal.

Saturday, October 17, 1868.

Stock Exchange and Money Market.

The Money Market has been fairly active, since our last. The available supply of Money has been comparatively liberal, especially on call, at from 6@7 per cent., at which the prominent street borrowers have been readily accommodated to the full extent of their requirements. There has been a better inquiry for prime to good mercantile paper at from 7@8½ per cent. per annum. The offerings of marketable grades have been somewhat more extensive, particularly through private channels. The Treasury Department has been drawing rather more freely on the public monies deposited in the national banks, and the resulting liquidation has had an unfavorable effect on the city bank averages. The loss of deposits reported by the city banks is nearly six millions, of which about four millions were drawn to pay off loans and discounts. The banks also lost nearly two and a half millions in gold from the continued large daily demand for customs. It is believed that the treasury sold some moderate amounts of gold up to Friday, but these do not appear to have told upon the bank average of specie. Some currency remittances are going to the cotton ports, and the banks being bare of National Bank Notes, this demand is met by Greenbacks.

The specie reserve of the city banks is now $9,346,097, against $9,603,771 same time last year. The city bank deposits are now $189,053,997, against $177,135,634 week ending Oct. 5, 1867. The legal tender reserve amounts to $60,005,086, against $53,114,922 same time last year. The circulation now stands at $34,188,103, against $34,006,041 same time last year. The loans are now $265,595,582, against $247,833,133 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $109,659,693 a day, against a daily average of $124,603,000 the preceding week, and $103,351,000 the week ending with Sept. 24, 1868. The current week's exchanges average about $109,951,892 a day. The city banks, last week, lost $2,411,238 of specie, $5,865,180 of deposits, and $235,361 of legal tender notes. They reduced their loans, $3,958,286; and increased their circulation, $33,297.

The New York Gold Exchange Bank reports for the week ending Saturday, the 10 day of October, 1868, the average amount of loans and discounts as $1,459,347; average amount of specie, $281,590; average amount of deposits, $1,221,741.

The Philadelphia Bank movement the past week shows an increase in loans of $125,774; a decrease of $34,407 in specie; a decrease in legal tenders of $595,531; a decrease of $78,410 in deposits; and a decrease of $917 in circulation. The Bank Clearings show an increase of $3,275,522, and the balances an increase of $488,224.

The outstanding amount of coin certificates on the 1st of Oct., was $20,236,400, against $25,161,620 on the 1st of Sept., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $765,000, and retired $2,454,413 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during September, reached $1,963,300.

The U. S. Sub-Treasury receipts, week ending with Oct. 10, were $11,341,642, including $2,571,413 from customs duties; payments, $11,337,095, including $77,474 of coin interest; balance at the close of the week, $94,965,646, against $94,961,099, at the close of the preceding week, showing an increase of $4,547. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,283,752 including $567,000 from customs; and payments, $3,785,131, including $8,898 of coin interest; on Tuesday, receipts, $3,231,930 including $595,000 from customs, and payments, $2,533,685, including $9,065 of coin interest. The balance at the close of business on Tuesday stood at $94,162,516, against $94,198,577, a week previous; and $97,907,898, on Sept. 23, 1868. The aggregate receipts of the office from all sources in September, were $54,298,704; aggregate payments, $47,854,171. The balance on the 1st of October was $94,499,990, or about 7 millions more than on the 1st of September, which amounted to $87,555,452.

National Bank notes to the amount of $195,730 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $310,131,896, against $282,555,440 at the close of the fiscal year ending

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref.....	600,000	7	....	21
Catawissa,* pref. and guar.....	2,200,000	7	7	34½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	....	....
Central Ohio, preferred.....	400,000	7	7	....
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	68
Chicago and Alton, pref.....	2,425,400	7	10	155
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	14,780,125	7	10x	87
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred.....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred.....	1,822,100	6	6	89½
Cumberland Valley, 1st pref.....	241,900	8	8	....
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	95
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	40½
Erie, preferred	8,536,910	7	7	70
Hannibal and St. Joseph, pref.....	5,253,836	....	....	88
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	100,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar.....	....	....	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	24
" " 2d pref....	4,051,744	6	....	9
Manchester and Lawrence*.....	1,000,000	....	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar.....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	....
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	....	106
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	....	2	....
New York and Harlem, pref.....	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.....	3,500,000	7	7	78
Paterson and Hudson,* guar.....	630.000	8	8	....
Paterson and Ramapo,* guar.....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	....	7	....
Rutland, preferred.....	....	7	7	80
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.....	445,596	6	6	....
Schuylkill Valley,* guar.....	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref..	1,000,000	7	7	77
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	71½
Schuylkill Navigation, pref.....	2,888,997	6	6	21½
Union, preferred.....	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.....	....	6	....	34½
Mariposa Mining, pref.....	5,774,400	7	7	23½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton.	41 — @ 44 50
Pig, American, No. 1 (good to best).....	40 — @ 43 —
Pig, American, No. 2.....	37 — @ 39 —
Pig, American, Forge.....	34 — @ 38 —
Bar, Refined, English and American.....	87 50 @ 90 —
Bar, Swedes, assorted sizes.....(gold).	87 50 @ 90 —
	—Store Prices.—
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined.....	— — @100 —
Bar, English and American, Common.....	— — @ 90 —
Scroll.....	130 — @175 —
Ovals and Half-round.....	125 — @155 —
Band.....	130 — @ — —
Horse Shoe.....	130 — @ — —
Rods, ⅜@3-16 inch.....	105 — @165 —
Hoop	135 — @190 —
Nail Rod .....per lb.	— 9½@ — 10½
Sheet, Russia, assorted No.'s.....(gold)	— 12½@ — 13½
Sheet, Single D. and T. Common	— 8½@ — 9½
Rails, English.....(gold).....per ton.	51 — @ 52 —
Rails, American.....	80 — @ 81 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 18 @ — 23	
English Spring (2d and 1st quality).....	— 10 @ — 12½	
English Blister (2d and 1st quality).....	— 11½@ — 20	
English Machinery.....	— 13½@ — 16	
English German (2d and 1st quality).....	— 14 @ — 16	
American Blister "Black Diamond".....	— 10½@ — 16	
American, Cast, Tool, do.	— 19 @ — —	
American, Spring, do.	— 10 @ — 13	
American Mahinery do.	— — @ — 13	
American German do.	— 10 @ — 13	

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New .....per lb.	— — @ — 33
Bolts.....	— 33 @ — —
Braziers'.....	— 33 @ — —
Nails	— — @ — 42
Sheathing, &c., Old.....	— 20 @ — 21
Sheathing, Yellow Metal.....	— 26 @ — —
Bolts, Yellow Metal.....	— — @ — 26
American Ingot.....	— 23 @ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold). per lb.	— — @ — 27½
Straits.....(gold).	— 23½@ — 24
English .....(gold).	— — @ — 24

Plates—Fair to good brands.	—Gold.	—Currency.
I. C. Charcoal....per box.	8 25 @ 8 50	11 50 @ 12 25
I. C. Coke.....	7 — @ 7 62½	9 50 @ 10 75
Coke Terne.....	— — @ 6 25	8 75 @ 9 —
Charcoal Terne.....	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— — @ — 16
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 21
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 28 @ — —
Refined, Standard White (in ship'g order).	— — @ — 30½
Refined, prime White (in shipping order).	— 31 @ — —
Refined, S. W. (in merchantable order)....	— — @ — 29
Naptha, Refined, (60 @ 63 gravity).....	— 14 @ — 15
Residuum.....per bbl.	— — @ 3 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9.....per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10.....per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.).....	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.).....	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.).....	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.).....	27 — @23 —

(Subject to a discount of 45@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
Atlantic M. S. S. Co.....	....	....	....	....	....	....
Boston, Hartford & Erie .24	....	....	24½	27½	28½	
California 7s (gold).....	....	....	....	....	....	....
Canton Co.....	49	49½	....	....	48½	
Central of N. Jersey....122½	....	....	119x	120	120	
Chicago & Alton.....	153	152	....	x52	164½	
.. pref.....	153½	....	....	153	....	
.. 1 M.....	....	101	....	....	....	
.. S. F.....	....	....	....	....	....	
.. Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....	....	....	171	....	....	
.. 8s, 1883 112	....	....	....	....	....	
Chi. & Gt. Eastern 1st m. 77x						
Chic. & Northwestern . 88½	88½	90½	91½	93½	95½	
.. pref..... 89	88½	90½	91½	93½	97	
.. 1st M..... 91	....	....	92	....	....	
.. Interest.....	....	....	....	92	....	
.. S. F.....	....	....	97	....	....	
.. Consol.....	....	....	....	96½	....	
Chic., Rock Isl. & Pac..104½	104½	106½	106½	107	107	
Chicago & R. I. 7s, 1870.101½	....	102	....	....	....	
Chi., R. I. & Pa. 7s, 1896 95	....	....	95	94½	94½	
Clev., C., C. and Ind.... 79½	....	....	....	....	....	
Clev. and Pittsburg..... 87½	87½	88½	88½	89½	89½	
.. 2 M.....	....	....	95½	....	....	
.. 3 M.....	....	....	....	....	....	
.. 4 M.....	....	....	....	....	....	
.. Con.....	....	....	....	....	....	
Clev. and Toledo.....103	102½	104	103½	104½	104½	
.. S. F. 7s.....	....	....	....	....	....	
Clev., Painesv. & Ash.. 99½	....	99½	99½	....	....	
Col., C. & Ind. C.....	....	....	....	89	....	
.. 1 M..... 77x	77	77	77	76½	76½	
Cumberland Coal pref.. 33½	....	....	34½	34	34½	
Del. & Hudson Canal.....	130	130	130	130	129	
Del., Lack. & Western.....	....	....	125	....	....	
.. 1 M. 8s.....	....	....	....	....	....	
.. 2 M. 8s.....	96	....	....	....	....	
Erie Railway..... 49½	49	48½	47½	47½	47½	
.. pref.....	....	....	70	....	....	
.. 1 M. 7s, 1867104½	....	....	....	....	104½	
.. 2 M. 7s, 1879.....	....	....	....	....	....	
.. 3 M. 7s, 1883.....	....	94	94	....	....	
.. 4 M. 7s, 1880.....	....	....	88	88	....	
.. 5 M. 7s, 1888.....	....	....	....	....	....	
Great Western 2d mort. 81	81	....	81	....	81	
Hudson River	....	134½	....	....	136	
.. 1 M. 7s, 1869.....	....	....	....	....	....	
.. 2 M. S. F.....	....	....	....	....	....	
.. 3 M. 7s, 1875.....	....	....	....	....	....	
Illinois Central	145½	....	145	....	145	
.. bonds	116½x	....	....	....	....	
Marietta & Cin. 1st pref....	25½	....	24	....	....	
.. 2d pref.....	....	....	9	9	....	
Michigan Central.....119	....	....	119	119	....	
.. S. F. 8s, 1882.....	....	....	....	....	....	
.. conv. 8s, '60....	....	....	....	....	....	
M. S. and N. I..... 85	84½	85½	85½	86½	86½	
.. 1 M. S. F.....	....	....	....	....	....	
.. 2 M.....	....	....	....	....	94	
Mil. and P. du Chien.....	....	....	....	....	....	
.. 1st pref.....	....	....	....	....	....	
.. 2d pref.....	....	....	....	....	....	
.. 1st M.....	....	....	....	....	....	
Milw. and St. Paul..... 98½	99½	100	101½	104	103½	
.. pref..... 98½	100	100	103½	106	104	
.. 1st mort.....	95	....	....	....	95½	
.. 2d mort.....	....	....	....	....	....	
.. 8s.....	103	103	....	....	103	
.. 7 3-10s.....	....	....	98	....	....	
Missouri 6s 91½	91½	91	91	91½	91½	
.. Miss. H. & St. J.....	....	....	....	91½	....	
Morris and Essex.....	....	....	....	....	....	
.. 1st mort....100	....	....	....	....	....	
.. 2d mort.... 87½	....	87½	....	....	88	
N. Jersey R.R. & T. Co.....	....	....	....	....	134	
New York Central.....128½	128½	129½	128½	128½	128½	
.. 7s, S.F. 1876102½	....	....	....	....	....	
.. 7s, conv. '76.....	....	....	....	....	....	
.. 6s, S.F. 1883.....	....	95	....	....	....	
.. 6s, S.F. 1887.....	....	....	....	....	....	
N. York and Harlem.....	....	....	....	....	....	
.. pref.....	....	....	....	....	....	
.. 1 M. 7s, 1873.....	....	....	103	....	103	
N. Y. and N. Haven	....	....	....	....	142	
N. Carolina 6s 66½x	66½	66½	....	65½	66½	
.. new 66x	66	66	65½	65½	65½	
Ohio and Miss..... 29½	29½	29½	29½	31½	31½	
.. pref.....	....	78	....	....	....	
.. 1st M.....	....	....	....	....	....	
Pacific Mail S. S. Co....127½	126	128	127	126½	125½	
Panama	....	....	....	....	....	
Phila. and Reading..... 96½	95½	96½	99½	97½	97½	
Pitts., Ft. W. & Chicago.111½	110½	....	111½	111½	111	
.. 1 M.....105½	....	....	....	....	....	
.. 2 M.....	....	....	....	....	....	
.. 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 25	24	24	24	24½	27½	
St. L., Alton & T. H.....	....	....	42	42	44	
.. pref.....	....	....	....	....	....	
.. 1 M.....	....	....	....	....	95	
.. 2 M. pref... 84½	....	....	....	....	....	
.. Income bds.... 84	....	....	....	....	....	
Tennessee 6s..... 66½x	....	....	65½	....	66	
.. new..... 66x	65½	65½	64½	64½	66	
Tol., Wab. & Western.. 61½	62½	....	62½	62½	63½	
.. pref.....	....	....	76½	....	77	
.. 1 M. ex.....	....	91½	....	....	....	
.. 2 M.....	....	85	....	....	84½	
.. Equipment. 77	77½	....	....	....	....	
Virginia 6s, ex-coupon.. 53½	53½	53½	53½	54	54½	
.. new.....	....	....	55	55½	56	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	Th. 8.	F. 9.	Sat.10.	M.12.	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	105½	104¾	105½	105½	105¼	....
U. S. 5s, 10-40s, reg	....	....	....	....	103¾	103¾
U. S. 6s, 1881, reg	113	113	112¾	112¾	113¼	113¾
U. S. 6s, 1881, coup	114	....	....	....	114¼	114¾
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	105	105	....	....	104⅝	106⅛
U. S. 6s, 5-20s, c. 1862.	113	112¾	112¾	112¾	....	113
U. S. 6s, 5-20s, reg. '64	....	105	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	110¾	110¼	110½	110½	110¼	111
U. S. 6s, 5-20s, reg. '65	....	....	....	105	....	....
U. S. 6s, 5-20s, c. 1865.	110¾	110¼	110¼	110¼	110⅛	111
U. S. 6s, 5-20s, r. n. '65	....	108½	108½	....	....	....
U. S. 6s, 5-20s, c. n. '65.	108¼	108¼	108¼	108¼	108¼	109
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	108¾	108¼	108⅛	108⅛	108⅛	109⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109½	....	....	109½	109¼	109⅛
U. S. 6s, Pac.R.R.issue	....	....	....	99½	99½	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	W. 7.	Th. 8.	F. 9.	Sat.10.	M.12.	Tu.13
Catawissa	....	....	....	....	....	....
.. preferred	34¼	....	34¼	34¼	34¼	34¼
Camden and Amboy	128	128	128	128	....	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	87⅛
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	....	....	97
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	40½	....	....	....	....	....
.. 7s	93½	....	....	....	....	....
Lehigh Navigation	27¼	27	26½	28½	26	26½
.. 6s, 1884	85½	85½	85½	....	....	....
.. Gold L.	92½	93	92⅝	93	93¼	93¾
.. R. R. L.	86½	85½	85	....	....	....
Lehigh Valley R. R.	55	55	55	55	55	54⅝
.. 6s new	....	95½	95	....	....	94
Little Schuylkill R.R.	44½	....	44¾	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	 91	....	....	....	92	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	48½	....	49	....
Pennsylvania R. R.	56⅜	56⅜	56¼	56¼	56⅞	56⅞
.. 1st M.	....	100½	....	....	100⅜	....
.. 2d M.	96x	....	96½	96½	....	....
Penn. State, 6s, 1st series	....	....	104	....	104½	....
.. 6s, 2d series	105	105½	105¾	....	....	....
.. 6s, 3d series	....	108	108¾	....	....	....
.. 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	101	....
.. new	102⅜	102⅜	102⅜	102⅜	102⅜	103
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	48¼	47⅞	47⅞	48⅛	48¼	48⅜
.. 6s, 1870	....	....	....	....	....	....
Philadelphia and Erie	27	....	....	....	....	....
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	10	....	....	....	....
.. pref.	21	21	21	21	....	....
.. 6s, 1882	69¾	....	....	69½	....	....
.. 6s, 1876	....	78½	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	14	....	....	....	....	13
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	10½	10½
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	W. 7.	Th. 8.	F. 9.	Sat.10.	M.12.	Tu.13
Baltimore City 6s, 1875.	98½	....	98	....	....	94¾
.. 1886	....	....	....	....	....	....
.. 1890	96	95¾	95¾	....	95¾	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	96¼	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	95½
Marietta & Cin. 1st M.	....	....	....	....	....	....
.. 2d M.	76¾	....	....	....	77	....
Northern Central	49½	48¾	....	....	48¾	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	Th. 8.	F. 9.	Sat.10	M.12.	Tu.13.	W.14
Boston and Albany	147½	....	....	....	148½	148½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	134½	....	134½	134½	134½	
Boston and Providence	134	....	....	....	....	134½
Boston, Hartford & Erie	23⅝	23⅞	23⅞	24⅛	27	27
.. 7s	80	....	....	....	....	....
.. new	....	61½	....	....	....	....
Cheshire, pref.	68	68½	....	....	....	68
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	120	....	....	....	....	120
Fitchburg	....	132½	....	132½	132	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	116½	....	....	....	119
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	71½	....	71½	71½	....	....
.. pref.	102x	102	102	....	....	....
Old Colony & Newport.	97½	....	96⅝	....	....	....
Ph., Wil. & Baltimore	56	55⅝	55⅝	....	55½	....
Portl'd, Saco & Ports	103	....	....	....	....	....
Vermont & Canada	102⅝	102⅝	102¼	....	....	102⅛
Vermont & Mass.	....	....	61	....	....	....
Vt.C. & Vt. & C. Eq. 8s.	103½	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	99½
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	60	60	59	....	....	57
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	18	....	....	18	....	....
Franklin ..	....	14½	14½	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	7½	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....
Rockland ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Sept. 25.	Oct. 2.
United States, 5-20 years, 6 pr ct. 1882	72½ — 73	73⅛ — 74⅛
Do. do. do. 1885	71½ — 71⅝	72¼ — 72⅝
Do. do. do. 1874	75 — 80	75 — 80
Virginia State, 5 per cent	52 — 56	52 — 53
Do. 6 per cent	33 — 35	32 — 35
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	38½ — 39½	40 — 41
Detroit and Milwaukee 1st mort. b'ds	59 — 61	59 — 61
Erie shares 100 dol. all paid	32½ — 33½	32½ — 32⅝
Do. sterig. 6 p. c. convertible bonds	69 — 71	70 — 72
Illinois Central, 6 per cent., 1875	90 — 95	90 — 92
Do. 7 per cent., 1875	76 — 78	74 — 76
Do. 100 dol. shares, all paid	92½ — 93½	96⅞ — 97½
Marietta and Cin. R. R. bonds 7 p. c.	70 — 72	71 — 72
Penn. R. R. bonds, 2d mort. 6 per ct.	96 —100	94 — 93

American Railroad Journal.

Saturday, October 17, 1868.

Stock Exchange and Money Market.

The Money Market has been fairly active, since our last. The available supply of Money has been comparatively liberal, especially on call, at from 6@7 per cent., at which the prominent street borrowers have been readily accommodated to the full extent of their requirements. There has been a better inquiry for prime to good mercantile paper at from 7@8½ per cent. per annum. The offerings of marketable grades have been somewhat more extensive, particularly through private channels. The Treasury Department has been drawing rather more freely on the public monies deposited in the national banks, and the resulting liquidation has had an unfavorable effect on the city bank averages. The loss of deposits reported by the city banks is nearly six millions, of which about four millions were drawn to pay off loans and discounts. The banks also lost nearly two and a half millions in gold from the continued large daily demand for customs. It is believed that the treasury sold some moderate amounts of gold up to Friday, but these do not appear to have told upon the bank average of specie. Some currency remittances are going to the cotton ports, and the banks being bare of National Bank Notes, this demand is met by Greenbacks.

The specie reserve of the city banks is now $9,346,097, against $9,603,771 same time last year. The city bank deposits are now $189,053,997, against $177,135,634 week ending Oct. 5, 1867. The legal tender reserve amounts to $60,005,086, against $53,114,922 same time last year. The circulation now stands at $34,188,103, against $34,006,041 same time last year. The loans are now $265,595,582, against $247,833,133 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $109,659,693 a day, against a daily average of $124,603,000 the preceding week, and $103,351,000 the week ending with Sept. 24, 1868. The current week's exchanges average about $109,951,892 a day. The city banks, last week, lost $2,411,238 of specie, $5,865,180 of deposits, and $235,361 of legal tender notes. They reduced their loans, $3,958,286; and increased their circulation, $33,297.

The New York Gold Exchange Bank reports for the week ending Saturday, the 10 day of October, 1868, the average amount of loans and discounts as $1,459,347; average amount of specie, $281,590; average amount of deposits, $1,221,741.

The Philadelphia Bank movement the past week shows an increase in loans of $125,774; a decrease of $34,407 in specie; a decrease in legal tenders of $595,531; a decrease of $78,410 in deposits; and a decrease of $917 in circulation. The Bank Clearings show an increase of $3,275,522, and the balances an increase of $488,224.

The outstanding amount of coin certificates on the 1st of Oct., was $20,236,400, against $25,161,620 on the 1st of Sept., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $765,000, and retired $2,454,418 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during September, reached $1,963,300.

The U. S. Sub-Treasury receipts, week ending with Oct. 10, were $11,341,642, including $2,571,413 from customs duties; payments, $11,337,095, including $77,474 of coin interest; balance at the close of the week, $94,965,646, against $94,961,099, at the close of the preceding week, showing an increase of $4,547. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,283,752 including $567,000 from customs; and payments, $3,785,131, including $8,898 of coin interest; on Tuesday, receipts, $3,231,930 including $595,000 from customs, and payments, $2,533,685, including $9,065 of coin interest. The balance at the close of business on Tuesday stood at $94,162,516, against $94,198,577, a week previous; and $97,907,898, on Sept. 23, 1868. The aggregate receipts of the office from all sources in September, were $54,298,704; aggregate payments, $47,354,171. The balance on the 1st of October was $94,499,990, or about 7 millions more than on the 1st of September, which amounted to $87,555,452.

National Bank notes to the amount of $195,730 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $310,131,896, against $282,555,440 at the close of the fiscal year ending

June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $10,208,401, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,923,495. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,080,950; and for the public deposits, $38,071,350—making a total of $380,152,300. The Treasury Department last week redeemed and destroyed $541,100 of worn and mutilated fractional currency, and issued $685,916 of new. The outstanding amount of fractional currency on the 1st of October, was $32,983,614, against $31,802,218 on the 1st of September; $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been moderately prolific, since our last.. The excises, last week, yielded about 5 millions; customs at the port of New York, $2,571,413, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $9,704,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $65,000,000. The Treasury Department will probably be in need of $8,000,000 or $10,000,000 currency in all this month, over its receipts from internal taxes, and will doubtless be a daily seller of gold to the amount of nearly the average of the custom receipts hence to the close of the month, at this port, to supply the want. The Funded Gold-bearing Public Debt having reached $2,100,000,000, and ample provision in gold having already been made for the November Interest without reducing the gold balances at any time below $60,000,000, the Secretary would, of course, prefer to sell a good part of his October customs to adding further sums in 5-20s to the permanent Gold-bearing Debt. It is confidently believed that no further sales of new 5-20s, July and January interest, will be made in any event.

Gold has declined nearly 2½ per cent., during the week, under increased offerings, both on private and public account. The highest sales were 139⅛ and the lowest at 136¾. The latest figures on Wednesday were 137¾@137⅞. On Monday last, the Treasury Department officially announced an experimental change in the mode of disposing of Government gold, as follows:

"SALE OF GOVERNMENT GOLD.—Proposals will be received, in writing, at this office for the purchase of Government Gold, in exchange for Currency, commencing on Wednesday, the 14th instant, and continuing for ten consecutive business days. The amount for which proposals will be received each day is limited to $300,000, and the whole, or any part thereof, not less than $5,000, will be awarded to the highest bidder. Proposals will be received from 11 to 12 o'clock of each day, and the bids will be opened and the result declared immediately thereafter. To guard against fictitious bids a certified check for 3 per cent. of the amount for which proposals are made must accompany each offer. The gold will be ready for delivery immediately after the awards are made.

H. H. DYCK, Assistant Treasurer."

This announcement served to weaken the market, up to the formal commencement on Wednesday, of the public sales, thus advertised. On Wednesday, bids were received from some nineteen firms for the $300,000, which was offered for sale on that day. The aggregate of the bids for these $300,000 ran up to $3,330,000 at a range of from 136@136⅞. The successful bids were one of Messrs. Fisk & Hatch (the highest) for $100,000 at 136⅞; and another of Messrs. A. Rodenald & Co., for $200,000 at 136$\frac{99}{100}$. The sales of Government Gold, in this way, according to the official announcement, will be continued for nine business days more, or up to the 24th inst. What the Department will do thereafter cannot be divined at present.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,108,670, against $2,627,800 same time last year. The customs demand for Gold last week, averaged $428,559 a day; thus far, this week, it has been equal to $583,000 a day, or equal to a weekly aggregate of $3,498,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $229,775 and from California, none. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $95,613,217, against $99,039,480 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $31,852,095, against $23,855,604 in 1867, showing an increase thus far in 1868, of $7,997,491. The exports of specie, from this port, last week, were $43,620, against $473,478 same week last year; total, since Jan. 1, 1868, $66,430,157, against $42,922,690 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $77,474; since Jan. 1, 1868, $63,707,487, against $43,368,924. The specie exports from San Francisco, from Jan. 1, to Sept. 22, 1868, were $28,245,532, against $30,971,689 same time last year.

Government received $6,514,247 from customs at the port of San Francisco, from Jan. 1, to Sept. 22, against $5,988,898 same time in the preceding year.

Foreign Exchange has been in better request, and with lighter offerings of prime bills, rates have been quoted higher. Bankers' prime sixty day bills on London closed on Wednesday at 109⅛@109¾, and on Paris to 5.20c.@5.16¼; sight bills on London to 109⅞@110⅛, and on Paris to 5.15c.@5.13¾. The offering of produce bills has been restricted this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,753,889, against $3,134,082, same week last year; total, since Jan. 1, 1868, $128,807,937, against $142,909,242 in 1867.

Government securities have been gaining in public favor, since our last, and prices have been on the advance. The dealings on Wednesday were the most extensive day's business of the week, and the market was quite strong, and buoyant at the close. Popular orders were running mainly on the later issues of the Five-twenty six per cent. coin bearing bonds, the offerings of which were on a reduced scale. The issue of 1868 was particularly scarce. Higher figures all through the list were confidently looked for by the street dealers, who were more inclined to buy than to sell at the going rates at the close.

U. S. sixes of 1881 closed here on Wednesday at 114⅛@114¾; U. S. Five-twenties of 1862, 113⅛@113¼; U.S. Five-twenties of 1864 at 111@111⅛; U. S. Five-twenties of 1865 at 111⅛@111¼; U. S. Five-twenties of 1865, consolidated, 109⅛@109¼; U. S. Five-twenties of 1867, 109⅜@109½; U. S. Five-twenties of 1868, 109¾@110; U. S. Ten-forties at 105⅛@105¼; U. S. Six per cent. currency bonds, 99¼@99⅝. The brokers were buying the outstanding October 1865 compound interest notes at 119, up to the 15th inst., when they matured and practically passed out of the market.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 30.	Oct. 7.	Oct. 14.
Consols	94⅜	94⅛	94⅞
U. S. 5-20's of 1862	73	74	74½
Erie	31½	31¾	31¾
Ill. Central	95¼	95½	95¼

There has been an active and spirited speculative inquiry for railway and miscellaneous share property, all through the week, and prices of the favorite stock, have been steadily advancing. The market was particularly strong and buoyant on Wednesday on very extensive dealings.

A fair trade has been reported in domestic produce, since our last. Breadstuffs closed with a downward tendency. Provisions were somewhat firmer. Middling upland cotton closed heavily on Wednesday at 25½ cents per lb. The stock of cotton now here is estimated at about 12,500 bales. The receipts at the port this week, have averaged about 2,850 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 127,750 bales, against 63,500 bales same time last year; exports, same time 33,750 bales, against 19,500 bales same time last year; stock on hand at latest dates, 78,500 bales, against 77,500 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. At the Live Stock market, this week, Beeves have been in limited demand at from 10@16½c. per lb.; week's receipts, 6,100. Veal calves have been in fair request at from 8@12½c. per lb.; receipts, 1,216. Sheep and lambs moderately active and cheaper, at from 4½@6½c., and 6½@7½c. per lb., respectively; receipts, 38,533. Swine less sought after and quoted back to 8½@9¾c. per lb., all live weight; receipts, 20,977. The dealings in foreign merchandise have been somewhat more animated, particularly in groceries and dry goods. Prices have been generally well supported. The exports of domestic cotton goods, since Jan. 1, have been 7,405 pkgs., against 6,508 pkgs., same time last year. The total imports of foreign dry goods, last week, were $1,591,972, and the total amount marketed $1,800,460. The value of foreign merchandise imported last week, was $2,465,477—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,057,449, against $4,191,500 same week last year; from Jan. 1, 1868, $197,685,206, against $198,228,013 same time in 1867. The freight market has been fairly active, but irregular. For Liverpool we quote flour at 2s. by sail, and 2s. 3d. by steamer, per bbl.; grain at 6½d. by sail, and 7@7½d. by steamer, per bushel; cotton at $\frac{5}{8}$d. by sail, and

⅛d. by steamer, per lb.; and heavy goods at 20s.@30s. by sail, and 25s.@40s. steamer, per ton. Total number of vessels in port on Wednesday, 560.

The New York exports, exclusive of specie, for the week ending Oct. 13, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,134,082	$2,753,889
Prev. reported.....	139,775,160	126,054,048
Since January 1.....	$142,909,242	$128,807,937

The imports for the week ending October 10, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,665,307	$1,591,972
Gen. merchandise..... ..	2,526,193	2,465,477
Total for the week.....	$4,191,500	$4,057,449
Previously reported....	194,036,513	193,627,757
Since January 1.....	$198,228,013	$197,685,206

The balance in the Sub-Treasury on Wednesday was $94,986,851.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 80; N. Y. State 7s, Bounty Loan, reg., 108½; Indiana 5s, 95; Brooklyn 6s, W. L., 96½; Pacific R. R. 7s, guar. by Mo., 95½; Lackawanna and Western 1st mort., 98; Gt. Western 1st mort., 1888, 90; Buffalo, N. Y. and Erie 1st mort., 92; Dubuque and Sioux City 1st mort., 92; Chicago and Gt. Eastern R.R., 40⅜; Col., Chic. and Ind. C. R. R., 89; Hannibal and St. Joseph, pref., 88; Indianapolis and Cincinnati, 50; Wells-Fargo Exp. Co., 80¾; Merchants' Union Exp., 23; Adams' Express, 51⅞; American Exp., 47; U. S. Exp., 48¾; Boston Water Power Co., 18; Brunswick City Land, 9; Mariposa, 9; do., pref., 24; Penna. Coal, 210; Western Union Telegraph, 37½; Bank of Commerce, 123; Hanover Bank, 115; Phœnix Bank, 103; Park Bank, 151; Fourth National Bank, 105½; Am. Ex. Bank, 121; Manuf. and Merchants' Bank, 101; Ninth National Bank, 110¾; Ocean Bank, 108½; Central National Bank, 109; Alameda Silver, 0.25; Brevoort petroleum, 0.80; Consolidated Gregory Gold, 4.20; Central petroleum, 0.53; Combination Silver, 6.75; Grass Valley, 0.43; Gunnell Gold, 0.50; La Crosse Gold, 0.24; Montana Gold, 0.60; New York Gold, 1.30; National petroleum, 3.25; Quartz Hill Gold, 1.05; Rocky Mt., 0.10; Smith and Parmalee, 7.05; United States petroleum, 2.50.

Philadelphia.—West Jersey R. R. 6s, 93; Phila. and Erie 7s, 80; Phila. and Reading 6s, 1880, 92; Belvidere Delaware 2d mort., 82¾; Camden and Burlington County R. R. bonds, 90½; Oil Creek and Allegheny River R. R., 36½; do., 7s, 82; Allegheny County 5s, 75¾; New Jersey 6s, 101½; Big Mt. Coal, 5¾; Coal Ridge, 7½; Shamokin Coal, 6⅝; St. Nicholas, ⅞; N. Y. and Middle Coal Fields, 4¼; Locust Mt., 50; Green Mt., 4¾; Keystone Zinc, 1.31; Ocean Oil, ⅝; Feeder Dam, ½; Mechanics Bank, 33. The latest quotations are: City 6s, 101@101¼; do., free of tax, 102⅞@103; State 5s, reg., 100@101; do., coupon, 98@99; do., 6s, W. L., 102@103; do., 1st series, 104½@105; do., 2d series, 105½@106; do., 3d series, 108½@109; Reading, 48¾@48⅞; do., 6s, 1870, 105¼@105½; do., bonds, 92@92; Camden and Amboy, 128@128½; do., mort. 6s, 1889, 97@97¼; do., 1883, 87½@88; Penn. R.R., 56¾@57; do., 1st mort., 100@100¾; do., 2d mort., 96@97; Little Schuylkill R.R., 44@45; Morris Canal, 30@34; do., pref., 71@75; do., bonds, 85@88; Wyoming Valley Canal, 30@34½; do., 6s, 80@80; Susquehanna Canal, 14@15; do., 6s, 57@58½; Sch. Nav., 10@11; do., pref., 21@21¼; do., 6s, 1882, 70@70½; Delaware Div. Canal, 45@49; do., bonds, 80@81; Elmira and Williamsport, 30@31; do., pref., 40@41¼; do., 7s, 1873, 93¾@94½; do., 5s, 61@63; Lehigh Coal and Navigation, 27@27¼; do., 6s, 1884, 85⅜@85½; do., R.R., Loan, 86@86½; do., Gold Loan, 93@93¼; North Pennsylvania, 35@36; do., 6s, 90½@92½; Philadelphia and Erie, 26⅜@26⅝; do., 6s, 91@92; Minehill, 57¼@57½; Catawissa, 9@10¾; do., pref., 34¾@35; Lehigh Valley, 54⅞@55; do., bonds, 94@94½; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50@51; West Philadelphia, 65@66; Spruce and Pine, 23@23½; Green and Coates, 31@—; Chestnut and Walnut, 47@50; Thirteenth and Fifteenth, 15@15½; Girard College, 25@26½; Tenth and Eleventh, 70@73; Union, 41@43; Hestonville, 10⅜@10½.

Boston.—Burlington and Missouri River R.R. 8s, 101½; Boston, Hartford and Erie 7s, old, 80; do., new, 64; Central Pacific 7s, 1884, gold, 111; Old Colony and Newport 6s, 97; Hartford and New Haven 6s, 1873, 90; N. Y. Central 6s, 1883, 93; Ogdensburg and Lake Champlain Equipment 8s, 1878, 102¼; Sandusky, Cincinnati and Cleveland 7s, 1890, 74¾; Cincinnati and Indiana 7s, 1876, 88¾; Cheshire R. R. 6s, 1880, 93; Vermont Central 1st mort. 7s, consol., 80; Vt. Central and Vt. and Canada 8s, 103½; Rutland and Burlington 1st mort., 7s, 152; Ogdensburg 1st mort., 100; Cedar Rapids and Missouri R. R. 7s, 1916, 93; Salem and Lowell 6s, 1878, 98¾; Summit Branch R. R., 25; Connecticut and Passumpsic Rivers R. R., 89¾; Indianapolis and Cincinnati R. R., 25; Rutland pref., 80; Eastern (N. H.) R. R., 117; Boston Water Power Co., 18½; Cary Imp. Co., 11¼; Waverly Land, 1¾; Ophir (N.S.) Gold, 95c.; New Hampshire 6s, 1873, 100; Chicago 7s, River Imp., 99½; do., School Fund, 99¼; do., municipal, 99¼; do., 6s, W. L., 88; Cincinnati 7 3-10s, 10-20s, 103¼; Bath 6s, 1870, 96½; Salem 6s, 1883, W. L., 100½; Portland 6s, 1869, 99½; do., 1872@1876, 97; do., 1877, R.R., 93⅞; St. Louis 6s, 1887, 82½; do., 1888, 86¼; Boston 6s, 1877, currency, 102½; do., 5s, 1882, gold, 113; do., 1876@1878, 112½; Albany 6s, 1870, 98¾; Atlantic National Bank, 121⅛; Bunker Hill National Bank, 125; Boyleston National Bank, 140; Eliot National Bank, 110¼; Globe National Bank, 124¾; Hide and Leather National Bank, 95¾; Merchants National Bank, 120; Market National Bank, 110; Mt. Vernon National Bank, 118; North National Bank, 115½; National Security Bank, 101½; National Bank of Commerce, 125; National Bank of North America, 106½; National Bank of Redemption, 121½; Shawmut National Bank, 115; Suffolk National Bank, 120; Rhoe and Leather National Bank, 128¾; State National Bank, 104½; Traders' National Bank, 102; Webster National Bank, 110; Washington National Bank, 130; Allouez Mining Co., 7½; Algomah, 25c.; Hancock, 4⅛; Native, 75c.; Phœnix, 10; Pontiac, 87½c.

Baltimore.—Central Ohio R. R., 35; Orange, Alexandria and Manassas bonds, 80; Virginia 6s, reg., 1867, 48¼; do., 1866, 48; do., old, reg., 47¼; Balt. and Cuba S. & M. Co., 50; Farmers' and Merchants Bank, 50; Bank of Commerce, 26¼; Mechanics' Bank, 11¼; Bank of Baltimore, 115½; Union Bank, 58½; Farmers' and Planters' Bank, 32½; Third National Bank, 106¼. The latest quotations are: Balt. and Ohio, 123½@123½; do., 6s, 1875, 95¾@96; do., 1880, 96⅛@96½; do., 1885, 95¼@96; Northern Central, 48¾@49; do., bonds, 1885, 86½@87; do., 1900, 85@87; Parkersburg Branch, 20@25¾; N. W. Va., 1st mort., 96@—; do., 2d mort., 90@93; do., 3d mort., 1873, 89@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91@91¼; do., 2d mort., 77@77; Central Ohio, 35@35; do., 1st mort., 85@85½; Western Md. 6s, 1890, 81@84; do., guar., 92@95; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 72¾@73½; Baltimore 6s, 1875, 96⅝@97; do., 1886, 97@97; do., 1890, 95¾@96; do., 1893, 96½@97; do., 5s, 1838-'70, 80@81; City Passenger R. R., 18@18½; George's Creek, 55@—; Santa Clara, 1.50@3.00; Atlantic Coal, 2.90@3.00.

☞ THE WAY TRAFFIC OF THE CENTRAL Pacific Railroad is already greater than the present supply of rolling stock will accommodate, and increases as fast as the track is extended. The net earnings, over and above expenses, will be *more than a million in gold*, and the through line will be opened next Summer. At this time the SIX PER CENT. (GOLD) FIRST MORTGAGE BONDS can be had at 103 and accrued interest in currency.

For sale by Banks and Bankers, Agents for the Loan, and by FISK & HATCH,

General Financial Agents Central Pacific Railroad Company, No. 5 Nassau-street, New York.

☞ PRINCIPAL AND INTEREST IN GOLD.—The First Mortgage fifty-year seven per cent. Sinking Fund Coupon Bonds of the Rockford, Rock Island, and St. Louis Railroad Company, principal and interest payable in GOLD COIN, *free of Government tax*, are for sale at the office of the Company, No. 12 Wall street, at 97½ per cent., and accrued interest in currency.

Pamphlets giving fuller information, may be had at the office.

Government and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

Central Pacific Railroad.

The track of the Central Pacific Railroad is finished to Reese river valley, 550 miles east of San Francisco, and about sixty-five miles north of Austin. The grading is ready for the iron 100 miles beyond, and it is said the requisite grading to Salt Lake will be done by the 15th of December. The earnings of the railroad for September were $268,000 in gold. In a few days Wells, Fargo & Co.'s stages will connect with the railroad at Gravelly Ford, on the Humboldt river, instead of Wadsworth. This will shorten the stage route nearly 200 miles.

☞ The earnings of the European and North American Railway in September, 1868, were $14,028 38, against $16,167 35 in September, 1867—a decrease of $2,138 97.

Toledo, Peoria and Warsaw Railway.

We announced in brief terms, on Monday, the laying of the last rail on the Toledo, Peoria and Warsaw railway between this city and Warsaw, thus giving this corporation a magnificent line from east to west, through the centre of our great State. The road will be opened for traffic the beginning of next week. Trains will then be run from opposite Keokuk to Philadelphia and New York, with but one change of cars—at Columbus, Ohio. The first through car from Columbus came into our city, yesterday, and went on to Canton, in Fulton county, which is as far as the road is now operated.

The company are now receiving the new rolling stock for their extension. Two new locomotives arrived here last week. Another came in yesterday morning. Four more are on the road, and five additional are to be here next month. Two new passenger cars for the through route East, left Wilmington, Del., where they are manufactured, on Monday. The Columbus, Chicago and Indiana Central Company, which is to run in connection with the road, and which stretches from the Indiana State line to Pittsburg, furnishe their share of the passenger cars, so that the line is to start off, next week, thoroughly equipped. Arrangements are also being pushed for carrying on the splendid freighting business which the road will receive when opened. Grain and flour will be shipped through to the seaboard without breaking bulk, and all the rolling stock necessary for that purpose will soon be forthcoming. In addition to this great through line to the East, the T., P. & W. Co. start the beginning of the week also, a through line, without change of cars, from Keokuk and Warsaw to Chicago. It is to be a part of the regular eastern train until it arrives at Gilman, where it is to be switched off to the Central Branch and taken into Chicago as an independent train by the Illinois Central. The Central Company join in furnishing the passenger coaches for this line. The T., P. & W. Co. will put on entirely new coaches, on their part, having run one of them on a trial trip for the first time over their road last Saturday. The American Transportation Company will put on two of their magnificent sleeping cars, thus making this line the very best running out of Peoria. The time between Keokuk and Chicago, 284 miles, will be twelve hours. As this line will run through without delay and without change of cars, we predict for it great popularity all along the route.

Our people will hardly be able to realize the grandeur and extent of this opening of the T., P. & W., until after the road has passed into successful operation. It puts Peoria on the great highway of the country and of nations. We become a part and parcel of the great Midland Route from the Atlantic to the Mississippi, and eventually to the Pacific. When we look back to the first inception of an east and west railroad across the State, with Peoria as its central point, and follow its varying fortunes, we have good reason for feeling proud over the fact that the work is at last accomplished, and that our road has connections surpassed by no other road in the country.

Two years ago the T., P. & W. made an arrangement with the Mississippi and Wabash road, by which the two companies were consolidated, and at once commenced to push a new route through to the Father of Waters. The section between Bushnell and Warsaw was at once pushed to completion, and was opened to traffic, last January. The section between Peoria and Bushnell was delayed by a legal dispute in regard to the ownership of the road bed between this city and Pekin Junction. This was not settled until October of last year. About the middle of that month, Vice President Drug*r* let his contracts for the grading between Pekin Junction and Canton. In December he contracted the balance to Bushnell, and in less than a year, the whole distance, sixty miles, was finished, and ready for operation.

The total length of the new line, from Warsaw to the Indiana State Line, is 227 miles. That portion between here and the Mississippi has been built in a most thorough manner, inferior in superstructure to no line in the West. We are happy to announce that the balance of the road, between here and State Line, is at once to be put into an equally good condition. The trestle work over Walnut and Panther creeks, (the first near Eureka and the second near Secor) is being filled in with earth. The present iron is to be re-rolled to sixty pounds to the yard, and laid down with the fish-tail joint. That portion between El Paso and Gilman will be re-laid early in the spring.

An arrangement has been entered into between the T., P. & W., the Columbus, Chicago and Indiana Central, and the Des Moines Valley roads, and all the means provided, for throwing a bridge across the Mississippi at Keokuk, next year. The work will be commenced early in the spring. This will give an extended line from New York and Philadelphia to Des Moines, Iowa, without break of bulk. As it now is, passengers can go through from Des Moines by this route to New York with only two changes.—*Peoria Transcript, 7th.*

Journal of Railroad Law.

OF WHOM A PERSON SHOULD INQUIRE, RESPECTING LOST BAGGAGE.—AS TO LIABILITY OF RAILROAD COMPANY, WHEN BAGGAGE MASTER ARRANGES WITH PASSENGER THAT BAGGAGE MAY REMAIN AT THE DEPOT AND THAT THE FORMER WILL SEE TO IT UNTIL IT CAN BE SENT FOR.

The facts in the late case of Curtis *vs.* The Avon, Geneseo and Mount Morris R. R. Co., (49 Barb., 148) was briefly as follows: The plaintiff's minor son, a cripple, unable to carry his baggage, was placed on board the defendant's cars at Avon, and his fare paid to Mount Morris; on arriving at that place, the son informed the baggage man that he could not take away his baggage until he could go home and his father would come after it. The plaintiff was not at home when his son arrived, on Saturday afternoon, but came home between that time and Monday, and on Monday morning went to the station for the baggage and it was not to the found. The keeper of the station house had put the baggage into the room occupied by passengers, where they usually left baggage and allowed any person to take baggage away. The doors were open in the day time, and the station man was absent occasionally, from the room. There was a warehouse attached to the depot, but the baggage was not put into the warehouse.

On the trial the plaintiff proposed to show what was said to the plaintiff, the principal witness, by Booth, the company's agent, at the depot, who takes charge of the station.

The decision of the court was rendered by Johnson, J.—The objection to the inquiry made of Booth and his answer was not well taken. Booth was the defendant's agent, and had charge of the depot and freight therein, at Mount Morris, when the baggage in question was lost. He was the proper person to inquire of, and his answer is part of the evidence of the loss. It is clearly *res gestæ*. So in regard to the arrangement between the plaintiff's son and Leming, the baggage master, that the baggage might remain at the depot, and he would see to it, till it could be sent for. (McCotter *vs.* Hooker, 4 Seld., 497.) But were this otherwise, the error would be cured, a both these agents were used as witnesses on behalf of the defendant, and testified to the same facts precisely and to nothing different in any essential particular.

The evidence to show that the plaintiff's son was lame and unable to take charge of his baggage personally, was properly received. It tended to prove that he was guilty of no negligence in not calling for and taking charge of his baggage upon the arrival at his place of destination; and also, a good reason for making the arrangement, with the defendant's agents, that it should remain in the defendant's custody until called for.

Upon the merits, the defendant's liability was correctly determined. The case of Roth *vs.* Buffalo and State Line R. R. (84 N. Y. Rep. 548.) settles the rule, that where a passenger on arriving at his destination, neglects to look after his baggage and negligently leaves it, without any arrangement that the carrier shall retain it for him and it is lost while thus situated, without fault on the part of the carrier, he is not liable. In the present case, there was no delivering of the baggage by the defendant, and no neglect to claim it, or to inquire for it, by the plaintiff's son. On the contrary, it was retained by the defendant on request, until it could be sent for. In this respect, the case is nearly identical, in its facts, with that of Powell *vs.* Myers, (26 Wend., 591) which is not overruled in Roth *vs.* State Line R. R. Co., but is on the contrary conceded to be good law. Upon the undisputed facts of the case, the defendant's liability, as common carrier of the baggage in question, continued after such baggage was taken from the cars, and until it was delivered or tendered to the owner. The judgment must, therefore, be affirmed.

(Monroe General Term, June 3, 1867.)

Georgia Air Line Railroad.

An act to Loan the Credit of the State to the Georgia Air Line Railroad Company, and for other purposes:

Whereas, The Georgia Air Line Railroad, a road chartered by the Legislature of the State of Georgia, to be built from the city of Atlanta, in this State, to the South Carolina State Line, in the direction of Anderson C. H., in said State, is a work of great general, as well as local value and importance to a large portion of the good people of this State; and whereas, the State of South Carolina has chartered a Railroad Company to effect the extension and continuous construction of said Railroad through that State; and whereas, the building of said Georgia Air Line Railroad will be of incalculable benefit to the State of Georgia, by developing the resources of a large and valuable portion of the State hitherto unprovided with Railroad advantages, and, with its proposed Eastward connections, will open an important and necessary link in a great through trunk line between the North and South, and the Atlantic and Pacific States.

SEC. 1. *Be in enacted by the Senate and House of Representatives of the State of Georgia in General Assembly convened*, That from and after the passage of this act, whenever the Georgia Air Line Railroad Company shall have completed and fully equipped twenty continuous miles of road, at either or both ends of its line, it shall be the duty of the Governor of the State, and is hereby required, for and in behalf of the State, to indorse the guaranty of the State on the first mortgage bonds of said Railroad Company, to the extents of twelve thousand dollars ($12,000) per mile for that portion thus finished, completed and equipped, and when a second section of twenty miles is completed and equipped, it shall be the duty of the Governor, and he is hereby required, to indorse the like guaranty on the said first mortgage bonds of the said Railroad Company, upon the presentation of said bonds by said company to the extent of twelve thousand dollars ($12,000) per mile for the second section of twenty miles; and this rate and extent of indorsement shall be continued upon the same conditions for each sub-

sequent section of twenty miles, until said railroad is completed. It being the true intent and meaning of this act, that the State shall indorse the first mortgage bonds of said railroad company to the extent of twelve thousand dollars ($12,000) per mile for each mile of company's line, within this State, whenever said railroad company shall prepare and execute said first-mortgage bonds, and shall make request for such indorsement of guaranty thereof as aforesaid.

SEC. 2. *Be it further enacted*, That if the last section of said railroad shall be less than twenty miles, the indorsement shall be at the said rate of twelve thousand dollars ($12,000) per mile.

SEC. 3. *Be it further enacted*, That before any such indorsement shall be made, the Governor shall be satisfied that so much of the road as the said indorsement shall be applied for, is really finished and in complete running order, and that said road is free from all mortgages or other legal incumbrances, which may, in any manner, endanger the security of the State, and upon the further condition, and express understanding, that any indorsement of said bonds as aforesaid, when made, shall not only subject all property of every kind, within this State, which may be purchased with said bonds, to the obligation of said first-mortgage lien until all the principal and interest due on the bonds so indorsed shall be paid; but the said indorsement shall be, and is hereby, understood to operate as a prior lien or mortgage on all of the property of the company to be enforced as hereinafter provided for.

SEC. 4. *Be it further enacted*, That in the event any bond or bonds indorsed by the State as provided in the first section of this act, or the interest that may accrue and become due thereon, shall not be paid by said railroad company at maturity or when due, it shall be the duty of the Governor, upon information of default by any holder of said bond or bonds, to seize and take possession of all the property of said railroad company, and apply the earnings of said road to the extinguishment of said unpaid bond or bonds, or coupons, and may, at his discretion, upon continued default in such payment by said company for the period of six months, sell the said road and its equipments, and other property belonging to said company, or any portion thereof, in such a manner and at such time as in his judgment may best subserve the interest of all concerned.

SEC. 5. *And be it further enacted*, That no railroad company in this State shall, under any pretext, sell or dispose of any bonds issued to it by the State, or any of its own bonds indorsed by the State, at less than ninety cents in the dollar in lawful money of the United States, and in case any such company to which the State has or may extend its aid, has or may, by any direct contract, or by any evasion or pretext, sell or dispose of, or attempt to sell or dispose of any bonds issued or indorsed by the State as aforesaid, for less than ninety cents in the dollar, it shall be the duty of his Excellency the Governor to withhold all further issue of bonds to such company, and all further indorsement of the bonds of such company; and any citizen or taxpayer in this State may appeal to the courts in his own name, to restrain such illegal use of the bonds so issued or indorsed to said company, and to discover the fraudulent or illegal use made of such bonds, by reason of which the credit of the State may be depreciated and the burdens of the citizens increased, and said indorsement shall in no case exceed the amount per mile already invested by stockholders or private persons, and actually paid in by stockholders, nor shall said indorsement exceed one million five hundred thousand dollars in any event.

SEC. 6. That all laws and parts of laws in conflict with this act, be, and the same are hereby repealed.

Approved, September 21, 1868.

BUFUS B. BULLOCK, Governor.

☞ The Naugatuck Railroad Co. is erecting an engine house and turn table at Ansonia.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool	$2,287,098	$2,067,178
" cotton	676.186	819,329
" silk	1,702,845	2,185,399
" flax	729,001	817,589
Miscellaneous dry goods	513,360	481,371
Total entered for consump.	$5,908,490	$6,370,866

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool	$1,874,133	$1,671,631
" cotton	274,207	288,718
" silk	564,351	457,181
" flax	408,083	343,989
Miscellaneous dry goods	122,647	83,236
Total withdrawn from warehouse	$3,243,421	$2,844,755
Add entered for consump.	5,908,490	6,370,866
Tot. thrown on the market	$9,151,911	$9,215,621

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool	$745,863	$1,060,582
" cotton	120,965	246,908
" silk	219,125	329,442
" flax	255.576	373,805
Miscellaneous dry goods	101,204	76,165
Total entered for wareh'g.	$1,442,733	$3,086,902
Total entered for consump.	5,908,490	6,370,866
Total entered at the port.	$7,351,223	$8,457,768

The imports of foreign dry goods at New York for nine months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool	$14,687,684	$12,553,972
" cotton	9,108,200	8,350,246
" silk	10,371,566	14,143,435
" flax	6,816,014	6,593,952
Miscellaneous dry goods.	4,886,330	4,610,518
Tot. entered for consump.	$45,869,794	$46,252,123

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool	$14,817,891	$9,921,875
" cotton	5,776,343	3,428,777
" silk	6,018,942	3,467,208
" flax	5,554,246	3,821,529
Miscellaneous dry goods.	1,322,537	1,316,534
Total withdrawn from warehouse	$33,489,959	$21,955,923
Add entered for consump.	45,869,794	46,252,123
Total thrown on the market	$79,359,753	$68,208,046

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool	$13,095,746	$9,160,588
" cotton	4,873,951	3,038,395
" silk	4,572,382	3,510,025
" flax	3,656,614	2,935,414
Miscellaneous dry goods.	1,322,615	1,276,200
Total entered warehouse.	$27,521,308	$19,920,622
Add entered for consump.	45,869,794	46,252,123
Total entered at the port.	$73,391,102	$66,172,745

☞ The Fort Wayne, Muncie and Cincinnati Railroad will be in operation in about a year. The City Council of Fort Wayne have voted to advance one hundred thousand dollars to the road as soon as it is in running order between that city and Bluffton, and Muncie and other towns along the line of the road have made liberal donations.

Manassas Gap Railroad.

The Manassas Branch of the Orange, Alexandria and Manassas Railroad was, before the war an independent road, extending from its junction with the Orange and Alexandria Railroad, to Strasburg, Shenandoah County, a county adjoining Frederick County, in which, at Winchester, the railroad from Harper's Ferry (worked by and in connection with the Baltimore and Ohio road) terminates, a short extension of which would unite it with the Manassas. Since then the road has become a branch of the Orange and Alexandria Railroad, a road which unites Alexandria and Lynchburg and connects with the Virginia and Tennessee road, and through it with the whole network of Southwestern railroads. The Manassas Branch of the Orange and Alexandria Railroad pursues a course somewhat northwardly from Manassas Junction; crossing the Blue Ridge at Manassas Gap, and traversing Warren County, and a portion of Shenandoah, it makes a turn almost at right angles near Strasburg, and thence proceeds southwestwardly almost through the centre of Virginia Valley. The cars on this road are now running to Mount Jackson, in Shenandoah County, and the road is expected to reach Harrisonburg, the county seat of Rockingham County, by the first of December. This place is twenty-five miles northeast of Staunton, the county seat of Augusta.

Interest on Virginia State Bonds.

The Governor of Virginia, in reply to a communication referred to him by the General commanding the first military district, in reference to the payment of interest on the State bonds, says: "I am informed and believe that when the Legislature provided for levying a tax of thirty cents on the one hundred dollars, with which to pay two per cent. semi-annually, it was not anticipated that the arrangement should extend beyond the year 1867, or the 1st of January, 1868. After that period it was supposed the improved condition of the State would warrant a much higher rate of taxation. * * All that can be expected to be done with the present means, and out of the tax already assessed, is to pay current expenses and two per cent. upon the bonded debt on the 1st of January next. I would, however, respectfully recommend that an additional assessment be ordered of twenty cents on the $100, to be immediately collected, which, with the surplus which will probably be on hand on the 1st of January, would enable the State to pay at that time an additional two per cent. which was due on the 1st of July, 1868.

Erie Railway.

The annual election of directors of this company was held on the 13th inst., when the following gentlemen were unanimously chosen directors for the ensuing year: Jay Gould, Alexander S. Diven, James Fisk, Jr., Frederick A. Lane, J. C. B. Davis, Wm. M. Tweed, Peter B. Sweeney, Daniel S. Miller, Jr., Homer Ramsdell, John Hilton, George M. Groves, John Ganson, Chas. G. Sisson, O. W. Chapman, Henry Thompson, William B. Skidmore, George M. Diven. Subsequently Jay Gould Esq., was re-elected president, and A. S. Diven, Esq., vice-president. The vote is said to have been the largest ever polled in the history of the company on a similar occasion.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of September, as compared with the same period of the year 1867:

	1868.	1867.
From freight.....	$476,525 01	$405,129 19
" passengers.....	258,638 96	239,743 53
" express matter...	10,257 00	7,987 50
" mail	7,825 00	7,825 00
" rent of railway...	7,083 34	7,083 34
" miscellaneous....	1,000 00	1,268 16
Total.....	$761,329 31	$669,036 82
Expenses	451,968 38	383,945 13
Net earnings.....	$309,360 93	$285,091 69

This shows an increase in earnings of $92,292 49; with an increase in expenses of $68,023 25—making the increase in net earnings, $24,269 24.

The earnings and expenses, from January 1 to September 30, compare as follows:

	1868.	1867.
Earnings	$5,768,702 28	$5,193,000 45
Expenses	3,628,758 27	3,596,944 77
Net earnings.....	$2,139,944 01	$1,596,055 68

This shows an increase in earnings of $575,701 83; with an increase in expenses of $31,813 50—making the increase in net earnings, $543,888 33.

Toledo, Wabash and Western Railway.

The following gentlemen have been elected directors of this company for the ensuing year: A. Boody, A. M. White, A. B. Baylis, J. H. Knox, Wm. Kidd, J. R. Jesup, W. J. Schenck, T. R. Butler, Wm. Mason, C. M. Smith, C. A. Savage, James Spears, George C. Ireland, W. Colburn, and J. N. Drummond. The officers are: A. Boody, President; Warren Colburn, Assistant President; J. N. Drummond, Vice President; Secretary and Treasurer, George H. Burrows; General Superintendent, C. H. Pierce.

CARS FOR SALE.

2 New 60-Seat Passenger Cars, Raised Roof, 4 8½ gauge, ready for delivery. Also Freight Cars.

WM. H. PETIT, 72 Wall st.

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For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

GEO. J. BURKHARDT & CO.,

Broad & Buttonwood Sts.,

(Opposite Baldwin Locomotive Works,)

PHILADELPHIA.

Work shipped to all parts of the United States.

English Copper Co. Rails.

1,500 TONS of this well-known make, 56 lbs. per yard, "Erie" pattern, here and to arrive, for sale by

HEYERDAHL, SCHONBERG & CO.,
32 William street, New York.

2,000 TONS FISH-BAR RAILS, 56 lbs. per yard, of approved English make and section, for sale to arrive at this port.

Destination can be changed to Southern port if desired.

HEYERDAHL, SCHONBERG & CO.,
32 William street, New York.

TEN NEW DUMP CARS, For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33 in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., September 14, 1868.

SEALED PROPOSALS will be received at the Office of the Company in Oneida, N. Y., until the 30th day of October, 1868, at noon, for the GRADING, MASONRY and BRIDGING of that portion of the New York and Oswego Midland Railroad, extending from Sidney Plains to the village of Walton, in Delaware County, a distance of about 22 miles. Also, for that portion of the line from Westfield Flats to Centreville, in Sullivan County, a distance of about 25 miles.

Proposals will also be received at the same time and place, for the Grading, Masonry and Bridging of the Delhi Branch, extending from the Main Line at Walton to Delhi, in Delaware County, a distance of about 16 miles.

The company will entertain separate proposals for Bridging only, both on the Main Line and Branch.

Plans, Profiles and Specifications will be ready for examination at the office of the Resident Engineer, in the village of Walton, for that portion of the line in Delaware County, including the Delhi Branch, on and after the 20th day of October next, and also at the office of the Resident Engineer in Middletown, Orange County, for that portion of the line in Sullivan County, at the same date.

Contractors who may desire to examine the work will receive all necessary information at the respective offices of the Resident Engineers above named.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer. 5139

PROPOSALS FOR $40,000 MARKET STOCK.

Sealed proposals will be received at the Comptroller's office until Tuesday, October 20, 1868, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of forty thousand dollars of market stock authorized by chapter 203, Laws of 1868, and by an ordinance of the Common Council, approved by the Mayor September 25, 1868.

Said stock is to be issued for the purpose of providing means for the completion of the market upon the land lying between Sixteenth and Seventeenth streets and avenue C and East River, and will bear interest at the rate of seven per cent. per annum, payable semi-annually, on the 1st day of May and November, in each year, and the principal will be redeemed on the 1st day of May, 1897.

The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premium thereon.

On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payments.

Each proposal should be sealed and endorsed "Proposals for market stock," and enclosed in a second envelope, addressed to the Comptroller.

The right is reserved to reject any or all of the bids if the interests of the corporation require it.

RICHARD B. CONNOLLY, Comptroller.
CITY OF NEW YORK, DEPARTMENT OF FINANCE, September 26, 1868. 3t40

HERMANN BOKER & CO., NEW YORK;

Agents for

Funcke & Elbers Steel and Iron Works,

HAGEN, PRUSSIA.

Specialty:

Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against breakage.) 6m39

Steel and Iron Rails,

American, English & German,

FROM WORKS, YARD OR

EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
32 William st., New York.

ONE OF THE

BEST INVESTMENTS.

THE First Mortgage Bonds OF THE UNION PACIFIC RAILROAD COMPANY.

850 Miles Completed.

A limited amount of the First Mortgage Bonds of the Union Pacific Railroad Company are offered to the public, as one of the safest and most profitable investments.

1. They are a first mortgage upon the longest and most important railroad in the country.

2. By law they can be issued to the Company only as the road is completed, so that they always represent a real value.

3. Their amount is limited by act of Congress to Fifty Million Dollars on the entire Pacific line, or an average of less than $30,000 per mile.

4. Hon. E. D. Morgan, of the United States Senate, and Hon. Oakes Ames, of the United States House of Representatives, are the Trustees for the bondholders, to see that all their interests are protected.

5. Five Government Directors, appointed by the President of the United States, are responsible to the country for the management of its affairs.

6. Three United States Commissioners must certify that the road is well built and equipped, and in all respects a first class railway, before any bonds can be issued upon it.

7. The United States Government lends the Company its own bonds to the same amount that the Company issues, for which it takes a second mortgage as security.

8. As additional aid, it makes an absolute donation of 12,800 acres of land to the mile, lying upon each side of the road.

9. The bonds pay six per cent. in gold, and the principal is also payable in gold.

10. The earnings from the local or way business were over FOUR MILLION DOLLARS last year, which, after paying operating expenses, was much more than sufficient to pay the interest. These earnings will be vastly increased on the completion of the entire line in 1869.

12. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond, with such guarantees, were issued by the Government, its market price would not be less than from 20 to 25 per cent premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices. No other corporate bonds are made so secure.

13. The issue will soon be exhausted. The sales have sometimes been half a million a day, and nearly twenty millions have already been sold. About ten millions more may be offered. It is not improbable that at some time not far distant, all the remainder of the bonds the Company can issue will be taken by some combination of capitalists and withdrawn from the market, except at a large advance. The long time, the high gold interest, and the perfect security, must make these bonds very valuable for export.

All the predictions which the officers of this Company have made in relation to the progress and business success of their enterprise, or the value and advance in the price of their securities, have been more than confirmed, and they therefore suggest that parties who desire to invest in their bonds *will find it to their advantage to do so at once.*

The price for the present is 102 and accrued interest at 6 per cent., from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
OCT. 6, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

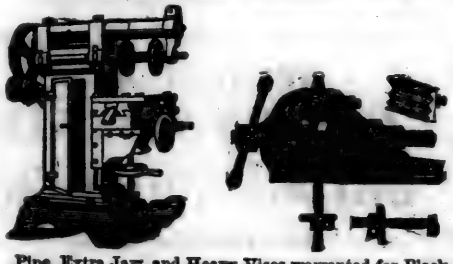
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for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

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Godeffroy Brancker & Co.

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are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

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used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m33

Intercolonial Railway!

TO CONTRACTORS.

THE Undersigned is instructed by the Government of Canada to inform intending Contractors that at an early day orders will be invited for the execution of certain portions of the INTERCOLONIAL RAILWAY, between River du Loup and Rimouski, in the Province of Quebec, between Truro and Amherst, in the Province of Nova Scotia, and between Dalhousie and Bathurst, in the Province of New Brunswick.

It is intended to let the work in Sections or Divisions, ranging from 15 to 35 miles, according to the situation and local circumstances.

The surveys are now in progress, in part completed, and the object of this notice is to afford intending contractors ample opportunity of examining the ground at once.

The Plans, Profiles, Specifications, Conditions of Contract, Forms of Tender, and other documents required for the information and guidance of Contractors, are now being prepared, and when ready, of which due notice will be given, will be seen at the Railway Engineer's Office, in Halifax, St. John, Dalhousie, Rimouski, River du Loup and Ottawa.

SANDFORD FLEMING,
Chief Engineer.

Intercolonial Railway Office,
Ottawa, Sept. 12, 1868. 1142

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Juniper and Cypress Railroad Ties of any dimensions for sale by

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Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
Burnett's Movable Cranes, Crane Engines, Hoisting Gear, &c.
Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

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American Railroad Journal.

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
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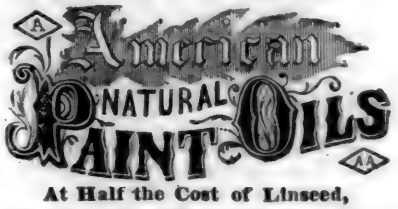
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At Half the Cost of Linseed,

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359 MAIN STREET,
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By their Improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

☞ *All orders will receive prompt attention. Samples sent on application.*

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Safety Railroad Switch.

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN*, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,
Box No. 2745 Philadelphia, Pa,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

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RAILROAD UPHOLSTERY GOODS.

Plushes, Reps, Damasks, Curled Hair, Car-Seat Duck, CAR-SEAT SPRINGS,

AND ALL UPHOLSTERERS' SUPPLIES.

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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

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Rolled or Hammered Car Axles, Bar Iron and Forgings.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 43.] SATURDAY, OCTOBER 24, 1868. [WHOLE No. 1,697, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 24, 1868.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 14th inst. John W. Garrett, Esq., President, in the chair.

After the transaction of the usual routine business, the committee on finance reported the following resolutions, which were adopted:

Resolved, That a dividend of four per cent. be declared on the stock of the main stem of the Baltimore and Ohio Railroad Company, payable on and after the 30th of October instant, at the Merchants' Bank of Baltimore, and that the transfer books be closed on the 19th, and remain closed until the 31st instant.

Resolved, That the United States tax be paid by the company.

Resolved, That a dividend of five (5) per cent. be declared on the stock of the Washington Branch Railroad for the half year ending the 30th of September last, payable on and after the 16th of October at the Merchants' Bank of Baltimore.

Resolved, That the United States tax be paid by the company.

The President submitted the fortieth annual report, which was read and adopted, and ordered to be printed in pamphlet form, to be presented to the annual meeting of the stockholders to convene in November.

The President stated that he had been advised by President Hughart and the Chief Engineer, (B. H. Latrobe, Esq.,) of the Pittsburg and Connellsville Railroad Company, that the competition for the work recently advertised for proposals had been very active, 173 bids having been received. Awards have been recommended and confirmed of contracts to parties, who are reliably represented to be able, experienced and effective, for 38 sections of the road between Connellsville and Cumberland, which embrace all the heavy work on the line. The work awarded is estimated, at the prices bid, to amount to $1,393,905.

The estimates upon which the financial arrangements for this company were made were based upon the condition of the labor and provision market when higher than at present; and the President had the gratification to state that the work as contracted for, would amount to $253,901 less than those estimates. The contracts were doubtless secured at these prices in view of the certainty of prompt cash payment for the work as it progresses. This reduction in the cost enables the Pittsburg and Connellsville Company to decide to arch the tunnels upon its line permanently as those works are constructed. As the line is singularly free from water courses, and those which are crossed are of limited width, it has been determined that all the bridges shall be constructed upon durable masonry and of iron, so that the whole work will be of first class character.

The seven per cent. first mortgage bonds on the Pittsburg and Connellsville road, which are being sold at ninety per cent., with the accrued interest, are proving a very favorite investment, and the prospect is that the entire amount will be disposed of in advance of the requirements of the company. The contracts require the heaviest work to be completed within two years, and the work on sections of a lighter character will be contracted for in such time as to insure the completion of the whole line within that period.

Much interest and enthusiasm are exhibited in reference to this work upon the entire line to Pittsburg and in the Northwest. The importance of the road to the interests of this community cannot be overrated. Such was the practical appreciation of the advantages of the road to the region through which it passes that the right of way has been granted without charge, with trifling exceptions, upon the entire line.

The President stated that the business of the Baltimore and Ohio Company continued very heavy. The tonnage eastward and westward was alike large. The aggregate revenue for September of the main stem, the Washington and Parkersburg Branches, the Winchester and Potomac, Washington County and Central Ohio roads, was $966,915 99, showing an increase upon September, 1867, of $58,868 46. The transportation of coal, exclusive of that for the company's use, exceeded 95,000 tons during that month. The present equipment of the company for this trade continues to be fully employed, and should the enormous demand for the gas and semi-bituminous coals continue, it will doubtless be the policy of the company to increase the plant for this traffic.

The decision of the North German Lloyd to place two additional first class steamers upon the line between Baltimore and Bremen was some time since communicated. The work upon those steamers, which are being built by the Messrs. Laird, upon the Clyde, is progressing with such rapidity as to insure that they will be placed upon the line early in the ensuing spring. That company decided to open subscription books for four thousand shares of additional stock for the Baltimore and Bremen line to supply a portion of the capital needed for the new steamers. By the last mail the "Weser Zeitung," published at Bremen, September 28, has been received, in which the following statement appears:

"*North German Lloyd.*—The subscription books opened to-day for four thousand shares North German Lloyd stock, letter B. of one hundred rix dollars each, show that 137,600 shares were subscribed, so that subscribers will receive about 29 100 per cent. of their subscriptions in stock. This is the more remarkable as fifty per cent. of all subscriptions had to be deposited in cash at the time of subscribing."

What a pregnant fact is presented by this action of the astute merchants and capitalists of Bremen. In less than a year the vast economies and advantages on the part of Baltimore and the Baltimore and Ohio Railway and its connections for the interchange of business for the transportation of emigrants have been so palpably exhibited that, upon an application for $400,000 of capital, more than *thirteen millions* are proffered to participate in the enterprise.

There is no community in Europe in which the merchants are better informed or more sagacious than the merchants of Bremen. These careful capitalists have thus practically shown that they understand that steamships plying betwixt Bremen and Baltimore, through which, as compared with New York, nearly 300 miles of land carriage to the West are saved—a port at which coal is furnished at more than two dollars per ton less than the cost of the same fuel in New York—combined with the advantages of the lowest charges, a most convenient harbor, and the best

steamship piers on this continent, must control the transfer of a large portion of the business heretofore transacted with New York to Baltimore, and that the profits of steamers engaged in this trade must prove handsomely remunerative. This action of these capitalists is not based upon theory or speculative views, but is founded upon an experience which has shown that without difficulty traffic has been organized from the very commencement of the line of a profitable character, and to an extent at once greater than the capacity of the steamships placed in the trade.

The arrangements made for the convenience of emigrants have proved entirely satisfactory. The maximum of economy and comfort has been realized by these arrangements. The steamships are placed upon their arrival alongside a covered pier, through which a double track railway extends for 650 feet. Emigrants pass simply over the intermediate platform from the steamship to the cars, and without delay, as soon as their baggage is examined by the custom house officers, are transported to the West.

The steamship company has also arranged that, in case of delay in passing all the large quantities of baggage during the first day, the portion of the emigrants detained from this cause are kept on board until the following morning without extra charge. Thus every emigrant that uses this excellent route becomes an agent through whom its merits are advertised.

A striking evidence of the appreciation of the line was recently shown by the fact that tickets were furnished for nearly 1,600 emigrants arriving by one steamer, by the Baltimore and Ohio road, who were distributed to different points in *sixteen States and Territories*, to all of which passage was furnished at a cost materially less than the rates from New York. The increasing business of the port in tobacco, cotton, naval stores, etc., and in articles imported from Germany, France and England, assure a continuous and permanently large business for the steamers of this line. Adjourned.

Old Colony and Newport Railroad.

The income of this road for the years ending May 31, 1867 and 1868, was as follows:

	1867.	1868.
From passengers	$822,199 09	$766.060 75
" freight	469,817 49	436,295 58
" rents, etc	25 054 02	19,250 64
" expresses	27,954 17	35,776 45
" mails	10,750 00	23,913 26
" extra baggage	.....	2,139 76
" A. Holmes, $37,-078 73, less note $985 22	.....	36,093 51
" miscellaneous	5,588 30	4,919 58
	$1,369,863 07	$1,324,449 53

The expenditures in 1867–'68 were:

Passenger department	$96,341 58	
Merchandize department	105,977 82	
Locomotive department	228,385 20	
Maintenance of way	180,291 18	
General expenses	39,792 12	
Miscellaneous expenses	126,422 28	
		777,160 18
Earnings less expenses		$547,289 35
From which deduct—		
Town, city & State taxes	$72,303 91	
U.S. taxes on gross rec'pts	17,849 68	
Coupons and interest	142,992 72	
		233,146 31
Net earnings		$314,143 04
Add balance of income per last report		187,687 23
Total		$501,820 27
Deduct dividends January and July, 1868, 3 per cent. each and U. S. tax		306,246 32
Balance May 31, 1868		$195,583 95

Compared with the previous year the gross income shows a decrease of $36,413 54, with a decrease in working expenses of $85,928 88—making the increase in net earnings, $49,515 54. The amount paid for interest and taxes is $44,658 96 in excess of the previous year. The increase of net income, after payment of interest and taxes, is therefore $4,856 38. The report says:

Your directors found it expedient in August last to dispose of $1,000,000 of the bonds authorized by vote of the stockholders at the last annual meeting, and they were sold at par, less brokerage, payable in ten years from Aug. 1, 1867, with interest at seven per cent. per annum, payable semi-annually. In November, a further sale was made of $388,000 of the bonds at a premium. These sales were considered to be made on favorable terms.

There have been paid during the past year, of the bonds which matured April 1, 1867, $5.000; December, 1867, $179,000; April 1, 1868, $59,-500; notes payable account has been reduced, $570,000, and the remainder of the proceeds arising from the sales of bonds has been applied to the various expenditures charged in construction account, and a considerable portion appears in bills receivable account.

The expense of working the road for the last year has been about $77,000 more than for the year ending May 31, 1866; but, since then, the Dighton and Somerset Road, thirty-three miles in length, has been added to our road, and the trains were run last year 224,410 miles more than they were run in 1866.

About a hundred and fifty tons of steel rails have been laid down, which thus far have proved very satisfactory; and in those portions of the track subject to much use in shifting trains, &c., there is no doubt it is economy to use them.

During the past year one new locomotive, and ten new merchandise cars, have been added to the rolling stock, and charged in the expenses of the year. One new baggage car has been built, and ten passenger cars and two express cars have been re-built at the shop.

The town, state, and United States taxes amounted, last year, including $15,312 82 tax on dividends, to $105,465 91, which equals nearly one fourth of the net profits of the road.

The present system of taxation is not only unequal in its operations, but of doubtful expediency. It tends to create a prejudice against railroad companies, as it compels us to increase our rates largely to earn the amount net which we pay for taxes. The taxes would be more cheaply collected if levied in some way more directly from the people, as only forty per cent. of our earnings remains after paying expenses. Those who use the road have to pay the tax, while others are exempt from it; and they cannot expect any further material reduction of rates of fare, so long as this excessive system of taxing the business of the road is continued.

Owing to competition, the business to and from New York, in connection with our road, has fallen off about $94,000 the past year, as compared with the previous year; but this is in part made up by an increase from other sources, which has been about $57,000, although some of the largest business establishments on the line of our road have done less during the past year than for several years past.

Though the prospect of business for the present is not flattering, we may reasonably look for a gradual increase in our receipts the coming year, and for a material increase within a few years. But to insure such increase, a line of steamboats to New York in connection with this road must be maintained, and remunerative rates received; and it may be for the benefit of this company to aid the Steamboat Company in some way, to a reasonable extent, for that purpose.

The rates of fare and freight were reduced last year about ten per cent., and have been further reduced this year at several points. This we have done to meet the wishes of our patrons, as it is our desire to accommodate them as far as a proper regard to the interests of the company will permit. We have also somewhat increased the train accommodations. So far as we understand the sentiments of those who use our road, the traveling public are generally quite well satisfied with the rates of fare and freight now established, and with the train and depot accommodations afforded them. Our depots are generally in good condition, thorough repairs having been made on those which required it, except those at Quincy, South Weymouth, Plymouth, and Middleborough, which are to be reconstructed.

At the request of numerous persons living on the line of the road who desired to attend public worship in the city, Sunday trains have been run between Boston and South Braintree since February last, at hours most convenient for the people to attend church in the city. These trains appear to be satisfactory to the public, and have been well filled. This arrangement seems necessary for the public accommodation, on account of the discontinuance of the Horse Railroad.

The business on the Dighton and Somerset Branch is gradually increasing, and it is hoped that it will eventually become large enough to justify the cost of the road, although so much greater than was anticipated.

The road bed, bridges, track, fencing and rolling stock, are now in as good condition as they were at the commencement of the year. The Pile Bridge across Taunton Great River at Somerset is in good condition, the piles not having been materially affected by the worms. The drawbridge works well, and is so far as we know, very satisfactory to the public.

The track over which the trains with New York passengers pass between Boston and Newport is now in excellent condition, and the trains pass over it as smoothly and with as much comfort to passengers as over any other track in this part of the country.

It may be expected that hereafter the average cost of maintaining the track will be greater than it has been the past year; but the cost of repairing the depots, bridges, and fences has been larger the past year than it ought to average for some years to come. We have built about fifteen miles of new fence the past year, and considerable should be rebuilt this year. Although we have done some gravelling on the old road bed, much still remains to be done.

There was considerable detention of trains last winter near Newport, occasioned by accumulations of snow upon the track during heavy storms. The close board fences which we have since erected at the points where the detentions took place, will, we hope, protect the trains, from such occurrences hereafter.

The cost of the work done the past year and charged to construction account has somewhat exceeded the estimate in our last report, and the excess, when the work is completed, will be about $50,000. We have, the past year, expended about $80,000 less than the estimate proposed to be done during the year, so that work to the extent of about $130,000 remains to be done the coming year.

The passenger depot, including raising the grade to the drawbridge, relaying all the tracks, making the sidewalks for the sides and front of the depot, furniture for the passenger and office rooms, heating apparatus, fixtures and cooking apparatus for restaurant, gas-fixtures, platform at south end of depot, clock tower and clock, &c., &c., will, when completed, cost about $170,000.

In considering the cost, it should be remembered that the depot covers one and one quarter acres of land. Deducting the cost of grading and relaying the tracks, making the sidewalks and outside platform, the restaurant, furniture, and fixtures, it will not much exceed the estimated cost, notwithstanding several improvements have been adopted as the work progressed. It appears to give much satisfaction. Our aim in remodelling and reconstructing it was to give it all the modern improvements and conveniences, having regard to space and light in the main hall, and ladies' and gentlemen's apartments, and that part

of the building where passengers enter and leave the cars.

The repair-shops (including making the land and preparing the foundation, completing the wharf, the new fixtures, power and machinery, enclosing the grounds, the engine-house and turn-table, buildings for emigrants and the express-business in Boston proper) will cost about $25,000 more than the estimate; but the wharf, steam-power of shops, fence, and other additions and improvements which have been made, were not included in the estimate.

It has been necessary hitherto, to run the locomotives across the drawbridge and Fourth street at the end of Dover street Bridge to the engine-house at South Boston, whenever necessary to turn them after hauling trains into the Boston depot. As this occurs almost constantly, and is a very inconvenient and somewhat expensive arrangement, it has been thought best, in order to avoid it, to construct an engine-house and turn-table on South street, where our tracks connect with the tracks of the Boston and Albany Railroad; and the work is now being done, and will soon be completed. The additional room afforded will be needed for the storage of our engines when the old engine-house and shops are disposed of.

The change of the location of the road in Boston, and construction of new passenger, freight, and engine-houses, and new repair shops and accommodations, will cost a large sum; but when the depots and repair shops with their appurtenances are completed, we shall have, probably, as desirable and convenient arrangements (not only for the present, but for a largely increased passenger and freight business, and for building and repairing locomotives and cars) as any road in New England.

When our present works and machinery are transferred to the new repair shops, we shall have real estate in South Boston for sale, which is now taxed by the city at a valuation of about $350,000. We think it will bring in the market at least $300,000 when there is a demand for it.

All controversies relating to land and land damages in Fall River have been settled.

The claims for land and land damages on the Dighton and Somerset Branch have also been settled, with the exception of a few cases in Taunton and Dighton, in which the Company, believing the demands of the claimants unreasonable, have caused proceedings to be commenced before the county commissioners for determination of the same.

The Hanover Branch Road, which is about seven miles in length, and connects with our road at North Abington, has been opened to public travel.

Our arrangements continue satisfactory, as heretofore, with connecting roads, except that we are not adequately paid for the business we do in connection with them; especially in view of the great outlay we have made in depot and train accommodations. We cannot doubt they will see the justice of our claim to some advance on the proportions we now receive.

The grantees of the Plymouth and Vineyard-Sound Railroad Company think the construction of that road would materially benefit the people of that section, and desire to make such an arrangement with us as will enable them to build it. Doubtless its construction would increase our passenger business, especially during the season of pleasure-travel to Nantucket Island and to the camp-meetings at Martha's Vineyard.

The equipment of the road is as follows: 24 passenger and 11 freight locomotives; 59 passenger, 16 baggage, 159 long box, 180 long platform, 9 cattle, 7 short box, 87 short platform and 80 coal and gravel cars. Number of miles run by passenger trains, 591,627; by freight trains, 206,376; by gravel trains, etc., 37,803—total 835,806, an increase over the previous year of 74,752 miles. Number of passengers carried, 1,988,603; do., carried one mile, 38,570,314. Tons of merchandize carried, 279,786; do., carried one mile, 9,447,359. This shows a decrease of 1,612,978 in the mileage of passengers, and 3,070,661 in mileage of freight.

TRIAL BALANCE, MAY 31, 1868.

Construction	$7,644,167	46
Rails, shop-stock, &c.	127,062	36
Cash	59 986	03
Bills receivable	874,763	57
Post-office department	7,090	32
Dorchester & Milton Branch R.R.Co.	36,937	88
Easton Branch R. R. Co	54 800	00
Connecting roads	5,703	88
	$8,310 511	50
Capital stock	$4,848.320	00
Income	195,583	95
Bills payable, 2 years	154,000	00
Bonds due Dec. 1, 1867	2,000	00
" April 1, 1868	1,000	00
" April 1, 1869	50,000	00
" Sept. 1, 1870	9,000	00
" Sept. 1, 1874	1.000	00
" April 1, 1875	458,000	00
" Sept. 1, 1876	1,000,000	00
" Aug. 1, 1877	1,388.000	00
" Sept. 1, 1884	82.000	00
Unpaid dividends	5,203	49
Dividend payable July 1, 1868	153,123	16
Sundry accounts	1,292	24
Agent's department	11,988	66
	$8,310,511	50

President.—HON. ONSLOW STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, George A. Kettell, Benjamin Finch, Francis B. Hayes, Oliver Ames, Samuel Crocker, John S. Brayton and Minot Tirrell.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—W. H. BULLOCK.

Railways in India.

The railways in India are in the hands of 11 companies, and on the 1st of May, 1868, their mileage was as follows: East Indian, 1,356; Great Indian Peninsula, 874; Madras, 645; Bombay, Baroda and Central India, 306; Scinde, 109; Punjaub, 246; Delhi, 54; Eastern Bengal, 114; Great Southern of India, 168; Calcutta and South Eastern, 29; Oude and Rohilkund, 42. Total, 3,943 miles. The Pall Mall *Gazette* says:

Nearly all the great cotton fields of India are now connected by railroad with shipping ports. The collapse in the Indian cotton trade which followed the termination of hostilities in America, must, to a considerable degree, have injured railway enterprise. During the half year ended at midsummer, India sent us only 729,000 bales of raw cotton; in the corresponding months of 1867, 940,000 bales; and for the same period of 1866 no less than 2,878,000 bales, or more than thrice this half year's supply. Nevertheless, it is officially reported that railways are beginning to tell upon the cultivation of cotton in India in other ways than merely providing a more rapid and less costly mode of conveyance than formerly. Steam factories for cleaning cotton are springing up: machines for half pressing are established in many places, and in others steam presses for packing the bales for shipment have been constructed. Upwards of £75,000,000 has been expended on the Indian Railways; the chief part of that sum was subscribed in England.

☞ At a meeting of the stockholders of the Emmittsburg Railroad, held on the 15th inst., the following gentlemen were chosen directors for the ensuing year: John McClosky, D. G. Adelsberger, Francis Berlando, Joshua Motter and Joshua Biggs. It is the intention of the stockholders and directors to build the road at once, and to have trains on a part of it before the winter sets in.

The Hoosac Tunnel.

We learn that Messrs. Carpenter, Odiorne & Co.'s bid on this work was $4,027 000. The Governor and Council required of them a deposit of $500,000 in United States or State bonds as satisfactory guarantees for the completion of the work. They declined to furnish this, believing that it was unnecessary, and not required by law. They did offer to give a bond in the penal sum of $500,000 with satisfactory sureties; and they have offered to furnish $150 000 in the above named bonds, but their securities were not accepted. The contract was then offered to Messrs. Emery, Urann & Co., their bid being $4,280,000, but they declined to furnish said "securities." The contract is now offered to parties in Canada, their bid being about $4,500,000. We think this is paying a higher price for securities, when they are not required by the law and seem in themselves unreasonable, there being by law 20 per cent. of the monthly earnings, retained by the State.—*Boston Post, 16th.*

☞ The following gentlemen have been elected directors of the Monongahela Valley Railroad Company: Dr. Alex. Patton, Dr. J. S. Van Voorhis, J. S. Prinkle, W. Frye, Martin Briggs, Jacob Hayes, and James Gordon. President, Capt. Thos. W. Briggs, Pittsburg. Vice President, Wm. Price, West Virginia.

☞ Preliminary surveys are being made of a railroad route from Winterport to Rockland by way of Prospect, Stockton, Searsmont, Belfast, Northport, Lincolnville and Camden. It would connect at Rockland with the Knox and Lincoln road now building, and form a link in the shore line route from Bangor to Bath, Brunswick and Portland.

☞ The graduation, masonry and bridging of the Wilmington and Reading Railroad between Wilmington and Birdsboro', which was let to Messrs. W. M. Wiley & Co., will be completed by the 10th of December next. The length of the road is 63¾ miles, and the contract price, exclusive of the bridge over the Schuylkill, $506,610 26.

☞ An error having occurred in the returns of the Pittsburg, Ft. Wayne and Chicago Railway Co., for September, as supplied to us by the company, we republish the statement with the correction.

☞ The work on the Bangor and Piscataquis Railroad is going forward rapidly. Over twenty miles are already graded, and a large number of workmen are now at work between Dover and Milo.

☞ Hartford has voted $500,000 to the stock of the proposed Connecticut Western Railroad, and the same amount to the Connecticut Valley Railroad.

☞ The Maryland and Delaware Railroad is now completed to Hillsboro', Carolina Co., Md., in its progress towards Easton from the Delaware Railroad.

☞ The whole amount of the Market Stock, $40,000, offered by Comptroller Connolly, has been awarded to the Equitable Life Assurance Co., at 106.

☞ The extensive Bessemer Steel Works of Messrs. John A. Griswold & Co., of Troy, N. Y., were destroyed by fire on the morning of the 20th inst. Loss about $100,000. Insurance, $33,000.

Vicksburg and Meridian R. R.

The earnings of this road for the fiscal years ending February 28, 1867, and February 29, 1868, were:

	1867.	1868.
From passengers	$246,947 60	$164,500 77
" freight	235,689 78	272,273 70
" mails	11,685 55	10,738 12
" express	15,018 27	15,018 27
" Incidentals	8,588 70	25,876 16
	$517,929 90	$488,407 02

The expenditures in 1867-'68 were:

Conducting transp.	$105,776 46	
Motive power	148,052 81	
Maintenance of way	277,346 21	
Maintenance of cars	101,061 12	
General salaries	14,558 33	
		646,794 93
Expenses more than earnings		$158,387 91

Included in the above expenditures is the sum of $280,755 for extra labor on track, rebuilding bridges, new rails, ties, chairs and spike, new cars, etc., leaving for operating expenses the sum of $366,039 93, or about 75 per cent. of the gross earnings. The receipts from all sources during the year were $1,094,031 32: and the expenditures, $1,017,832 67—leaving a balance of $76,198 65. The total receipts from all sources from May 10, 1865, to February 29, 1868, were as follows:

From earnings of the road	$1,363,414 06
" special loan	98,804 61
" other sources	79,238 81
Total	$1,541.457 48

And the expenditures were—

For operating road	$1,041,519 98	
Rebuilding road	610,125 19	
Contingent expenses	78,279 17	
		1,729,924 34
Excess of expenditures		$188,466 86

In the fall of 1865 the President was clothed with full authority to visit the bondholders, in Europe as well as in the United States, to obtain from them their consent to a plan of consolidating the liabilities of the company under a new mortgage, and to exchange the old bonds and other obligations into new 7 per cent. coupon bonds. The European bondholders unanimously agreed to this proposition and the American bondholders, with very few exceptions did the same.

The total debt of the company, including interest from Jan. 1, 1861 to Jan. 1, 1867, was at that date estimated at $2,989,500, consisting of first, second and third mortgage bonds and various other debts having no special security. The company on the favorable conclusion of the negotiations with holders of their bonds proceeded at once to create a $3,000,000 mortgage under all the sanctions and safeguards, approved by counsel representing all interests; and in accordance with the provisions of said mortgage, all the outstanding liabilities of the company were to be converted into the bonds secured by said mortgage, in which instrument special care was taken to preserve the grade and priority of all outstanding liens. The bonds to be given in exchange were to represent and stand as the 1st, 2d, 3d and 4th mortgage bonds, and those exchanged for prior mortgage bonds were to be endorsed as entitled to the existing and continuing security of the class to which it belongs. The bonds issued for arrears of interest and unsecured debts were to have no endorsement; and by this device the original virtue of each class was to be preserved, distinguishable by being written in inks of different colors, viz: the "red" endorsements indicating 1st mortgage security, "blue," the 2nd and "black" the 3d. The bonds having no endorsement to belong to the 4th class under the mortgage. The surrendered bonds were to be delivered into the hands of the mortgage trustees and deposited in the Pennsylvania Company for Insurance on Lives, and to be safely kept until the payment of the principal of the debt secured by the new mortgage, and not till then be delivered to the company; and with a view to the speedy and satisfactory exchange of the old bonds and other obligations into the new consolidated bonds the Philadelphia Trustees selected Charles Dutilh, President of said company, as agent for such exchange and custody.

The progress made towards the final exchange of the old for new bonds to March 1, 1868, will be seen in the following statement:

Classes.	Original amount.	Amount converted.	Am't to be converted.
1st mort. bonds	$722,500	$482,000	$240,500
2nd "	850,000	668,000	182,000
3rd "	154,000	108,000	46,000
Total mortgage debt converted or convertible into new mortgage bonds			$1,726,500
Arrears of interest, bills payable, contractors bonds, open accounts, to Jan. 1, 1867 to be funded in 4th bonds			1,263,000
Funded or fundable debt to Jan. 1, 1867.			$2,989,500
Floating debt to March 1, 1868			281,015
Funded and floating debt			$3,270.515

This debt of $3,270,515 will be increased by two considerable amounts; the first resulting from the non-payment of the coupons on the new bonds to the extent they have been issued by the agent of the Trustees; and second arising from the loan by the bondholders of 10 per cent. in cash on the principal and interest of the amount which the company owed them. This loan was made to relieve the company and enable them to place their road in a secure condition for operating. In addition to this the Philadelphia bondholders signed an agreement to surrender the two first coupons on the new 7 per cent. bonds, they being well satisfied of the inability of the company, without any fault of their own, to pay at maturity the coupons past due from January 1, 1867; and that it would not be in the power of the company to pay these coupons before the road was put in thorough repair, and properly equipped for a large and profitable business, nor until there is a restoration of harmony and prosperity in the state and section, not then existing.

After these encouraging demonstrations in Philadelphia, ratified by the signatures of the bondholders to an agreement to aid the company by a loan of money and to suspend the collection of past due coupons, without imposing embarrassing conditions, but leaving the question of settlement to be determined by a committee of the trustees as to time and terms for the surrender of past due coupons and the ten per cent. cash loan, the Board of Managers held a meeting on the 14th of May 1867, and adopted resolutions instructing the President of the Company to proceed to Europe and secure if possible the co-operation of the foreign bondholders with the domestic creditors. "I accordingly" (the President says) "sailed for Liverpool on the 5th of June 1867, taking with me the agreement signed by the Philadelphia bondholders, together with a highly favorable letter from the trustees of the $3,000,000 mortgage. Immediately on reaching London I entered upon the business of my mission. Our bonds were held in large amounts in London, Paris, Amsterdam and Belfast, all of which cities I visited, and found our bondholders more forbearing and generously disposed towards our company than we had any reason to expect. Altogether, the negotiation was a most gratifying success, and speedily concluded. I obtained the signature of every European bondholder for the 10 per cent. cash loan, and also for the surrender of the coupons, to the same agreement that had been signed by our friends in Philadelphia."

The whole of the ten per cent. subscription amounts to nearly $200,000—in which amount is included the cost of five-hundred tons of railroad iron subscribed in lieu of money. Another party paid his subscription in the 2d mortgage bonds of the company at an agreed valuation.

This newly made debt, especially the ten per cent. cash subscription is and always should be held as an obligation of the highest grade and it should be secured beyond any reasonable contingency. By means of it the company were enabled to bring the work of construction to a close, to place the track and rolling stock in excellent and serviceable condition, and since 1st of January last to operate the road at such greatly reduced expenses, as to derive a reasonable profit from the limited amount of business which had been done.

The $3,000,000 funded debt is payable in 1890 and secured by the consolidated mortgage. It consists of 1st, 2d, 3d and 4th mortgage bonds bearing 7 per cent. interest, a portion of which is made payable in January and July of each year, and a portion in April and October. The annual interest will amount to $210,000, and in addition there will be a debt for past due coupons of $420,000, drawing interest to the amount of $29,400 and the interest on the $200,000 cash loan at 8 per cent. will be $16,000, making the total annual interest to be provided for $255,400. This is a heavier amount of interest than can be fully paid the current year, or perhaps for several years to come, out of the receipts of the company. The question, how the difficulty is to be met and overcome, is one of facts and figures, of policy and prospects. To allow the debt to grow larger and larger from year to year by the non-payment of never-ceasing interest, must lead to the certain ruin of the company and to inevitable and heavy loss to those creditors who hold the weakest securities.

The gross receipts of the road for the fiscal year ending February 1867 were $517,929, 90 and for the year ending February 1868 they were $488,407. From present indications the receipts for 1868-'69 may not exceed $425.000. Deducting from this 65 per cent. for expenses the net revenue would be nearly $160,000 applicable to interest. With this amount the interest on the 1st, 2d and 3d bonds and the cash loan could be paid but no more, the amount for these payments requiring $136,855 annually. "Under these circumstances" (the President says) "we believe it would be best for all parties to substitute a 7 per

cent. preferred stock for all the non-endorsed (4th) bonds secured by the $3,000,000 mortgage, and for all other obligations including arrears of interest which has accrued since January 1867." This arrangement would almost insure the punctual payment of interest on the 1st, 2d and 3d bonds and cash loan, and those who received the stock would be no worse off by the substitution. By this plan, all that is left after paying current expenses and the appropriation of $30,000 a year for a sinking fund after 1870, will be applied to the payment of the interest on the mortgage bonds heretofore mentioned and the remainder as dividend to the holders of the preferred stock. The common stock will of course receive no dividends unless there is an excess of receipts after paying 7 per cent. on the preferred stock.

The president dwells largely on the causes of the reduced receipts for 1867–'68, attributing them to the prevalence of the yellow fever along the line of the road, the failure of the cotton crop and the long continued low stage of water in the Mississippi River. With these combined afflictions and adverse circumstances it is not wonderful that the passenger business was $82,446 less than the previous year, nor that the freight business should have been curtailed of its legitimate proportions to an extent beyond computation. In the meantime the road has been greatly improved by putting down 800 tons of new 50 lbs. rail, and by a regular system of ditching and draining the road bed and ballasting those parts where bad soil prevails. The motive power and cars of the company were never in better order for service than at present, and the road has now the capacity and all necessary facilities for accommodating a much larger freight and passenger business than hitherto.

This road has the advantage of good terminial points and numerous flourishing towns and villages on its line. Vicksburg is its western terminus and head quarters, and one of the great cotton marts of the Mississippi Valley. Jackson the State capital is on the line 45 miles East from Vicksburg, and here the road is intersected by the New Orleans, Jackson and Great Northern Railroad. Meridian the Eastern terminus, is a city of marvellous growth and yet in its infancy. It was born of the road in 1861 and has before it a career of prosperity. It is also an important railroad centre, situated on the line of the Mobile and Ohio Railroad and the western terminus of both the Selma and Meridian, and the Northeast and Southwest Alabama Railroads.

Hitherto for want of East and West connections this road has had to rely principally for its receipts on its local business. The connections east, however, are now being rapidly amplified, and first the Selma, Rome and Dalton Railroad which will be connected at Cleveland, Tenn., with the great trunk or Air Line, composed of the Tennessee and Virginia Railroads. This being the shortest route between New York and New Orleans, it will become the main mail route between those cities, and also the preferred line of travel to and from New Orleans, Washington, Baltimore, Philadelphia, New York, Richmond, Petersburg, Norfolk, &c. Not only because it is the shortest route, but because, in a high degree, it combines many attractions and inducements, such as romantic mountain scenery, passing through a mountainous country in Alabama, Tennessee and Virginia, of great mineral and agricultural resources, affording pure water and a health restoring atmosphere. This interchange of travel between the Southwest and East, as well as supplying the wants and interchanging the products of distant regions made practicable by their geographical position and facilities of communication will add immeasurably to the traffic and earnings of all the railroad lines with which this road may connect east of Meridian, and also to the prosperity of this railroad.

The distances in miles from Vicksburg, Jackson and New Orleans to the cities named, *via* the Selma, Rome and Dalton Railroad are as follows:

From	Vicksburg.	Jackson.	N. Orleans.
To Selma, Ala.....	247	202	385
To Dalton, Ga.....	484	439	622
To Cleveland, Tenn.	511	466	649
To Knoxville, "	593	548	731
To Lynchburg, Va.	927	882	1,065
To Petersburg, "	1,050	1,005	1,188
To Richmond, "	1,052	1,007	1,190
To Washington, D.C.	1,105	1,060	1,243
To Norfolk, Va....	1,131	1,086	1,269
To Baltimore, Md..	1,145	1,100	1,283
To Philadelphia, Pa.	1,243	1,198	1,381
To New York City.	1,331	1,286	1,469

The shortest line from the Mississippi River to the Atlantic Ocean is from Vicksburg to Savannah 673 miles. The Montgomery and Selma connection (of 44 miles,) is now the great desideratum for at once securing to this line that valuable business for points east of Selma, and there is now every prospect of its early completion. This line must eventually be the main passenger route from Texas, Louisiana, and a large portion of Mississippi, to the States of Alabama, Florida, Georgia, and South and North Carolina.

Sooner or later the Vicksburg and Meridian Railroad with its eastern connections, will be a constituent portion of the main trunk line stretching from the Atlantic seaports *via* the Southern Pacific Railroad to San Diego and San Francisco on the Pacific, and a grand avenue of the world's travel and traffic. The Northern Louisiana and Texas (late Vicksburg, Shreveport and Texas) Railroad, was previous to the war built and in operation from Vicksburg to Monroe, 75 miles, and from Shreveport to the Texas line, 18 miles, the intermediate sections 115 miles not having been yet perfected. At the Texas line this road connects with the Southern Pacific Railroad already completed to Marshall, Tex., 24 miles. With even this portion of the contemplated through line built, a great increase of travel and trade would be brought to the Vicksburg and Meridian Railroad. By this route Vicksburg would be within 10 hours, and New Orleans within 24 hours of Shreveport; and as a matter of economy both in time and money, this traffic would enure to the benefit of the Vicksburg and Meridian line. The advantage of traffic would be relatively greater than by present routes, and Texas and Louisiana produce reach market at a much less cost than at present.

The distance from New York to Vicksburg being 1,331 miles by the Selma, Rome and Georgia route, and from Vicksburg to San Diego, Cal., being 1,400 will make the distance from San Diego to New York, 2,731, or six days railroad travel. The shortest distances and time on this line from ocean to ocean, will be from Savannah to San Diego, 2,073 miles, or 109 hours. And from other seaports to the same destination the distance will be found by adding 1,400 to the distance between them and Vicksburg, as given in the foregoing table. By the laws of trade, the transportation of merchandize, as well as people, will adopt that route which most fully combines the recommendations of speed, cheapness, safety and comfort, and this will be the line that will most fully meet these requirements. The teas, silks, spices, &c., of Asia destined for Europe will be shipped *via* California, and then by rail over this grand continental and always available line to the Atlantic cities for reshipment to European ports—making the voyage from Canton to New York in about 24 days, and to London in from 35 to 40 days, against 200 days by the usual sea route, which to London, New York, or New Orleans is between 15,000 and 16,000 miles. The reverse trade would also be commensurably large. In view of such reasonable and important results there can be no question that the destiny and interests of the Nation as well as the railroads in the United States are deeply involved in the question of speedily building this southern line to the Pacific Ocean. The limit of the western connections of the line of roads of which the Vicksburg and Meridian Railroad forms a part, should not be short of that ocean.

The company have 19 locomotives, 10 passenger, 5 baggage, 58 flat, 4 caboose and 70 box cars. Trains moved, 203,368 miles. Number of passengers carried, 67,726; do., carried one mile, 2,660,214. Tons of freight transported, 84,600. Earnings per mile run, $2.40. Earnings per mile of road, $3,428 90.

BALANCE SHEET, FEB. 29, 1868.

Cost of road.....	$3,049,267 88
Cotton purchased.....	175,540 84
Bills receivable.....	8,508 84
N. E. & S. W. Ala. R. R Co.....	3,291 15
Railroad expenditures, March 1, 1867, to Feb. 29, 1868.....	805,604 44
	$4,042 212 65
Capital stock.....	$357,407 69
Bonds of all classes.....	1,997,698 69
Bills payable.....	339,397 12
Notes issued to circulate as money.	126,953 15
Railroad receipts, March 1, 1867, to Feb. 29, 1868.....	611,706 93
Profit and loss.....	892,871 94
Special Loan Fund.....	98,804 61
Due on pay rolls, etc.....	126,377 67
	$4,042,212 65

President.—MORRIS EMANUEL.

Directors.—M. Emanuel, T. Rigby, A. B. Reading, Wm. Crutcher, A. C. Gillem, P. Anderson, T. M. Smedes, J. R. McDowell, T. S. Dabney, D. W. Flowerree, W. E. Morris.

Secretary and Treasurer.—N. G. BRYSON.

Superintendent.—E. F. RAWORTH.

☞ The Lehigh Coal and Navigation Company have raised their tolls on coal to 1¼ cent per ton per mile on the Lehigh canal, and on through tolls on coal reaching tidewater from Mauch Chunk to Easton 49 cents, and to the Delaware river at New Hope or Bristol 86 cents per ton.

☞ The formal opening of the Pleasant Valley Passenger Railroad took place on the 15th inst. Wm. S. Bissell, Esq., is President of the company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139	----------	----------
Allegheny Valley ---------- 50	1,498,400	----------	----------
Alton and St Louis ---------- 100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,745,225	----------	----------
Atlantic & Gt. Western ... 50	11,522,150	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.------100	16,153,962	A. & O.	Oct. '68 4
Do. Washington Br.----100	2,860,000	A. & O.	Oct. 68 5
Baltimore City Passenger....	670,000	----------	Jan. '68 3
Bay de Noquet & Marq...100	----------	A. & O.	Apl.'68 3
Bellefontaine Line ---------100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware-----100	997,112	----------	----------
Berkshire* ---------- 100	600,000	J.A.J&O	Oct.'68 1½
Blossburg & Corning.*---- 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany ------100	13,725 000	J. & J.	Jul. '68 5
Boston and Chelsea ------100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,400	----------	----------
Do., do. pref.100	1,340,400	M. & N	May'68 3
Boston and Lowell.-------500	1,830,300	J. & D.	Jun. '68 4
Boston and Maine.-------100	4 076,974	J. & J.	July'68 5
Boston and Providence ...100	3,860,000	J. & J.	July'68 4
Broadway (Boston) ------ 50	325,000	J A J.O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City ---------- 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buff., New York & Erie*..100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct. '68 4½
Camden and Amboy.------100	6,843,200	F. & A.	Aug '68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Cape Cod Branch ---------- 60	721,928	J. & J.	Jul. '68 3½
Catawissa. ---------- 50	1,150,000	----------	----------
Catawissa, pref.---------- 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jul.'68 4½
Central of Georgia-------100	4,666,300	J & J	Jul. '68 7
Central of New Jersey---100	13,768,000	J.A.J&O	Oct.'68 7½
Central Ohio---------- 100	400,000	J. & D.	Jun.'68 3
Do. pref.----------	----------	J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S Carolina...100	1,201,000	----------	----------
Chemung*---------- 100	380,000	----------	Oct. '68 2
Cheshire, preferred ------100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.------100	8,886,643	M & S.	Sep. '68 5
" " pref.---100	2 425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern...100	4,390,000	----------	----------
Chicago, Iowa & Nebras*..100	1,000,000	----------	Jul. '68 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western...100	13,180,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.----100	3,129,100	Sept.	Sep.'68 5s
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68$2
" Street ----------	----------	J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,600,250	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind.---100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*-- 50	2,044,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,421,091	J A J &O	Oct. '68 2
Cleveland and Toledo* ---- 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*----- 50	1,786,200	J. & J.	Jan '68 4s
Concord ---------- 50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	600,000	----------	----------
Conn. & Passump. Rivers.100	----------	----------	----------
Do. do. pref.100	1,673,300	J. & J.	Jul. '68 3
Connecticut River ---------100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley. ------ 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ---100	306,900	----------	----------
Dayton and Michigan*---100	2,384,941	----------	----------
Delaware*. ---------- 50	406,132	J. & J.	Ju . '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley------100	1,550,050	----------	----------
Detroit & Milwaukee.----100	452,359	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do do. pref.100	1,987,351	----------	Jul.'68 3½
Eastern (Mass.)---------100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) ---------100	492,500	J. & J.	July '68 4
East Pennsylvania ------ 50	654,600	----------	----------
East Tenn. and Georgia...100	----------	----------	----------
East Tenn. and Virginia...100	----------	----------	----------
Eighth Avenue (N. Y.) --100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway ---------100	14,570,100	F. & A.	Feb.'68 4
Do. pref.---------100	8,536,700	Annual	Jan. '68 7
Erie & North East*.------100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	1,142,834	----------	----------
Fitchburg ---------- 100	4,540,000	J. & J.	Jul. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3
Flint and Holly ----------	----------	M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia ---------- 100	3,156,000	J. & J.	Ju y '68 4
Germantown (Phila.)------ 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) -- 50	160,000	J. & J.	Jul. '67 2
Granite. ---------- 100	----------	----------	Sept.'68—
Green and Coates St. (Ph.) 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Oct. '68 5
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa------ 50	116,850	M. & N.	May '68 5
Housatonic---------- 100	820,000	----------	----------
" pref ---------- 100	1,180,000	J. & J.	Jan. '68 4
Hudson River ---------- 100	13,937,100	A. & O.	Oct. '68 4
Hazleton---------- 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central ---------100	23,386,150	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.------100	1,500,000	J.A.J&O	Oct.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1,825,000	----------	----------
Leeds and Farmington*----	----------	----------	Jul.'68 2½
Lehigh and Mahanoy------ 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley ---------- 50	10,734,100	J.A.J&O	Oct.'68 2½
Lehigh Luzerne---------- 50	344,950	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami.---------- 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*---------- 50	2,648,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island---------- 50	3,000,000	F.M.A.N.	Aug.'68 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence ----100	200 000	A. & O.	Oct. '68 3
Macon and Western------100	1,500,000	----------	Apl. '68 4
Mahanoy & B'd Mount n* 50	921,615	----------	----------
Maine Central---------- 100	1,600,880	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati---- 50	2,029,778	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '68 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '68 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio ---------100	670,000	----------	----------
Metropolitan (Boston)----100	1,250,000	J & J.	July '68 5
Michigan Central ---------100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	11,065,340	August.	Aug. '68 4
" " guaranteed.100	58?,800	F. & A.	Feb.'68 5
Middlesex (Boston)---------100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,....	----------	----------	----------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.---------100	3,627,000	J. & J	----------
" " " pref.------100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '68 4
Mobile and Ohio ---------100	3,588,300	----------	----------
Montgomery & W. Point..100	1,644,104	J & D.	Dec.'67 4
Morris and Essex ---------- 50	5,500,000	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July 68 6
Nashua and Lowell.---------100	600,000	M. & N.	May '68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck---------- 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey---------- 100	5,000 000	F. & A.	Aug.'68 5
New London Northern.---100	895 000	M. & S.	Mar.'68 4
New York Central.-------100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.---- 50	6,265,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue---------- 100	797,400	----------	----------
North Carolina---------- 100	4,000,000	----------	----------
Northern Central ---------- 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	----------	May '67 4
Northern of N. Hampsh,..100	3,06 ,400	J. & D.	Jun.'68 4
Northern of N. Jersey ---100	158,800	----------	----------
North Pennsylvania------ 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester ---100	2,368,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Oct. '68 4
Ohio and Mississippi-----100	20,222,647	----------	----------
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Oil Creek & Alleghany R. 50	4,259,000	J.A.J&O	Oct.'68 2½
Old Colony & Newport ---100	4,848,300	J. & J.	July '68 3
Orange and Newark ------100	281,550	----------	----------
Oswego and Syracuse----- 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri--------100	3,681,000	----------	----------
Panama---------- 100	7,000,000	J.AJ&O.	Oct. 68 6
Paterson and Ramapo-----100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630 000	J. & J.	Jul.'68 4
Pennsylvania ---------- 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.--- 50	5,069,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul.'68 5s
Phil., Germ'n'n & Nor'n 50	1,507,850	A. & O.	Oct. '68 5
Phila. and Trenton*-------1 0	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt.------ 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City ---------- 50	100,000	J & J.	Jul. '68 3
Philadelphia and Dar'y... 20	100,000	J. @ J.	Jul. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Oc .'68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec...100	879,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.----------	----------	----------	Jul. '68 2
Rensselaer and Saratoga ..100	800,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,000	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport ---------- 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,385,600	J. & J.	July'68 5
Rutland preferred.---------100	----------	F. & A.	A'g.'68 3½
St. L., Alt. and T. Haute.100	2,800 000	----------	----------
" " " pref.100	1,500,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	900,000	----------	----------
Saratoga and Hudson R...100	1 020,000	----------	----------
Saratoga and Whitehall*.100	500,000	A. & O.	Oct.'68 3½
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* ------ 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke.---100	868,200	----------	----------
Second Avenue (N. Y.)----100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line---------- 100	6 5,200	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) ----100	750,000	----------	Nov.'67 5
Somerville ---------- 100	75,000	M. & N.	May'68 3
South Carolina ---------100	2,819,275	----------	----------
South Shore ---------- 100	259,685	----------	Jul. 68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.----100	1,000,000	----------	----------
Staten Island.---------- 100	600,000	J. & J.	Jul. '67 4
Stoney Brook ---------- 00	267,300	M. & N.	M'y'68 2½
Summit Branch ---------- 50	250,000	J. & J.	Jun. '68 3
Syr., Bingham. and N. Y.100	1,200,130	----------	----------
Taunton Branch ---------100	280,000	J. @ J.	Jul. '68 4
Tennessee and Alabama .100	595,924	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.).----100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw.100	1,660 000	----------	----------
" " " 1st pref.100	1,700,000	----------	----------
" " " 2d pref.100	908,176	----------	----------
Tol., Wabash and West.--- 50	5,400,000	----------	----------
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.---------100	607,111	----------	----------
Troy and Greenbush*.----100	274,400	J. & D.	Jun'67 1½
Troy, Salem and Rut'd*.-100	800,000	A. & O.	Oct.'68 3
Union Transport'n (Bos.)-100	200,000	----------	----------
Union (Phila.) ---------- 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.----100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.-----100	2,250,000	J. & D.	Jun'68 4
Vermont Central.---------100	8,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'68 1½
Virginia Central ---------100	2,353,579	----------	----------
Virginia and Tennessee...100	5,45 ,815	----------	----------
Western Union ---------100	2,687,237	----------	----------
West Jersey ---------- 100	731,050	----------	Aug.'68 4
West Philadelphia---------- 50	249,100	J. & J.	Jan. '68 3
Wilm. and Ma chester.----100	1,130,470	----------	----------
Wilm. and Weldon.--------100	1,340,203	----------	----------
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 3½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio ------ 25	8,228,595	----------	----------
Delaware Division.-------- 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.-----100	10 000,000	F. & A.	Au. '68 6
Delaware and Raritan.----100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania------ 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,187,000	M. & N.	M'y'67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'68 2
Morris (consolidated)..---- 10	1,05,000	F. & A.	Feb.'67 3
" (preferred)---------100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water.---- 50	2,052,088	----------	----------
Union---------- 50	2,907,850	----------	----------
" preferred ---------- 50		----------	----------
W. Branch and Susq------ 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley.---------- 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation ---- 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,480,000	J. & J.	Jul. '68 2
American Coal.---------- 25	1,500,000	M. & S.	M. '68 6
Ashburton ---------- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.---------- 25	800 000	J. & D.	Dec '67 2
Central Coal ---------100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.----------	----------	J & J.	Jul. '68 4
Mt. Pleasant Coal.----------	200,000	----------	Sep.'68 2½
Pennsylvania Coal ------ 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.------	200,000	----------	Sep.'68 2½
Spring Mountain Coal.---- 50	1,250 000	J. & J.	Jan. '67 6
Spruce Hill Coal.---------- 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.---------100	3,400,000	A. & O.	----------
Wyoming Valley Coal ----100	1,250,000	F. & A.	Aug. '66
Rut and Marble.---------- 25	1,000 000	----------	Dec'67 2½
Adams Express.---------100	10,000,000	FMA&N	Apr.'68 5
American Express ---------500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express.---- 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	2,935,492
1865	289,445	347,211	432,340	355,045	472,498	410,800	493,882	596,584	541,481	675,446	634,243	576,366	5,525 335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533 150	599,670	474,056	389,573	5,696,110
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483 177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	383,654	355,255	359,184	343,325	413,484	477,795	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170.910	156.869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320.879	307.803	252.015	2.770.484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222 241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	348,787	157 832	235,961	282.165	335,510	342,358	354,244	415,982	408 990	426,762	359,102	330 169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	570,353	488,155	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210.729	216.030	196.435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324.865	336,617	321,087	3.095,470
1865	305,554	246,331	289,463	196,580	234,612	321,818	244,121	306,231	389.489	307,523	270,073	201.779	3,313,514
1866	241,305	183,385	257,230	209.099	277,506	306,693	278,926	317.977	400,941	428,474	345.028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276 681	297,513	444 024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297 464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281.334	296,169	473.186	551,122	435.945	407 688	2,811,544
1864	273,876	317,839	390,365	421 363	466,830	565,145	489,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,353	585,623	747,942	702,661	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,137	574,664	766,398	774,279	895,712	894,357	800,325	1 038,824	1,461,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	856,611	1,068,959	1,206,796	1,167,544	1,091,466	1,265,831	1,528,483	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41.212	43,580	65.035	80,588	73.140	50.296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,284,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,766	15,434,775
1866	...including Buffalo Division... 1,185,746	987,936	1,070,917	1,158,441	1,101,632	1,243,636	1,209,243	1,296,400	1,416,101	1,476,244	1,416.001	1,041,116	14,506,413
1867	...including Buffalo Division ... 906,759	917,639	1,139,528	1,217,143	1,121,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,546	14,139,244
1868	1,081,320	901,752	1,136,994	1,263,742	1,163,612	1,089,606	1,043 043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496.433	437,679	424,531	4.571.028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	790,286	661.391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,487	518,088	7,181,208
1866	603,053	508,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588,219	504,036	6 5.6.741
1867	647,120	524,871	417,071	440.271	477.027	516.493	526,242	709,327	738,530	823,901	727,810	613 329	7,160,992
1868	672,864	531,224	462,817	538,077	579 560	621,685	576,468	764,138	873,600	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	96,672	87,791	93,763	78,607	76,248	107.525	104,603	115,184	125,252	116,495	116,146	105,787	1,224,088
1866	90,411	85,447	84,851	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112.952	123,302	1,301,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114 716	121,217	142,823	132,387	123,583	1,286,971
1868	92,433	81,529	93,482	108,461	95,416	95,924	108,413	126,656	121,519	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	257,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,546
1864	256,600	304,445	338,454	330,651	287,126	315 258	278,591	358,862	402,219	407,107	448,934	411,806	4.130,152
1865	368,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351.799	4,826 727
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496.855	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	539,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,560	301,495	435,781	512,523	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,855	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,704	306,186	3,168,045
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,223	337,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520.560
1865	282,439	265,796	337,158	343,737	366,196	335,083	324,956	359,646	429,161	493,640	414,604	366,660	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,775	503,296	412,934	380,373	4,371,073
1868	343,816	304,315	326,880	415,758	369,256	325,501	321,013	392,942	456,9 8	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,788	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	458,094	423,247	522,545	1,023,520	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002.758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,062,353
1864	921,831	936,587	059,026	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,137,505	1,116,829	13.357.709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,528,839	1,486,356	1.117,854	14,576,128
1866	1,086,360	895,887	1,136,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,858	1,076,773	1,227,286	1,093,781	934,636	1,101,696	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	228,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	234,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,819	3,763,095
1866	267,541	246,109	326,246	277,424	283,130	253,925	247,262	305,464	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,035	279,647	284,729	282,939	240,135	234,638	322,521	365,371	379,367	336,066	272,063	3,459,379
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,587	464,826	4,088,881
1863	335,686	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,288	416,341	866,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,346	833,742	887,796	874,974	436,900	10 637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	993,104	873,153	956,658	847,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	364,331	370,983	3,745,310
1863	337,360	365,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,924
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,129,466
1865	660,144	678,504	857,883	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,863	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	562,378	648,201	654 926	757,441	679,736	655,242	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,237	761,329	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,940	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	163,674	202,771	167,300	177,625	173.722	167,513	218,546	216,783	222,786	207.301	162,894	2,240,744
1866	178,120	155,893	192,138	170,485	165,699	162,532	166,015	222,953	198,884	244,834	212,327	177,364	2,250,142
1867	149,658	149,542	174,153	168,162	171,736	156,066	172,933	220,788	2.0,160	230,340	205,095	180,971	2,218,402
1868	127,693	133,392	149,164	155,388	130,545	140,408	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132.111	134,272	152,585	105,554	116,379	170,595	161,052	134,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	205,154	2,050,322
1865	144,084	139,171	155,765	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,438	325,691	304,917	396,248	349,117	436,065	354.831	267,150	3,717,386
1867	237,674	200,798	270,630	317,062	329,076	304,810	309,501	364,724	382,996	406,766	351,769	283,480	6,809,368
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,533	484,208	450,208	.....	.....	.....	.....
Western Union:													
1865	43,716	37 265	32,378	33,972	68,862	82,147	68,139	59,862	75,677	92,715	61,770	37,530	669,352
1866	45,102	36,005	39,201	43,332	86,913	02,918	85,276	60,698	84,462	100,313	78,248	54,468	814,097
1867	39,078	27,667	36,892	40,710	57 852	60,553	58,262	73,525	126,496	120 268	79,471	64 719	774 593
1868	46,415	40,703	39,193	49,231	70,163	77,339	69,762	84,607	97,238	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest—Rate.	Interest—Payable.	When Payable.	Market Price.
National Securities, Oct. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan & July.	1867	
Loan of March 31, 1848 registered	matured.	6	" "	1868	
" " " coupon	matured.	6	" "	1868	
Texas Indemnity, of Sep. 9, 1850 coupon	256,000		presentation.	Due.	
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July	1874	118
" " " coupon		5	" "	1874	114½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	115
" " " coupon		6	" "	1881	115½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " yearly		6	July.	1881	
Loan of July 17, 1861 registered	264,246,300	6	Jan & July.	1881	115
" " " coupon		6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	106¾
" " " (5-20s) coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106¾
" " " (5-20s) coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s) registered	1,894,883,000	6	May & Nov.	1885	106¾
" " " (5-20s) coupon		6	" "	1885	112
" " 2d series (5-20s) registered		6	Jan. & July.	1886	108½
" " " (5-20s) coupon		6	" "	1886	110½
" " 3d series (5-20s) registered		6	" "	1887	108
" " " (5-20s) coupon		6	" "	1887	110
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. & Sept.	1904	104½
" " " (10-40s) coupon		5	" "	1904	105¾
Pacific R. R. Bonds (currency)	39,'34,000	6	Jan. & July.	'95-'97	100
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	
Matured Debt not presented	12,184,244		presentation.		
Gold Certificates of Deposit	20,235,400		presentation.		
Compound Interest Notes 1864 '65	5,251,930	6	At maturity.	3 y'rs	
United States Notes (greenbacks)	356,021,073				
Three per cent. certificates	62,230 000				
Fractional currency	32,933,614				
Navy Pension Fund	13,000,000	3			
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	
" — " " (funded coup.) "	437,850	5	" "	1887	
" — " " (sterling) "	648,000	5	Jan. & July	1876	
" — " " (") "	688,000	6	" "	1876	
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	131½
" — " " 1860 "	198,500	7	" "	1880	
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	
" — " " May, 1'65 (free)	2,000,000	6	" "	1885	
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	
" — " " "		7	" "	var.	
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July	1886	
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	81½
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	
Illinois—Ill. and Mich. Canal coupon	1,167,423	6	Jan. & July.	1870	99½
" — " " " registered	1,229,667	6	" "	1870	
" —State Bonds coupon	948,910	6	" "	'60-'70	
" — " " " "	4 367,253	6	" "	'77-'79	99½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	
" — " " " "	3,829,936	5	" "	1866	95
" — " " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	
" —War Loan Bonds "	300,000	7	" "	1881	
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	
" —War Loan Bonds "	500,000		" "	'76-'81	
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " " "	1,421 000	6	April & Oct.	'70-'71	
" — " " " "	415,000	6	May & Nov.	1870	
" —Military Bonds "	253,000	5	April & Oct.	'67-'73	
Louisiana—State Bonds (Banks) coupon	645,000		various.	'80-'86	
" — " " (Railroads) "	4,832,983	6	Feb. & Aug.	'68-'86	
" — " " (Schools, &c.) "	2,928.000	6	various.	'69-'99	65½
" — " " (Levees) "	665,000	6	Jan. & July.	1897	
" — " " (New) "	1,000,000	6	various.	1886	
Maine—Mass. Land Debt of '53	892,800	6	"	'86-'87	
" —Civil Loans of 1855-'56 coupon	150,000	5	October.	'67-'72	
" — " " 1857-'61 "	174 000	6	Mar & Sept.	'67-'74	
" —War Loan of 1861 "	171 000	6	various.	'75-'78	
" — " " 1863 "	800,000	6	"	1871	100
" —Bounty Loan of 1863 "	525,000	6	Mar. & Sept	1883	100½
" —War Loan of 1864 "	475,000	6	Feb. & Aug.	1880	100½
Maryland—State Bonds (Balt. & Susq. R.R.)	2,832,500	6	June & Dec.	1889	100½
" — " " (S. & T. W. Can.) sterl.	315,000	3	J. A. J. & O.	1890	95½
" — " " (Balt and Ohio R.R.)	1,017,822	5	" "	1895	
" — " " (C. and O. Can.) sterl.	24,000	5	" "	1880	
" — " " (R.R. various) "	1,405,607	5		1889	
" — " " (") currcy.	120 000	5		1889	
" — " " (B. & O. R.R.) sterl.	159,974	5		'89-'90	
" — " " (C. and O. Can.) "	3,277,389	5		1890	
" — " " (Ches. & Ohio Can.)	3,259,816	5	"	1890	
" — " " (Balt. & Susq. R.R.)	2 000,000	6		1870	99½
" — " " (Bounty)	1,000,000	6	"	1870	99½
" — " " (Ches. & Ohio Can.)	501,000	6		'80-'74	
" — " " (Balt. & Susq. R.R.)	30,000	6	"	1885	
Massachusetts—Funding Loan	429,688	6		1890	
" " "	15,000	5	June & Dec.	1868	
—General Statutes Loan	21,000	5	" "	1870	
—Funding Loan	150,000	5	Jan. & July.	1870	
	17,000	5	June & Dec.	1872	

*Indicates that no interest is paid.	Amounts outstanding.	Interest—Rate.	Interest—Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	
" —Coast Defense Loan	888,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling	3,996,000	5	" "	1894	
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (ster.ing)	4,319,520	5	April & Oct.	'68-'71	
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,186	5	" "	'88-'90	
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6		'41-'71	
" " " (Union Bank)	5,000,000	6		Var.	
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	91½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	92
" —Pacific R.R.	7,000,000	6	" "	'81-'87	
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	
" —North Missouri R.R.	4,250,000	6	" "	'82-'87	
" —Iron Mountain R.R.	3,500,000	6	" "	'88-'89	
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	
" —Platte County R.R.	700,000	6	" "	1887	
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	104½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	
" — " " 1864	793,400	6	" "	'97-'02	
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	105
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	103
" — " " registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,186,780	6	" "	pleas.	
" — " " "	500,000	6	" "	1868	
" — " " "	800,000	6	" "	1878	
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " "	6,000,000	6	" "	1873	100
" — " "	2,250,000	6	" "	1874	101½
" — " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	191
" — " "	442,960	5	May & Nov.	1868	
" — " "	900,000	5	Jan. & July.	1875	
" — " "	800,000	5	" "	1878	91
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	
" — " "	167,000	5	" "	1871	
" — " "	4,500 000	5	" "	1874	
North Carolina—State Bonds	366,000	6	Various.	'69-'78	93
" — " "	8,334,000	6	Jan. & July.	'81-'90	65
" — " "	650,000	6	April & Oct.	'90-'91	
" — " " (new)	3,500,000	6	Jan. & July.	1900	
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	66½
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,050	6	" "	1875	100
" — " "	4,095,300	6	" "	1881	101
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	102
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	
" — " " registered	5,083,052	5		'68-'70	95½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	100½
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	
" — " " 2d series	99,480	5	" "	1882	
" — " " 3d series	720,983	5	" "	1892	
" — " " 1st series	4,907,150	6	" "	1877	105½
" — " " 2d series	7,909,520	6	" "	1882	106½
" — " " 3d series	9,270,017	6	" "	1892	108½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,888	5	J. A. J. & O.	'68-'70	
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	
" — " " (new)	1,210,803	6	" "	1887	
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,127	6	" "	Var.	
" — " "	1,706,000	6	" "	1868	
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	
" — " endorsement	2,207,000	6	" "	Var.	
" —New Bonds	6,000,000	6	" "	1882	60
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,866,000	5	Jan. & July.	long.	
" — " " (sterling new)	466,250	5	" "	long.	
" — " " registered	108,000	5	" "	long.	
" — " " (") coupon	21,'69,398	6	" "	long.	
" — " (new) registered	10,000,000	6	" "	long.	
" — " " (") coupon	1,379,500	6	"	1876	101
" — " " (")	489,300	6	"	1886	
Wisconsin—State Bond	39,600	6	"	1890	
	405,100	6	Jan & July	'77-'89	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95
Loan of 1850	602,000	6	" "	"	1880	....
Loan of 1853	1,744,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	67½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	....
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	91
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	88
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	97½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1887	93
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	....
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage	600,000	7	May & Nov.	" "	1875	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st Mortgage (ex 725 m.) free	15,400,000	6*	Jan. & July.	New York.	1896	103
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,400,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	93
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	6	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	6	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	April & Oct.	New York.	1895	77
1st Mortgage (convertible)		7	" "	" "	1895	....
Income bonds	150,000	7	— & —	" "	18—	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee:						
1st Mortgage (C. and N. W.)	1,726,200	7	Jan. & July.	New York.	1893	90
Chicago and Northwestern:						
Flagg Trust, mort. on C. D. G.	200,000	8	Jan. & July.	New York.	.....	....
Pref. sinking fund b'ds (103 m.)	1,250,000	7	Feb. & Aug.	" "	1885	97
Funded Coupons	756,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,604,000	7	Feb. & Aug.	" "	1885	91½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	165,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,040,000	7	F. M. A. & N.	" "	1915	98
Equipment Bonds	2,200,000	10	May & Nov.	" "	1871	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,173,000	7	May & Nov.	" "	1876	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mortgage (Chic. & Mil. R.R.)	1,726,200	7	Jan. & July.	" "	1893	96½
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	102
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	95
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	88½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	87½
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77½
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	76½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Plain Bonds	570,000	5	April & Oct.	"	1872	61
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	94½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	1,173,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	....
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	92
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	90
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	105½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	116½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	98½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'78–'75	....
1st Mortgage, Bardstown Branch	30,000	7	—— & ——	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	—— & ——	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1884	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1t mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,285,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	91½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1893	78½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1892	....
1st Mortgage, Convertible	1,294,000	7	May & Nov.	" "	1880	....
2d Mortgage for $1,000,000	417,000	7	Jan. & July.	" "	1887	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	18—	....
Memphis and Little Rock:						
Tenn. State, endorsements	350,000	6	Jan. & July.	New York.	18—	....
Tenn. State, Funded coupons	105,000	6	" "	" "	18—	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Memphis and Ohio:						
Tenn. State Loan and coupons	2,396,110	6	Jan. & July.	New York.	18—	....
Michigan Centra :						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	115
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	115½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	94
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York	1893	95
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	100
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	98½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	....
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	....
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$690,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,800,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	....
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	....
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Company Bonds	100,000	7	Jan. & July.	.....	1870	....
Company Bonds	299,200	7	" "	.....	1876	....
Company Bonds	639,500	7	" "	.....	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	89
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'98	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	88–'94	....
2d Mortgage	792,050	6	" "	" "	71–'88	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1892	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	78–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	....
N. Orleans, Opelousas & Gt. Wn.						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80 m.)	40,000	8	Jan. & July.	" "	1887	....
New York:						
Permanent, Sinking Fund Bonds	6 189 954	6	May & Nov.	New York.	1883	96
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,930,000	6	June & Dec.	" "	1887	95
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	108
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	239,000	6	Feb. & Aug.	New York.	'78–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	65–'77	....
1st Mortgage	328,600	8	" "	" "	65–'70	....
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for 300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1876	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
Northern Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	92½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	....
2d Mortgage	274,500	7	—— & ——	"	18—	92
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	96
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	93
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	965,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	....
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67–'69	96½
Company Bonds	223,000	5	Various.	"	'77–'84	....
Company Bonds	2,467,000	6	"	"	'76–'76	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	873	83
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	--	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'98	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	95½
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pitt'b.	2,597,000	6	April & Oct.	"	1875	96½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	— & —	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	— & —	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	....
1st Mortgage (General)	5,000,000	6	" "	"	1881	89½
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1855	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	92
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	106
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96½
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.):						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	73
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'60–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	152
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	84
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	— & —	Boston.	1876	95½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	..	— & —	— & —	.....	....
2d Mortgage	52,000	..	— & —	— & —	.....	....
3d Mortgage	605,000	..	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,012½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	79½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equipment Loan	1,000,000	8	" "	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consol. Mortgage for $3,500,000	.....	7	Jan. & July.	Philadelphia.	1890	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	71½
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Salt Works Branch Bonds	9,500	6	" "	" "	1861	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	— & —	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1876	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	82½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1.000.000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576.888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,008,250	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85.333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175.000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4.375.000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531.000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1.500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673.798	7	Jan. & July.	Philadelphia.	1866	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767.222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500.967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32.700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384.162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5.606.122	6	" "	" "	1884	85½
3d Loan	2.000.000	6	" "	" "	1897	....
Gold Loan	5.000.000	6*	June & Dec.	"	1897	94½
Convertible Loan	1,201,850	6	" "	"	1877	73
Monongahela Navigation:						
1st Mortgage	125.000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465.500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302.750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1.764.550	6*	March & Sept.	Philadelphia.	1872	86½
2d Mortgage	3.980.670	6	Jan. & July.	"	1882	71
Improvement Loan	1,001,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1.000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Consolidated (Md.) Coal:						
1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	229,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	525.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	225.0	429,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,523	.....	.....	10,096,706	4,437,984	10	100	123½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.*...Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	19.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	148½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg .....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Boston, Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	27
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	66
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306 973	976,0 7	119 4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	134½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Eric.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,038	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	14
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,035	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502.918	143,361	—	50	9
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia..... Georgia.	4,472,000	*	1,386,246	524,275	4,866,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64 0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,788,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	120½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	33½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	89	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....)	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	3
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	155½
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	171
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	100	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	89½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	106½
Jun. 30, 1867		Lease	es	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio.	620,000	.....	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago..Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,368	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	700,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0					Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0					Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	.....	(Opene	d Jan. 1, 1	868, & oper	(Open. J	an.1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,286	.....	—	.....	.....	.....	.....	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	534,154	193,776	6	50	....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	.....	.....	.....	3,580,764	1,372,063	10	50	55½
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	24,042	765,067	29,360	38,718	5,642	—	100	....
Jun. 30, 1868	29.0	—	2.7	—					Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Louis	v. Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—					Little Miami.....Ohio.	3,775,757	.....	1,704,068	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	.....	.....	—	.....	.....
Oct. 31, 1867	28.3	3.0	24.6	—					Little Schuylkill.....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	—	.....	(Leased	to Phila. a	nd Read.)	.....	.....	—	.....	.....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	—	9.0	.....	.....	.....	.....	.....	4	50	45
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	.....	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—					Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,619	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Louis	v., Cinc.	and Lex.)	103,858	6	100	....
Jun. 30, 1867	185.0	149.0	38.5	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,166,000	469,767	3,989,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810,469	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—					Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	—	102.5	286,832	.....	.....	668,346	164,089	8½	100	....
Jun. 30, 1867	34.2	—	7.0	—					McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	12.3	19.0	38.8	—					Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	—	.....	(Leased	to Phila. a	nd Reading.)	.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central †.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—					Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	135½
Mar. 31, 1867	19.0	—	....	—					Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	—	.....	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	66.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Dec. 31, 1867	272.0	19.0	23.2	—	55	29	10	611	Memphis and Charles. Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	596,844	5,312,725	3,306,530	606,536	30,171	379.0	799,098	.....	.....	1,484,264	441,296	3	100	....
Dec. 31, 1867	83.0	—	....	—					Memphis, Clarkesv. and Louisv. †..Tenn.	3,087,069	.....	.....	.....	.....	1,582,000	.....	—	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—					Memphis and Ohio †.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	—	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	562,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358 549	2,866,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	86½
Dec. 31, 1867	6.6	—	....	—					Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—					Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	—	.....	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,931,300	.....	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	85,282,221	96,178,049	5,683,608	2,017,923	—	100	102
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	—	63.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	—	72.0	(Leased	to Phila. a	nd Reading.)	.....	.....	8	50	57½
Aug. 31, 1867	236.0	—	....	—	36	19	9	213	Missis. Cent. and Tenn. †. Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee †. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	—	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,201	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	—	116.9	176,707	.....	.....	449,007	187,402	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex.....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	284,547	3½	50	33
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee.....Georgia.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell.....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga †..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	—	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—					Nashville and Decatur †...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172 5	—	4.7	—	20	4	2	151	Nashville and Northwestern†. Tenn. & Ky.	4,600,' 55	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck.....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	14.9	(Operat	ed by Phg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	—	33.8	677,201	.....	.....	1,865,303	747,351	10	100	134
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	868,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....		
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	896,000	430,000	277,000	—	100.0	826,126	5,355,549	5,084,846	382 944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. †. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	397,380	—	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †. La.	.....	.....	.....	.....	.....	.....	.....	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central.....New York.	36,594,405	*	8,540,200	888,921	28,537,000	12,069,820	698,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	126½
Sept. 30, 1867	—	—	—	39.8					N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,903,625	97,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,668,121	1,144,018	8	100	124
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	142
Aug. 31, 1867	50.6	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	96.5	—	3.7	—					Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg †.....Virginia.	2,353,857	*	232,310	.....	1,798,000	622,350	.....	—	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	....
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina †.....North Carolina.	4,950,606	*	300,100	62,204	4,000,000	443,000	147,136	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—				—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—				—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	97.3	348,023	12,188,701	13,691,447	892,057	877,206	53	50	35½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,048,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,108	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	49
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,286	8	100	116½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	496,044	*	.....	26,201	159,100	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,200	680,438	204,086	8	100	92
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0	.....	.....	.....	(9 mos.)	155,098		22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	808,981	301,742	3	100	71½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6-3	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	31
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,509,246	599,882	—	50	39½
Nov. 30, 1867	130.5	19 5	32.5	—	34	59	1-	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	97½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	429,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—	.....	.....	.....	—	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	....
Sept. 30, 1 67	28.6	—	3.3	—	.....	.....	.....	—	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716,000	3,387	.....	.....	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 9, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,814,515	9,349,000	806,281	.....	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	340
Dec. 31, 1867	14.5	—	14.5	—	.....	.....	.....	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	.....	.....	.....	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	....	—	.....	.....	.....	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	.....	—	.....	109.0	.....	.....	.....	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	50½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	.....	.....	.....	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	.....	.....	.....	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1 67	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent..Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	27
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	67½
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	48½
Oct. 31, 1867	26.5	—	32.2	—	.....	.....	.....	—	Philadelphia and Trenton..Pennsylvania.	1,006,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	128
Oct. 31, 1867	95.0	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	56
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,600,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	114½
Dec. 31, 1867	43.0	—	....	—	.....	.....	.....	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Phg., Col. and Cincinnati)			.....	.....	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782	—	50,080	1,217,879	670,258	108,804	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	.....	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	103
Mar. 31, 1867	50.0	—	....	—	.....	.....	.....	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	.....	.....	.....	—	Portsmouth, Gt. Falls and Conway .N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.8	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	.....	5,000	16,429	44.4	321,555	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	.....	.....	.....	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	.....	.....	.....	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	283	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9-2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,510	4,630,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	.....	.....	.....	—	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)			.....	.....	—	100	....
Sept. 30, 1867	22.0	—	....	31.0	.....	.....	.....	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	.....	.....	.....	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,824,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	114
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,283,000	3,177,500	.....	.....	143.3	612,583	.....	.....	840,855	.....	—	100	30
May 31, 186	.....	—	.....	133.0	.....	.....	.....	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	.....	209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	45
Dec. 31, 1866	80.9	—	....	—	.....	.....	.....	—	St. Joseph and Council. Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	(Completed Jan. 1, 1868.)			.....	.....	—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)			.....	.....	.....	.....	54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	.....	.....	—	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	.....	—	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	.....	.....	.....	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)			.....	16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	.....	.....	.....	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	40.0	19.7	—	.....	.....	.....	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	.....	—	50	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,096	*	.....	.....	1,269,150	97,000	149,218	.....	54.0	143,124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	.....	.....	.....	—	Schuylkill Valley.....Pennsylvania.	576,050	*	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)			.....	.....	5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,900	363,654	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	.....	.....	.....	—	Shamokin Valley and Pottsville....Penn.	1,569,450	—	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)			.....	.....	5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	.....	.....	.....	—	Shelby and Rush.....Indiana.	187,663	*	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)			.....	.....	—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	.....	.....	.....	—	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)			.....	.....	—	100	....
Dec. 31, 1867	37.0	—	1.6	—	.....	.....	.....	—	Somerset and Kennebec.....Maine.	800,000	—	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)			36,000	.....	—	100	....
Dec. 31, 1867	16.0	—	....	—	.....	.....	.....	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased to Central of New Jersey.)			.....	.....	6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,747,944	658,801	938,430	243.0	609,871	.....	.....	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,159,686	150,000	20,147	100,533	11.5	52,309	2,200,006	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	5 0	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec 31, 1867	30.5	—	....	43.3	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	...	200.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.									91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	256,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.									68.0	.....	.....	.....				100	....
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000				196,000	150,000										100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	600,000	200,000	95,000	.....		(Leased to Cinc., Dayton and Eastern.)						100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*			1,983,141	6,739,000			13.0	56,004	2,636,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	448,700				201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—					Stony Brook.....Massachusetts.	267,383			.....	267,300					(Leased to Housatonic.)				31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.									13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Sept. 30, 1867	10.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.																100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....				100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western.O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,300	6,517,655	3,505,861	3,809,353	1,022,471	—	100	64
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908				274,400					(Leased to Hudson River.)				19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield ¶.....Massachusetts.	2,086,640					680,000				(Operated by Vt & Mass., & T. & B.)			509,582	188,393	—	100	....
Sept. 30, 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238				30,000	310,000				(Owned by railroads centring in Troy.)			32,000		—	100	....
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000									(Leased to Pennsylvania.)							
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000				5,000,000	17,600,000										100	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000				1,000,000	3,200,000										100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*			5,000,000	11,392,000										100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*			831,300											100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*			693,712				34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000				2,500,000				12.0				150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,800,000	550,000	3,172	212,120	77.3	(Leased to Vermont Central.)					8	100	103½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*			5,000,000	5,500,000			184.5	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	64
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*			516,104	793,200				1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	357,408	1,992,293	450,627	436,560	140.0	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	601,943	loss.	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*		174,231	3,497,791	2,393,382			213.5	379,147	6,439,617	6,145,144	564,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—					Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400			18.3				764 148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	172,577				98,650	85,000	600		10.3				458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & Georget.D. C. & Va.			(In hands of receiver.)						7.0	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—					Washington County.....Maryland.																100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,000	133,966	.....	23.0	(Opened Nov. 20, 1867.)					—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,280	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)			4,972,000			173.4	1,840,291	43,030,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*			1,942,000				138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000				750,000	1,200,000			43.0				42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	...	...	...	....	Western North Carolina..North Carolina.						2,318,000			45.0				116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—					Western Pennsylvania.....Pennsylvania.	2,876,329		49,600		822,450	1,283,600	630,919		84.5							100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	Leased to Pennsylvania.)			580,588	4,917,350	—	50	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000			37.5				775.075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0					Whitehall and Plattsburg ¶...New York.			(Under construction.)										278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—					White Mountains.....New Hampshire.	200,000				200,000											100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000				213,000								583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—					Winchester and Alabama ¶...Tennessee.	950,000	*				1,160,782			38.0	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—					Winchester and Potomac.....Virginia.	600,000	*			300,000	203,333										100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500		69,906	56,720	45.7	(Leased to Balt. and Ohio.)				27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—					Wrightsville, York and Gettysburg.Penn.	293,230				317,050	52,000	24,180			260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
																			(Leased to Northern Central.)						50	....
CANALS, &c																										
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000			13.6				346,196	246,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*			8,229,594				184.5						—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350				1,633,350	800,000			(Leased to Lehigh Nav. Co.)						4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000			108.0						16	100	130½
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,261	*			2,521,300	(See Cam. & Amb.R.R.)			65.5				871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*			64,000		1,300,985		161.0				120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0				.....	247,603	8	50	27
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 362,221	*		68,683	2,200,000	1,049,260	120,553	61,091	101.0				449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*			2,751,765				178.0				262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2				1,099,013	.....	6	50	10
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,566		45.0				155,872	42,170	—	50	15
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850		.....	.....	2,907,850	3,000,000			87.6				75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000		117,000	.....	1,100,000	750,000			123.0				211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0				132,627	33,921	4	50	30

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. R.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	87
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325.000	—	64,336	187,427	29,460	9.5	....	58½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	98
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,535	—	....	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	....	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	....	65
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,094	188,085	10,087	—	....	57
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	68,424	57,592	28,228	loss.	—	....	—
30 Nov.'67	7.1.	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	808.870	200,000	24,000	117,842	868,851	13.015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100.000	100,000	—	—	—	—	8	....	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	....	71,961	15,873	—	100	....
30 Sep. '67	24.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep. '67	16.71	—	—	—	37	Broadway (Brooklyn	260 561	200,000	35,000	10,015	107,738	28,744	8	100	....
30 Sep. '67	15.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep. '67	70 00	—	—	207	—	Brooklyn City	1,800,313	1,500,000	300,000	.....	1,131129	195,907	12	100	....
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	....
30 Sep. '67	.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	.....	16,085	6,352	—	100	....
30 Sep. '67	21. 0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep. '67	8.00	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	....
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,180	6,000	1,400	17,646	4,786	8½	100	....
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16,286	—	100	....
30 Sep. '67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	228	—	100	....
30 Sep. '67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep. '67	18.00	—	—	102	—	Eighth Avenue	1.420,972	1,000,000	203,000	—	792,574	189 095	12	100	....
30 Sep. '67	10.24	—	—	45	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5.000	74,420	18,793	9½	100	....
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,300	100,600	3,900	—	—	—	100	....
30 Sep, '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,5 8	—	100	....
30 Sep. '67	3 56	—	—	—	—	K ngston and Rondout	78.510	75,000	—	—	27,000	1 520	—	100	....
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	....
30 Sep. '67	12.20	—	—	58	—	Ninth Avenue	466,295	197,320	167,000	—	92,671	16,881	—	100	....
30 Sep. '67	6.56	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	860,000	700,000	137,690	458,946	9,470	—	100	40½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep. '67	5.33	—	—	—	—	Skaneateles	68,878	67,750	20,000	—	—	—	—	100	....
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,035	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondaga	31,000	31,000	—	—	6,596	1,176	5	100	....
30 Sep. '67	17.00	—	—	180	—	Third Avenue (N Y.)	2,453,404	1,170,000	1,280000	50 000	1,184945	222,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	....
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,17	14,707	—	100	....
30 Sep. '67	4.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,26	—	100	....
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	52,000	30,000	—	2,000	....	....	—	....	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	....	....	....
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	....	4,971	428	2	25	....
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	188,26	99,635	50.000	11,664	16,786	loss.	—	50	....
31 Oct '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	265,142	56,995	6	50	33
31 Oct '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	114,204	15,978	12½	50	24
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	....	59,500	57,715	880	49,980	loss.	—	50	....
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,82	—	100	....
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,91	225,000	150,000	61,911	226.014	53,014	10	50	48
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	88,371	9,452	12½	50	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,5*3	2*5,307	—	—	9 ,885	24,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,*95	110,0 0	35,600	24,916	138,501	22,495	10	50	....
31 Oct. '67	2.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,892	21,550	11½	50	....
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,636	120,500	63,300	—	40,799	6,725	2	50	....
31 Oct. '67	3.96	—	—	—	—	Schuylk ll River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,000	114,200	68,088	405 156	105,448	18½	50	51
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	42,160	31½	50	70½
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,994	84,648	—	50	15½
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	—	West Philadelphia	479,706	375,000	100,000	—	281,058	50,092	10	50	65
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,2*5	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,12	5,665	1,319	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	....	....	....	....	....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	....	....	....	....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	198,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,200	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1878	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	....	....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	....	....	....
Middlesex:					
1st Mortgage	38,000	..	....	....	....
Malden & Melrose bonds	46,971	..	....	....	....
Real Estate	6,000	..	....	....	....
Ninth Avenue:					
1st Mortgage	112,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	....	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,800	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	101
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	....	....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville:					
1st Mortgage	100,000	7	....	....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	21
Catawissa,* pref. and guar.	2,200,000	7	7	34
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017 815	7	3	68
Chicago and Alton, pref.	2,425,400	7	10	155
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	14,780 125	7	10s	90⅞
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	95
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	40
Erie, preferred	8,536,910	7	7	70
Hannibal and St. Joseph, pref.	5,253,886	...	...	89½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	24
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	....
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	103
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	101⅞
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams.* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	71½
Schuylkill Navigation, pref.	2,888,997	6	6	21½
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	36
Mariposa Mining, pref.	5,774,400	7	7	21½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	41 50 @ 45 —
Pig, American, No. 1 (good to best)		41 — @ 43 —
Pig, American, No. 2		37 — @ 39 —
Pig, American, Forge		34 — @ 38 —
Bar, Refined, English and American		90 — @ 92 50
Bar, Swedes, assorted sizes	(gold).	87 50 @ 90 —
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @155 —
Bar, English and American, Refined		— — @100 —
Bar, English and American, Common		— — @ 90 —
Scroll		130 — @175 —
Ovals and half-round		125 — @155 —
Band		130 — @ — —
Horse Shoe		130 — @ — —
Rods, ⅜@3-16 inch		105 — @165 —
Hoop		135 — @190 —
Nail Rod	per lb.	— 9½@ — 10½
Sheet, Russia, assorted No.'s	(gold)	— 12½@ — 13½
Sheet, Single D. and T. Common		— 5½@ — 6½
Rails, English	(gold) per ton.	51 — @ 52 —
Rail, American		80 — @ 81 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality).	per lb.	— 18 @ — 23
English Spring (2d and 1st quality)		— 10 @ — 12½
English Blister (2d and 1st quality)		— 11½@ — 20
English Machinery		— 13½@ — 16
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool,	do.	— 19 @ — —
American, Spring,	do.	— 10 @ — 13
American Machinery	do.	— — @ — 13
American German	do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Nails		— — @ — 42
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 23 @ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 27½
Straits	(gold).	— 23½@ — 24
English	(gold).	— — @ — 24

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	8 25 @ 8 50	11 50 @ 11 75
I. C. Coke	7 — @ 7 62½	9 50 @ 10 75
Coke Terne	6 12½@ 6 25	8 75 @ 9 —
Charcoal Terne	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — 15½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 21
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 28 @ — —
Refined, Standard White (in ship'g order)	— 29½@ — —
Refined, prime White (in shipping order)	— — @ — 31
Refined, S. W. (in merchantable order)	— — @ — 29
Naptha, Refined, (60 @ 63 gravity)	— 14 @ — —
Residuum	per bbl. — — @ 3 80

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 45@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.	W. 21
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	27⅛	....	....	....	....	....
California 7s (gold)	131½	....	....	....	....	....
Canton Co.	49⅛	50	51⅛	51	50	49½
Central of N. Jersey	120	....	121	121½	121½	121¼
Chicago & Alton	154⅜	154	155½	....	....	....
" pref.	155	....	....	....	....	....
" 1 M.	101	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	171	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	77	....	....	....	....	....
Chic. & Northwestern	96⅛	97	97⅛	96⅛	93⅛	90
" pref.	97	97⅛	98⅛	96⅜	94⅛	90½
" 1st M.	....	91⅛	....	91⅛	....	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	98⅛	....	99⅛	....	98	98
Chic., Rock Isl. & Pac.	108⅛	108¼	109⅛	108	106⅜	105⅞
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	95	....	....	95
Clev., C., C. and Ind.	79	....	....	79	....	....
Clev. and Pittsburg	91	90⅛	91⅛	90⅛	88⅞	88
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	77⅛
" Con.	....	....	....	....	....	....
Clev. and Toledo	104⅛	105	106⅛	104⅛	104⅛	103⅜
" S. F. 7s	....	....	....	....	....	....
Clev., Painesv. & Ash.	99⅛	100	102	102⅛	101	....
Col., C. & Ind. C.	....	....	....	....	....	....
" 1 M.	....	76⅛	76⅛	76⅛	....	76⅛
Cumberland Coal pref.	35	35⅛	....	36	35⅛	36
Del. & Hudson Canal	129⅛	129½	130	130½	130	130½
Del., Lack. & Western	129	130	....	....	132	....
" 1 M. 7s	....	98⅛	....	....	....	98⅛
" 2 M. 7s	....	96	....	....	....	....
Erie Railway	49⅞	49	49⅛	48⅛	47⅞	46⅞
" pref.	70	....	....	....	....	70
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	102	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	94⅛
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	81⅛	82	82	....	....	81⅛
Hudson River	135⅛	135	....	....	135⅛	....
" 1 M. 7s, 1869	....	....	....	....	105½	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	145	145	145½	145½	....	144⅜
" bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	87⅜	90⅛	90⅜	89⅛	88	86⅜
" 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	94	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	104	107	111	109⅛	105	102
" pref.	106	108	110	109	104	102⅛
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	90
" 8s	103	103	103⅛	....	....	103⅛
" 7 3-10s con.	98	98⅛	....	100	....	....
Missouri 6s	....	92	91⅛	92	92	92⅛
" H. & St. J. iss.	....	....	....	92	....	....
Morris and Essex	....	....	....	....	....	....
" 1st mort.	....	....	....	....	....	100
" 2d mort.	88	....	88	....	....	89
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central	129⅛	129	129⅛	128⅛	127⅛	126⅛
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	95	95	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Y. and N. Haven	....	....	....	....	....	....
N. Carolina 6s	68⅛	67⅞	68⅛	69	68	66⅛
" new	67	66⅛	67⅛	65⅞	67⅛	65⅛
Ohio and Miss.	32	31⅛	32	29⅛	31⅛	30⅛
" pref.	....	....	....	....	79	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	126	129	128⅞	128⅛	127⅛	126⅞
Panama	....	....	....	....	345	340
Phila. and Reading	97⅛	97⅞	99⅛	100⅛	98⅞	97⅛
Pitts., Ft. W. & Chicago	113	114⅛	117⅞	116	115⅜	113
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	99⅛	....
" 3 M.	93	....	93	....	93⅛	....
Quicksilver Mining Co.	26	26	26	26	25⅛	24⅞
St. L., Alton & T. H.	44	45	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	94	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds	84	....	....	....	....	....
Tennessee 6s	68⅛	70⅛	71	73	71⅛	70⅛
" new	69	69⅞	73	73⅛	72	70
Tol., Wab. & Western	63⅛	64	67	67	64⅛	63⅛
" pref.	....	....	....	....	76⅛	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	85	85	....	....	85	....
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	57⅛	57⅛	58	57	56	....
" new	59⅜	59	59⅛	59	....	55⅛

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	114½	....	....	....	....	....
U. S. 5s, 10-40s, coup.	105½	106	106½	106½	....	105½
U. S. 5s, 10-40s, reg.	....	104½	104½	....	....	....
U. S. 6s, 1881, reg.	114	114½	....	115	....	....
U. S. 6s, 1881, coup.	115½	115½	115⅝	116½	116⅝	115⅝
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	105⅛	106	106½	107	....	106⅜
U. S. 6s, 5-20s, c. 1862.	113⅜	113⅞	114⅜	115	114⅜	113⅝
U. S. 6s, 5-20s, reg. '64.	....	106	....	....	....	106½
U. S. 6s, 5-20s, c. 1864.	111½	111½	112½	112½	112½	111⅝
U. S. 6s, 5-20s, reg. '65.	....	....	....	106⅜	....	106½
U. S. 6s, 5-20s, c. 1865.	111⅜	111⅜	112½	112⅜	112½	112
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	109½	109⅞	110⅜	111½	111⅜	110½
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	109⅜	110½	111	112½	111⅛	110⅜
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	112	....
U. S. 6s, 5-20s, c. '68 ..	110½	111½	111½	112½	111⅝	110½
U. S. 6s, Pac.R.R.issue	99½	99½	....	100	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	34¼	34¼	34¼
Camden and Amboy	128½	128½	....	....	129½	130
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	88
.. 6s, 1889 88	....	....	....	88	....	....
.. mort. 6s, '80 97	....	....	97½	....	97	97½
Elmira & Williamsport	....	....	30	....	....	....
.. pref.	....	....	....	40	....	....
.. 7s.	....	....	....	....	....	....
Lehigh Navigation	26¾	27¼	27¼	27⅝	27	27
.. 6s, 1884	85¼	....	85½	85½	85⅝	....
.. Gold L.	93	93½	93⅝	94	94	94⅛
.. R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R.	54⅞	55	55	55	55½	55½
.. 6s new.	....	....	96	96	....	96⅜
Little Schuylkill R.R.	....	45	....	....	....	....
.. 7s.	....	....	....	....	....	....
Minehill	57½	....	....	58	57⅜	57⅜
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	35⅛
.. 6s, 1880	....	92	92½	....	....	....
.. 7s.	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	49	49½	....	49	....	....
Pennsylvania R. R.	56⅞	56⅝	56⅞	56⅝	56⅞	56⅞
.. 1st M.	100⅛	....	....	....	....	....
.. 2d M.	....	95⅜	....	96½	....	96⅜
Penn. State, 6s, 1st series.	....	105½	105½	105½	....	105⅝
.. 6s, 2d series.	....	106½	....	....	106½	....
.. 6s, 3d series.	....	108⅛	108⅛	....	108⅛	....
.. 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	103	103	103⅜	103⅜	103⅜	103⅜
Philad., Germ. & Nor.	....	....	....	....	67½	67½
Phila. & Reading	48⅜	48⅜	49	49⅛	49⅜	49⅜
.. 6s, 1870	....	....	....	....	....	....
Philadelphia and Erie	26¾	26¾	27	27½	26⅛	27
.. 6s.	....	....	....	....	....	89¾
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	21½	....	21	21½	21⅜	21½
.. 6s, 1882	....	....	....	....	71	....
.. 6s, 1876	....	....	....	....	67	....
.. 6s, 1872	86½	....	....	....	....	....
Susq. Canal	....	....	....	....	....	13
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878.	....	....	....	14¾	....	....
Wyoming Valley Canal	30	....	30	....	....	....
.. bonds.	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	10½
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	51	51	51	51	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875	....	....	95½	....	....	95½
.. 1886	....	....	96½	96½	....	96½
.. 1890	95¾	96	95⅝	....	95½	95⅞
.. 1893	....	....	....	....	....	....
Balt and Ohio	123⅜	123	123½	....	....	....
.. bonds, 1875.	....	....	....	96	....	....
.. .. 1880.	....	....	....	....	....	....
.. .. 1885.	....	95	....	95	....	....
Marietta & Cin. 1st M.	91½	....	....	....	....	91½
.. 2d M.	....	....	78	78½	78⅝	78⅝
Northern Central	49	49	49½	....	....	49½
.. bonds, 1885.	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Boston and Albany	....	....	148⅝	148	148½	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	134	134½	134½	....	134⅝	....
Boston and Providence	134	134½	134½	....	134½	....
Boston, Hartford & Erie	28	27½	27½	27½	27½	27½
.. 7s, new.	65	66	66½	67½	67	67½
Cheshire, pref.	....	....	....	....	68	68
Concord	....	....	....	....	....	....
Connecticut River	....	....	134½	....	....	133½
Eastern	....	....	....	119½	....	118
Fitchburg	132	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118⅜	119	119	....	....	....
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ	71½	71½	71½	....	71½	71½
.. pref.	102	102	....	....	102	101½
Old Colony & Newport.	96⅞	96½	96½	....	96⅝	97⅛
Ph., Wil. & Baltimore	56	55½	....	....	56	56
Portl'd, Saco & Ports.	103	....	....	....	....	103½
Vermont & Canada	....	....	....	103	....	103½
Vermont & Mass.	....	....	....	....	....	64
Vt.C. & Vt. & C. Eq. 8s.	103	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	98	....	....	....	....	....
Metropolitan ..	....	....	64⅛	....	....	65
Middlesex ..	....	....	....	58	58	57
Central Mining Co.	....	....	....	30	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	14½	....	14½	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	7⅜	7⅜	....	....	....	7⅜
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....
Rockland ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Oct. 9.	Oct. 2.
United States, 5-20 years, 6 pr ct. 1882	74 — 74¼	73¾— 74¼
Do. do. do. 1885	72½— 72⅝	72⅜— 72⅝
Do. do. do. 1874	75 — 80	75 — 80
Virginia State, 5 per cent.	40 — 50	52 — 53
Do. 6 per cent	32 — 35	32 — 35
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	38 — 39	40 — 41
Detroit and Milwaukee 1st mort. b'ds	59 — 61	59 — 61
Erie shares 100 dol. all paid	32 — 33	32½— 32⅝
Do. sterlg. 6 p. c. convertible bonds	70 — 72	70 — 72
Illinois Central, 6 per cent., 1875	— — —	90 — 92
Do. 7 per cent., 1875	76 — 78	74 — 76
Do. 100 dol. shares, all paid	95 — 96	96⅜— 97½
Marietta and Cin. R. R. bonds 7 p. c.	72 — 74	71 — 72
Penn. R. R. bonds, 2d mort. 6 per ct.	94 — 98	94 — 93

American Railroad Journal.

Saturday, October 24, 1868.

Stock Exchange and Money Market.

The Money Market was comparatively well supplied and quite easy up to Tuesday of the current week; when, through the manipulations of certain street speculators, chiefly at the Stock Boards, the available supply was very seriously—though but temporarily—diminished, and the price of call aid was advanced quite suddenly to full seven per cent. to the most unexceptionable borrowers. On Wednesday the pressure, from artificial causes, was most severely felt. Seven per cent. was the minimum rate to the more prominent street houses, several needy parties were compelled to pay the full legal figure and a commission in addition, in gold, to obtain the requisite help. A few of the city banks were charged with having lent themselves to further the movement against ease in Money, and buoyancy in financial and commercial values. The discount market was close and tame. The choicest grades of paper only were in request at 7@7½ per cent. per annum. The U. S. Treasury was augmenting its balances up to and including last Saturday; but has since been disbursing considerably more money than it has been receiving. The city banks this week report a loss of $1,378,229 of legal tender notes, $159,477 of specie, and $173,411 of deposits, with a reduction of $951,447 in the loan averages, and an increase of $25,815 in the circulation. The bank clearances this week have been $541,310,625 and the business, $21,745,212.

The specie reserve of the city banks is now $9,186,620, against $7,319,010 same time last year. The city bank deposits are now $188 880,586, against $173,438,375 week ending Oct. 12, 1867. The legal tender reserve amounts to $58,626,857, against $54,345,832 same time last year. The circulation now stands at $34,213,918, against $24,057,450 same time last year. The loans are now $264,344,135, against $247,553,911 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $105,919,409 a day, against a daily average of $109,659,692 the preceding week, and $124 6 0 000 the week ending with Oct. 1, 1868. The current week's exchanges average about $145,000 000 a day. The city banks, last week, lost $159.447 of specie, $173,411 of deposits, and $1,378,229 of legal tender notes. They reduced their loans, $951,447; and increased their circulation, $25 815.

The New York Gold Exchange Bank reports for the week ending Saturday, the 18 day of October, 1868, the average amount of loans and discounts as $1,437,422; average amount of specie, $405,771; average amount of deposits, $1,322,364.

The Philadelphia Bank movement the past week shows an increase in loans of $27 281; an increase of $39.316 in specie; a decrease in legal tenders of $260,212; a decrease of $365,837 in deposits; and an increase of $3,187 in circulation. The Bank Clearings show a decrease of $3,123,204, and the balances an increase of $114,952.

The outstanding amount of coin certificates on the 1st of Oct., was $20,236,400, against $25,161,620 on the 1st of Sept., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,975,000, and retired $2,187,203 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during September, reached $1,963,300.

The U. S. Sub-Treasury receipts, week ending with Oct. 17, were $15,664,403, including $2,302 204 from customs duties; payments, $11,814,763, including $57,643 of coin interest; balance at the close of the week, $98,815,286, against $94,965,646, at the close of the preceding week, showing an increase of $3,849,641. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,829,775 including $409,000 from customs; and payments, $3,604,593, including $9,100 of coin interest; on Tuesday, receipts, $1,620,305 including $455,000 from customs, and payments, $3,812,543, including $7,600 of coin interest. The balance at the close of business on Tuesday stood at $95,848,230, against $94,162,516, a week previous; and $94,198,577, on Sept. 30, 1868. The aggregate receipts of the office from all sources in September, were $54,298,704; aggregate payments, $47,354,171. The balance on the 1st of October was $94,499,990, or about 7 millions more than on the 1st of September, which amounted to $87,555,452.

National Bank notes to the amount of $111,810 were issued last week by the Treasury Department, making the total issue to 1,673 banks

thus far, amount to $310,243,806, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $10,317,301, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,926,505. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342 098,200; and for the public deposits, $38,096,350—making a total of $380,194,550. The Treasury Department last week redeemed and destroyed $525,400 of worn and mutilated fractional currency, and issued $654,383 of new. The outstanding amount of fractional currency on the 1st of October, was $32,933,614, against $31,802,218 on the 1st of September; $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been up in a full average, since our last. The excises last week, yielded about 6¼ millions; customs at the port of New York, $2,302,204, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $10,515,530 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $71,500,000.

Gold has been fairly active, during the week, but at a reduced range of prices, the extremes having been 138⅜@136⅛, and the closing figures on Wednesday 136⅜@136½. Government continued its daily sales of $300,000 in coin, all through the week, generally realizing a fraction more than the average of the Gold Exchange prices. But the new mode of selling gold, on Government securities, seems to benefit rather the speculative than the mercantile interest; and it appears that after the only six or seven days' practical trial of the new plan, a memorial has been put in circulation among the Importing and Exporting Houses of this City, addressed to the Secretary of the Treasury, in favor of a change in the system, which, it is believed, will be made after the ten days' sales of $300,000 per day, heretofore advertised, are over, that is by the end of the current week.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,184,768, against $2,632,511 same time last year. The customs demand for Gold last week, averaged $383,701 a day; thus far, this week, it has been equal to $432,000 a day, or equal to a weekly aggregate of $2,592,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $76,098 and from California, $263,501. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $97,997,893, against $101,152,480 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $32,115,596, against $23,855.604 in 1867, showing an increase thus far in 1868, of $8,259,992. The exports of specie, from this port, last week, were $410,313, against $119,982 same week last year; total, since Jan. 1, 1868, $66,840,470, against $43,042,672 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $57,643; since Jan. 1, 1868, $63,765,130, against $43,401,924. The specie exports from San Francisco, from Jan. 1, to Sept. 22, 1868, were $28,245,532, against $30,971,689 same time last year.

Government received $6,514,247 from customs at the port of San Francisco, from Jan. 1, to Sept. 22, against $5,988,898 same time in the preceding year.

Foreign exchange has been quiet, but quoted firm, most of the week, though closing slightly in favor of buyers. Bankers' prime sixty day bills on London closed on Wednesday at 109¼ @109½, and on Paris to 5.20c.@5.16¼; sight bills on London to 109¾@110, and on Paris to 5.14¾c.@5.13. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,351,454, against $4,355,743, same week last year; total, since Jan. 1, 1868, $132,159,391, against $147,264,935 in 1867.

Government securities were quite brisk and buoyant up to Tuesday. On Tuesday, the public funds were in less active request, and, under the hammering of a few operators, partly in the interest of stock speculators, prices were suddenly beaten down ¾@1¼ per cent. The offerings of bonds were not very large at the reduced figures; and it was inferred that the bears did not feel over confident of the final success of their movements, which received no countenance whatsoever from any of the prominent dealers in the public funds, all of whom unqualifiedly denounced the manipulation as originating in the most discreditable motives, and aiming at the most reprehensible results, as against the public credit. The later dealings on Wednesday showed reviving firmness and buoyancy, despite the activity in money.

U. S. sixes of 1881 closed here on Wednesday at 115¾@116; U. S. Five-twenties of 1862, 113⅜@113½; U.S. Five twenties of 1864 at 111½ @111¾; U. S. Five-twenties of 1865 at 111¼@ 111½; U. S. Five-twenties of 1865, consolidated, 110⅛@110⅜; U. S. Five-twenties of 1867, 110¼ @110½; U. S. Five-twenties of 1868, 110⅝@ 110⅞; U. S. Ten-forties at 105⅞@106; U. S. Six per cent. currency bonds, 98¾@99⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 7.	Oct. 14.	Oct. 21.
Consols	94½	94⅞	94¾
U.S. 5-20's of 1862	74	74½	72⅞
Erie	31¾	31¾	31¼
Ill. Central	95½	95¼	96½

Railway and miscellaneous share property has been more actively dealt in, opening at rapidly advancing prices, but under the extreme pressure in the money line on Tuesday and Wednesday, closing at much reduced and irregular figures.

The produce markets have been less active, since our last, though prices of the leading articles have favored buyers. Middling upland cotton closed heavily on Wednesday at 25@25¼ cents per lb. The stock of cotton now here is estimated at about 17,500 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 185,000 bales, against 96,500 bales same time last year; exports, same time 48,500 bales, against 29,000 bales same time last year; stock on hand at latest dates, 110,000 bales, against 107,500 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods, since Jan. 1, have been 7,484 pkgs., against 6,604 pkgs., same time last year. At the Live Stock market, this week, Beeves have been in less demand at from 9@16½c. per lb.; week's receipts, 7,283. Veal calves have been in good request at from 8½@13c. per lb.; receipts, 1,847. Sheep and lambs less active and cheaper, at from 4@6c., and 5½@7½c. per lb., respectively; receipts, 47,815. Swine fairly active but quoted weak at 8¾ @9¾c. per lb., all live weight; receipts, 29,155. Foreign goods have been in moderate request. The total imports of foreign dry goods, last week, were $1,577,323, and the total amount marketed $1,466,138. The value of foreign merchandise imported last week, was $3,794,136—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,371.459, against $5,281,277 same week last year; from Jan. 1, 1868, $205,318,573, against $215,971,965 same time in 1867. The freight market has been less active, and heavy. For Liverpool we quote flour at 2s. by sail, and 2s. 3d.@2s. 1d. by steamer, per bbl.; grain at 6½d. by sail, and 7@7¼d. by steamer, per bushel; cotton at ¼@$\frac{5}{16}$d. by sail, and ⅜@½d. by steamer, per lb.; and heavy goods 20s.@30s. by sail, and 25s.@40s. steamer, per ton. Total number of vessels in port on Wednesday, 576.

The New York exports, exclusive of specie, for the week ending Oct. 20, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,355,743	$3,351,454
Prev. reported	142,909,242	128,807,937
Since January 1	$147,264,985	$132,159,391

The imports for the week ending October 17, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,451,270	$1,577,323
Gen. merchandise	3,830,007	3,794,136
Total for the week	$5,281,277	$5,371,459
Previously reported	198,228,013	197,685,206
Since January 1	$203,509,290	$203,056,665

The balance in the Sub-Treasury on Wednesday was $96,170,151.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central Railroad of New Jersey 2d mort., 103½; Toledo, Peoria and Warsaw 1st mort., E. D., 85½; do., W. D., 85; Buffalo, N. Y. and Erie 1st mort., 92; Milwaukee and St. Paul 1st mort., Iowa div., 96½; Toledo and Wabash Con. bonds, 79; Chicago and Gt. Eastern R. R., 40¼; Dubuque and Sioux City R. R., 109; do., pref., 95; Hannibal and St. Joseph, pref., 89½; Joliet and Chicago R. R., 96; Brooklyn 6s, W. L., 96½; Jersey City, W. L., 94; Georgia 6s, 81½; do., 7s, 92; Wells Fargo Exp. Co., 30½; Adams'

Express, 50; Merchants' Union Exp., 22½; Am. Exp., 46; U. S. Exp., 48¾; Mariposa Mining Co., 8; do., pref., 22⅛; do., 1st mort, new, 20; do., Tr. 10s, ctfs., 67; Brunswick City Land, 11; Spring Mt. Coal, 40; Western Union Telegraph, 86⅜; Bank of Commerce, 125; Bank State of New York, 121; Metropolitan Bank, 141; Fourth National Bank, 105⅝; Tenth National Bank, 100, Park Bank, 152; Central National Bank, 109½; Alameda Silver, 0 25; Buchanan Farm oil, 0.51 Consolidated Gregory Gold, 4.90; Davidson Copper, 0.60; Grass Valley, 0.43; La Crosse Gold, 0.23; Montana Gold, 0.65; National, oil, 3.50; Quartz Hill Gold, 1.00; Smith and Parmalee, 6.60; Wallkill Lead, 0.16.

Philadelphia.—Allegheny County 5s, 75½; West Jersey R. R. 6s, 93½; Phila. and Erie 7s, 80; Elmira and Williamsport 5s, 61; Phila. and Reading 7s, 1893, 103; Lehigh Coal and Nav. 6s, conv., 78; Chester Valley R. R. bonds, 51¼; Oil Creek and Allegheny R. R., 39½; Camden and Atlantic, 14; Girard College R. R., 24; Feeder Dam Oil, ½; Ocean Oil, ½; Locust Mt. Coal, 50; St. Nicholas, 1; Shamokin Coal, 7¼; Big Mt., 6½; N. Y. and Middle Coal Fields, 5½; Clinton, ¾; Fulton, 7; Green Mt., 5¼; New Creek, ¼; Curtin, 1½; Keystone Zinc, 1¼; Mechanics' Bank, 33½; Phila. Bank, 165. The latest quotations are: City 6s, 101@101¼; do., free of tax, 103@103⅜; State 5s, reg., 100@101; do., coupon, 98@99; do., 6s, W. L., 102⅜@102½; do., 1st series, 104½@105; do., 2d series, 106@106½; do., 3d series, 108@109; Reading, 48½@48⅝; do., 7s, 1893, 102@103; do.,6s, 1880, 92@92; Camden and Amboy, 129¾@130; do., mort. 6s, 1889, 97@97½; do., 1883, 88@88½; Penn. R. R., 56⅜@56½; do., 1st mort., 100½@100¾; do., 2d mort., 96½@97; Little Schuylkill R.R., 45½@47; Morris Canal, 30@34; do., pref., 71½@75; do., bonds, 84@87; Wyoming Valley Canal, 30@34; do., 6s, —@79½; Susquehanna Canal, 14½@15; do., 6s, 59@—; Sch. Nav., 10¼@11; do., pref., 21@21½; do., 6s, 1882, 71@72, Delaware Div. Canal, 45@50; do., bonds, 80@81; Elmira and Williamsport, 30@31; do., pref., 40@45; do., 7s, 1873, 94@94½; do., 5s, 60@62; Lehigh Coal and Navigation, 27@27⅛; do., 6s, 1884, 85¼@85½; do., R. R., Loan, 86@86; do., Gold Loan, 93⅞@94⅛; North Pennsylvania, 35¾@36; do., 6s, 92@93; Philadelphia and Erie, 26⅝@26⅞; do., 6s, 89½@90; Minehill, 57½@57¾; Catawissa, 9@10; do., pref., 33⅞@34; Lehigh Valley, 55¼@55½; do., 6s, new, 96@96½; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50½@51; West Philadelphia, 65@66; Spruce and Pine, 23@24; Green and Coates, 30@32½; Chestnut and Walnut, 47@50; Thirteenth and Fifteenth, 15@16; Girard College, 22@24; Tenth and Eleventh, 71@73; Union, 41@43; Hestonville, 10¼@11.

Boston.—Eastern R. R. 6s, 1874, 96; Central Pacific 7s, 1885, State Aid, gold, 111; do., 6s, gold, 90¾@100; Ogdensburg and Lake Champlain Equipment 8s, 1878, 102¼; Old Colony and Newport 6s, 1876, 96¼; Phila., Wil. and Balt. R. R. 6s, 1877, 96½; Vermont Central 1st mort. 7s, consol., 79½; do., 2d mort., 40; Union Pacific R. R. 6s, gold, 98; Michigan Central 8s, 1882, 115½; Stanstead, Shefford and Chambly 7s, scrip, 79; Summit Branch R. R., 24½; do., 6s, 1875, 85; Indianapolis and Cincinnati, 24¼; Rutland R. R., 30; Boston Water Power Co., 15½; Cary Imp. Co., 9⅛; Ophir (N. S.) Gold, 95c.; Short Mt. Coal, 20; New Hampshire 6s, 1872, 100; Rhode Island 6s, 1882, 100⅛; Massachusetts 6s, 5-20s, currency, 102¾; Maine 6s, 1871, 100⅛; Cincinnati 7 3 10s, 10 20s, 103¼; Chicago 6s, W. L., 99; Portland 6s, 1876, 97½; Bath 6s, 1891, 96⅛; St. Louis 6s, 1882, 85; Cambridge 5s, 1882, 90½; Albany 6s, 1896, 95¼; do., 1888, 96¼; do., 5s, 1872, 90; Salem 6s, 1883, W. L., 100⅜; Charlestown 6s, 1874, W. L., 98⅛; Louisville 6s, 1886, 81½; Boston 5s, 1875, gold, 112¾; Boston Gas Light, 820; East Boston Gas, 28½; Bay State National Bank, 88¼; Columbian National Bank, 119¾; Everett National Bank, 107½; Eagle National Bank, 115½; Exchange National Bank, 150¼; Globe National Bank, 125¾; Hide and Leather National Bank, 97¾; Hamilton National Bank, 122; Merchants National Bank, 121½; Market National Bank, 111⅛; National Bank of Commerce, 125; National Bank of Redemption, 121¼; New England National Bank, 130⅜; Pawners' National Bank, 101¼; Revere National Bank, 127; State National Bank, 105⅛; Shoe and Leather National Bank, 128; Tremont National Bank, 123¼; Union National Bank, 128¼; Webster National Bank, 111; Washington National Bank, 129; Allouez Mining Co., 7⅝; Algomah, 37½c.; Bay State, 25c.; Hancock, 4¾; Phœnix, 10.

Baltimore.—Orange, Alexandria and Manassas bonds, 83; do., 2d mort., 75; Richmond and Danville bonds, 73; Virginia and Tennessee 1st mort., 71½; Central Ohio R. R., 33⅜; Virginia 6s, old, reg., 48¾; do., 1866, 50; Balt. and Cuba S. & M. Co., 50; Atlantic Coal, 3; Com. and Farmers' Bank, 45; Union Bank, 58½; Mechanics' Bank, 11¼. The latest quotations are: Balt. and Ohio, —@120; do., 6s, 1875, 96@96¼; do., 1880, 96@96½; do., 1885, 95@96; Northern Central, 48@49½; do., bonds, 1885, 85½@86¾; do., 1900, 85@85¼; Parkersburg Branch, 20@25¾; N.W. Va., 1st mort., 96@—; do., 2d mort., 93@94, do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91@92; do., 2d mort., 78¼@78½; Central Ohio, 85@86; do., 1st mort., 84¾@85⅛; Western Md. 6s, 1890, 80@84; do., guar., 92@95; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 72¾@73; Baltimore 6s, 1875, 95@95½; do., 1886, 95@96¼; do., 1890, 95¾@95¾; do., 1893, 96@97; do., 5s, 1838-'70, 80@81; City Passenger R. R., 18@18½; George's Creek, 55@—; Santa Clara, 1.50@3.00; Atlantic Coal, 2.75@3.00.

☞ THE CENTRAL PACIFIC RAILROAD IS NOW BEING pushed forward with unprecedented energy, 250 miles having been added during the current year, and a large portion of the remainder is graded. The way business exceeds the present facilities of the company, and the earnings already average more THAN A QUARTER OF A MILLION IN GOLD PER MONTH. A limited amount of the Company's six per cent. First Mortgage Bonds (principal and interest in coin) will be disposed of at 103 and accrued interest in currency. Coupons payable July and January, in New York City. For sale by banks, bankers, agents for the loan, and by

FISK & HATCH,
Bankers and Dealers in Government Securities.
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☞ PRINCIPAL AND INTEREST IN GOLD.—The First Mortgage fifty-year seven per cent. Sinking Fund Coupon Bonds of the Rockford, Rock Island, and St. Louis Railroad Company, principal and interest payable in GOLD COIN, *free of Government tax*, are for sale at the office of the Company, No. 12 Wall street, at 97½ per cent., and accrued interest in currency.

Pamphlets giving fuller information, may be had at the office.

Government and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

Union Pacific Railroad.

On Monday, 26th inst., the Union Pacific Railroad Company will have cars running over 860 miles of their road. Government bonds have been issued for 780 miles, and the President has signed the necessary order for making out and delivering those for the next 20 miles. The commissioners have already accepted 800 miles of road, and the necessary order has been signed fo the examination of the next 20 mile section. Cornelius Wendell has been appointed Commissioner vice Mr. White removed. The Board now consists of Frank Blair, Gen. Buford and Cornelius Wendell.

Great Western Railway of Canada.

From the accounts of the half-year ended July 31 last, the board have decided upon recommending a dividend at the rate of 2 per cent. per annum, free of income tax, reserving £2.000 for the renewal of ferry steamers and carrying forward to the current half-year the sum of £1,129 5*s*. This rate is just half that paid for the corresponding period last year.

☞ The new Suspension Bridge at Niagara Falls, commenced over a year ago, will be completed about the end of November. The bridge extends from a point just below the American Falls to a point on the Canadian side just below the Clifton House. The span is 1,264 feet and four inches, and the two cables are 1,900 feet long. In each cable there are seven wire ropes, each two and a half inches in diameter. The span is said to be longer than that of any other suspension bridge in the world.

☞ The Cincinnati, Hamilton and Dayton Railroad Company have declared a dividend of five per cent., in scrip, redeemable in first mortgage bonds of the Dayton and Michigan Railroad Company at par, and payable at the American Exchange National Bank, on or after the 26th inst. Scripholders can convert the same into bonds by applying to Lynde L. Jones, No. 137 Broadway, New York.

☞ The earnings of the Atlantic and Great Western Railway from the 1st April, 1868, (the commencement of the receiver's fiscal year,) to 31st August, 1868, were $1,859,902 15; for the same period last year, $2,117,944 58—decrease, $258,042 43.

☞ The Cleveland, Painesville and Ashtabula R. R. Co., have changed their name to the "Lake Shore Railway Company." Their transfer agents, the Farmers' Loan and Trust Company, are now issuing certificates of the new company.

Journal of Railroad Law.

WHEN A RAILROAD COMPANY IS LIABLE FOR DEATH CAUSED BY THE BREAKING DOWN OF A BRIDGE, AND RESPONSIBLE FOR INJURIES TO ITS EMPLOYEES.—TEST OF A STRONG BRIDGE.

The facts in the recent case of Faulkner, administrator, *vs.* The Erie Railway Co., (49 Barb, 324,) are as follows: The plaintiff recovered $5,000 damages on the trial of this action at the Tioga Circuit, in August, 1866. John C. Faulkner, the intestate, was an oilman and brakeman in the employ of the defendants, and while running on the defendants' road, was killed by the breaking down of a bridge of the defendants' over the Conhocton River, and the consequent fall of the car on which he was riding. The action is brought by his representatives, to recover damages for his death; and it is alleged that such death was caused by the negligence of the defendants in the care and maintenance of such bridge. The bridge was built in November, 1855, and broke down in May, 1865, from the effects of dry rot in some of its timbers. On the day before it broke it was examined by Gurmsey, who has charge of repairs on that division, and by Pratt, the division superintendent. They gave it a careful examination, applied the usual tests, watched the effect of a freight train passing over it while there, and pronounced it safe and sound. Evidence was given of the manner in which this bridge was built, and of the length of time bridges might safely stand without being rebuilt. There was no evidence of incompetency or want of skill on the part of Gurmsey or Pratt, or that the bridge was known to be defective before its fall. Evidence was given tending to show that a different mode of constructing this bridge would have made it stronger, but it was not shown to be a defective or unsafe bridge, in its original manner of construction.

The Judge submitted to the jury two propositions, to which the defendant excepted:

1st. If the bridge broke down in consequence of any defect in its construction which could have been avoided by the exercise of ordinary care and skill, the plaintiffs are entitled to recover.

2d. If the bridge broke down in consequence of having been used, without being rebuilt, longer than it was generally understood by competent persons having the care of railroad bridges, to be safe to use such bridges without rebuilding them, the plaintiffs are entitled to recover. This was an appeal from an order of the special term, denying a new trial, and from the judgment entered against the defendants on such order.

The opinion of the Court was delivered by Boardman, J.—There are certain legal propositions which the authorities cited by counsel sustain:

I. Ordinarily, the defendant is not liable for injuries to one of its employees occasioned by the negligence of another employee engaged in the same general business. Such employees on entering the service take upon themselves as an incident to the hiring, the ordinary risks and dangers arising therein, which includes the negligence or carelessness of their fellow servants. (Farwell *vs.* Bost. and Worc. R. R., 4 Metc., 49. Priestly *vs.* Fowler, 3 Mees. & Wells. 1.)

In addition to the general rule, these cases establish that no distinction arises from the different grades or ranks of the employees, nor from their being engaged in different kinds of work, provided the services tend to accomplish the same general purpose.

II. The defendant is, however, responsible for injuries to employees arising from its personal neglect, or from the want of ordinary care and precaution on the part of the master, in the selection of employees, appliances and machinery. (Ryan *vs.* Fowler, 24 N.Y. Rep., 410. Keegan *vs.* West. R. R., 8 N. Y. Rep., 175.)

I am satisfied by these cases, and by the law as therein laid down, that there was no negligence on the part of the defendant creating a liability for the damages suffered by the plaintiffs' intestate. This bridge was well built, of good sound materials, upon a plan in common use. The evidence as to its strength and capacity is abundant. There was, therefore, no original defect in its construction, constituting want of ordinary care, or negligence on the part of the defendants. This is true, or else the plaintiff is involved in the inconsistency of insisting upon a recovery on the ground that the bridge had stood so long under constant use, that the defendant was guilty of negligence in not rebuilding it. Both positions cannot be true. It could not have been so defective as to be dangerous, and yet stand so long as to become dangerous upon the presumption that it ought to be rebuilt by reason of its age. Besides, its destruction was in no sense due to any defect in its original construction, but to a process of natural decay, called dry rot. There is evidence showing Gurmsey, who inspected this bridge the day before its destruction, had had charge of bridges since 1848, and was one of the best men on the road; that Pratt, the division superintendent, had been in the employ of the defendant since 1850, as track master and superintendent. No question as to the competency or fitness of these men for their respective duties, appears to have been raised upon the trial. The defendant is not, therefore, liable by reason of employing incompetent, unskilful or improper persons. The defendant is not a guarantor of competency or fitness in its employees. It must affirmatively be made to appear that proper care was not employed in the selection of these agents, and that by the exercise of proper care these agents would have been rejected as incompetent. Nor is the defendant responsible for the insufficiency of this bridge, in the absence of notice, unless the company was ignorant of its condition through its negligence or want of proper care. It is not claimed that the company had any notice which could charge it with knowledge, except the length of time the bridge had been standing. That was not an unusual time. Other bridges have been standing much longer. Every bridge must be judged by its exposure, its length of span, its materials, its means of protection. While this is an important element, the other considerations are equally important. All taken together, upon an examination, must have weight upon the necessity of a rebuilding of the bridge. Here, too, the skill and competency of the bridge builder is brought into action. His error of judgment is not the negligence of the company. The decision should be based upon a skilful examination by competent persons. The time cannot be fixed and limited by the verdict of a jury. Each case must be judged of by itself. The bridge had every appearance of being sound and safe; it was examined and tested and watched, under the weight of a train of cars on the day before the accident happened, by the repairer of bridges and the superintendent of that division, and was deemed entirely sound and safe. I do not see what more could have been legally required of the company in the exercise of proper care than was done in this case. If this was negligence in the defendants, then a latent defect in a steam boiler, a rotten plank in a ship, a flaw in an iron rail, an unknown weakness in a factory door or wall, would charge the master with all the damages suffered by his employees in consequence. In the case of common carriers, the liability would be as broad in case of employees as passengers, for injuries resulting from accidents like the one in question. On the contrary, I am convinced they must have notice of such defects, or else have neglected to use the ordinary care and skill which would have given knowledge. I am confirmed and supported in the conclusion to which I have come, by the opinion of Mr. Justice Marvin, in the case of Lucy A. Warner, adx. *vs.* The Erie Railway Co., (Mss.) in an action for damages, in causing the death of the plaintiff's husband by the falling of the same bridge, and on the same occasion. The evidence, so far as it appears, was substantially the same, and the judge by a very satisfactory process of reasoning, reaches the conclusion, that the complaint should be dismissed.

I think the defendants' motion for a non-suit should have been granted; that the judgment and order appealed from should be reversed, and a new trial granted, costs to abide the event.

Concord and Claremont Railroad.

A correspondent of the Boston *Journal*, writing from Concord, October 14, 1868, says it is stated that Concord's appropriation of $50,000 will secure, in connection with the funds heretofore voted by various places, the speedy extension of the Concord and Claremont Railroad from its present terminus at Bradford, to the Connecticut River, and then adds:

This will be one of the most important of the railroad enterprises now being agitated by the people of New Hampshire. When Concord and Claremont are connected with iron bands, only two links will be required to form what is said would be the most direct railroad chain from Portland to Chicago and the great West. One of those links would be the short distance from Claremont to Cavendish, Vt., on the Rutland line, and the other eastward from Concord, through Pittsfield to Rochester, to meet the railroad which will soon connect that place with Portland. The Vermont people say that after the Claremont extension is finished they will connect that route with Cavendish, if citizens of this State will take care of the Concord and Rochester section. The advantages which would accrue to this Commonwealth from a grand trunk line from Portland through central New Hampshire to the West cannot be estimated. Immediate steps will be taken by Concord toward securing this great railroad channel. Corresponding action will also be taken by Pittsfield and the other interested towns between this city and Rochester.

☞ Work is progressing on the machinery for the new rolling mill of the Baltimore and Ohio Railroad Company at Cumberland, Md. It is intended to have it all ready by next summer, and the construction of the buildings will be commenced in the spring.

Boston and Albany Railroad.

A special meeting of the stockholders of this company was held in Boston on the 15th inst., to take some action on the act authorizing "Railroad Corporations to subscribe to the capital stock of Steamship Corporations, duly chartered by the laws of this Commonwealth." There was a large attendance, over which Mr. Chester W. Chapin, President of the road, presided. The Chairman explained the object of the meeting, which was to consider an act of the Legislature of June last, which required action within six months. Application was made to that (the Boston and Albany) Board to aid in some manner the American Steamship Company. They seemed to prefer subscription on their stock. A committee was appointed at an early day by the Board, who had considerable correspondence with the company on that subject, and finally intimated to them that they did not deem it expedient for the railroad to become subscribers to their stock, but they hinted that a loan might be made which would accomplish the object they desired, viz: the prevention of the sale of their vessels. They then made a proposition to the Board for a loan of $500,000 upon bonds, which would mature within thirteen months, and bear interest at the rate of 7 8-10 per cent. The Board, however, come to the conclusion that the question involved such consequences that they resolved to lay it before the stockholders, and this meeting was called accordingly.

Mr. Peter T. Homer thought great care should be taken in dealing with the subject. It was not profitable for railroads in the present state of things to attempt ocean navigation, and with the great demands made upon the road now, would demand all the spare capital. He therefore moved that the question should be indefinitely postponed.

A stockholder seconded Mr. Homer's motion.

Mr. William M. Wells was in favor of a loan of half a million dollars, provided that the company would build the new vessels on the Clyde, so that the Board might have a sufficient mortgage.

Judge Warren, as a trustee of stock, representing large interests, had come there to vote against the proposition, and should accordingly vote for the indefinite postponement. It would be a most dangerous precedent, and if this $500.000 should be lost it would take nearly five hundred years to make the loss good from the earnings of the road.

Mr. Josiah Quincy, as a shareholder, wished the corporation to go on as it was at present, and that stockholders should still have their ten per cent. guaranteed them, and as he considered it would be for the interests of Boston, and would be a perfectly secure investment, he should vote for the proposition.

Mr. Francis Lowell opposed the loan, as did also Col. Seaver.

Mr. Brigham thought the question one of great importance, and one that the meeting could not fully consider. He therefore moved that the matter be referred to a committee of seven—four stockholders and three directors, to investigate the whole subject, and to report at an adjourned meeting of the corporation.

Mr. Homer was of opinion that the present meeting could investigate the matter as well as a committee of seven. He hoped those present would be able to judge upon the question as well as any committee, and hoped it would not be referred.

After a few remarks from Mr. Pickering, who opposed the loan, and Mr. Charles M. Ellis, who thought railroad companies might as well take up the business of selling quack medicines or shoe pegging as to undertake navigation, the sense of the meeting was taken upon the question. Some five or six shareholders only voted that the subject be referred to a committee, and the motion was declared lost. The question of indefinite postponement was then put, when it was carried by an overwhelming majority.

The meeting then adjourned.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of September, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$476,525 01	$405,129 19
" passengers	258,638 96	239,743 63
" express matter	10,257 00	7,987 50
" mail	7,825 00	7,825 00
" rent of railway	7,083 34	7,083 34
" miscellaneous	1,000 00	1,268 16
Total	$761,329 31	$669,036 82
Expenses	428,968 38	383,945 13
Net earnings	$332,360 93	$285,091 69

This shows an increase in earnings of $92,292 49; with an increase in expenses of $45,023 25—making the increase in net earnings, $47,269 24.

The earnings and expenses, from January 1 to September 30, compare as follows:

	1868.	1867.
Earnings	$5,768,702 28	$5,193,000 45
Expenses	3,605,758 27	3,596,944 77
Net earnings	$2,162,944 01	$1,596,055 68

This shows an increase in earnings of $575,701 83; with an increase in expenses of $8,813 50—making the increase in net earnings, $566,888 33.

Commerce of New York.

The foreign imports at New York for the month of September, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n	$13,149,846	$14,152,546
Do. for warehousing	6,676,707	6,804,640
Free goods	854,987	1,421,652
Specie and bullion	345,669	906,558
Total entered at port	$21,027,209	$23,285,396
Withdrawn fr. wareh'use	9,928,471	10,935,659

The foreign imports at New York for the nine months from January 1st, were:

	1867.	1868.
Entered for consumpt'n	$102,707,255	$99.276,088
Do. for warehousing	91,314,804	85,381,396
Free goods	8,442,128	8,298,432
Specie and bullion	2,499,215	5,918,721
Total entered at port	$204,963,402	$198,874.637
Withdrawn fr. wareh'se	87,466,308	79,364,327

The revenue from customs at New York, were:

	1867.	1868.
In Sept	$11,712,164 78	$12,916,782 29
Prev. 8 months	81,483,422 29	76,684,265 33
Total 9 months	$93,195,587 07	$89,601,047 62

The exports from New York to foreign ports in the month of September, were:

	1867.	1868.
Domestic produce	$11,102,100	$11,316,492
Foreign free goods	9,498	80,593
Do. dutiable	890,851	803,255
Specie and bullion	2,201,958	1,954,723
Total exports	$14,204,407	$14,155,063
Do. exclusive of specie	12,002,449	12,200,340

The exports from New York to foreign ports for nine months from January 1st, were:

	1867.	1868.
Domestic produce	$128,032,152	$113,707,570
Foreign free goods	341,000	541,009
Do. dutiable	6,202,151	5,715,541
Specie and bullion	42,032,108	66,333,870
Total exports	$176,607,411	$186,297,990
Do. exclusive of specie	134,575,303	119,964,120

Boston, Hartford and Erie Railroad.

At a meeting of the Executive Council held in Boston on the 14th inst., the Governor communicated to the members his views upon acts passed by the Legislature of 1867 granting aid to construct this road. He refers to the favorable report of the Commissioners, Messrs. George Tyler Bigelow, Emory Washburn and S. Ashburner, and states the method which he has adopted in his investigation of the subject, in order to feel assured that the aid voted by the State should not be misapplied. The Governor has given the whole subject a long and patient investigation, and proposed, in concluding his remarks, the following order, which was adopted by the Council:

Ordered, That upon the due cancellation of the bonds taken up by the Boston, Hartford and Erie Railroad Company, which were secured by the underlying mortgages referred to in chapter 284, section 2, of the acts of 1867, or the stamping of them in a form and manner to be approved by the Governor, so as effectually to prevent their being negotiated hereafter—such cancellation or stamping to be done under the direction of the Commissioners—and upon the execution of a bond with personal sureties to the satisfaction of the Governor and Council in the penal sum of $1,000,000, with condition as provided in the same section above referred to, and upon the execution of the agreement mentioned in section 3 of the same statute, and the delivery of the Berdell mortgage bonds therein provided for, scrip of the Commonwealth shall be issued and delivered to the Treasurer of that Company to the amount of $100,000, to be expressed in the currency of Great Britain.

Bridging the Connecticut River.

Messrs. A. D. Briggs & Co., of Springfield, Mass., have made a contract with the Shore Line R. R. Co. to build the drawbridge across the Connecticut River at Lyme. The bridge is to consist of five spans of 175 feet each, three of which will be east of the draw and two west. This leaves about 175 feet at the west end not included in the contract, the character of the bridge over that portion not yet having been decided upon. It is now contemplated to either have a pile bridge over this portion or build out a solid dock. The length of the draw is to be 275 feet, and allowing 35 feet for the central pier leaves 120 feet clear. The piers are to be made of cast iron cylinders, each cylinder to be driven over a cluster of twelve piles, and the interstice filled with concrete. The draw is to be of iron, and the rest of the bridge will be constructed on the Howe plan. The cost of the whole structure will be about $200,000. The work is to completed June 15, 1869, and the contractors hope to get down the three eastern piers this fall.

☞ The citizens of Barre, Rutland and Holden have had a route for a new railroad surveyed the past summer. The point of departure was near Sterling Junction, on the Northern (N. H.) Railroad, and the terminus near Smithville, 19¼ miles from Sterling Junction.

☞ The Taunton Locomotive Works have just completed a fine new locomotive for the Boston and Providence Railroad. It is called the "Gov. Clifford."

☞ The Lehigh Coal and Navigation Company have voted, 34,000 to 500, to accept the lease or contract proposed to be made with the Nesquehoning Valley Railroad Company.

Chicago and St. Paul Railroad.

Negotiations, which have been for some time in progress, have at length been consummated, whereby the Chicago and St. Paul Railroad Company have transferred their land grant, road, assets, &c., to a new company, consisting of the President and leading directors and stockholders of the Chicago and Northwestern and Milwaukee and St. Paul Railroad Companies.

The transfer was made upon very liberal terms by Mr. Edmund Rice, who retains a leading official position in the new company. His untiring efforts so long prosecuted in the face of every obstacle to build the road are at last, we are glad to say, to be rewarded with success, though the success of the enterprise has been purchased only by the most generous sacrifices on his own part.

The new company have taken hold of the enterprise in earnest. They have subscribed to the stock of the company two millions of dollars, divided among twenty of the heaviest capitalists connected with the above companies. They propose to resume the construction of the road this Fall, and to push it to completion within two years, on condition, however, that the various towns on the river interested in the line shall subscribe certain amounts, some of them already pledged, toward the cost of construction. St. Paul is regarded as under an implied pledge to issue the bonds of the city to the amount of $109,000 in aid of this important enterprise. There can hardly be a doubt that with such an assured prospect of an early completion of the road as is now afforded, the various towns and cities on its line will subscribe liberally in its aid. A direct communication between Winona and the Milwaukee and Chicago lines is already approaching completion, and Winona has subscribed $100,000 toward the construction of a railroad bridge at that point. The building of the hundred miles of road between St. Paul and Winona will thus supply the only link necessary to complete an airline connection between St. Paul and Chicago. The importance to St. Paul of so short and direct a communication with Chicago can hardly be over-estimated. The whole system of railroads centering at this point will receive the benefit of it, and in their turn will pour through this channel reciprocal benefits into Chicago.

With the now certain completion at no distant day of the Northern Pacific Railroad, the Chicago and St. Paul Road will form an important section of the great northern highway between Lake Michigan and the Pacific, and make St. Paul one of the most important gateways of the vast commerce that is to flow between the oceans. We trust that our citizens may neglect no means to stimulate the progress of this important work.—*St. Paul Press.*

Sheboygan and Fond du Lac Railroad.

This road has during the past season received a new impetus. Parties are now controlling and operating is who are fully awake to the importance of securing the carrying trade of the Sheboygan County, and a fair share of Fond du Lac, Green Lake and the counties northwest to the Upper Mississippi. Contractors are engaged in grading through the ridge a few miles east of Fond du Lac, and the trains now run to Calvary station, about eleven miles from the point last named. Fond du Lac County gives $150,000 to complete the road to Ripon. About 500 operatives are employed on the line between the present western terminus and Fond du Lac. Mr. S. M. Barrett, the President of the company, is superintending the construction of the road in person, while Mr. Harrison Barrett, of Sheboygan, is the General Manager and Superintendent of the road. The most rigid economy is practiced. Cars, platform, freight and passenger, are manufactured at the company's shops at Sheboygan. The track is well ballasted, smooth and even. Bridges are manufactured at the eastern terminus and transported out on the line as occasion requires. Mr. D. C. Daggett, is Master Machinist, and Mr. J. A. Martin, Master Mechanic. The completion of the Flint and Pere Marquette Railway to Ludington, a point on the eastern shore nearly opposite Sheboygan, will materially shorten the lines of travel by operating in connection with the Sheyboygan road, and afford transportation facilities for the productions of this region, far superior to any in existence now.—*Cor. Milwaukee Wisconsin.*

☞ The work of laying the rails on the Columbia and Port Deposit Railroad, on the route to Octorora Creek, the intended terminus, has been commenced.

☞ The contract for grading the Vineland Railroad from Delaware Bay to the crossing of the West Jersey Railroad, in Bridgeton, has recently been re-let. It is expected that the work will be commenced immediately. Surveys are also to be made for the purpose of letting the road from Vineland to Winslow.

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5. Five Government Directors, appointed by the President of the United States, are responsible to the country for the management of its affairs.

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12. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond, with such guarantees, were issued by the Government, its market price would not be less than from 20 to 25 per cent premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices. No other corporate bonds are made so secure.

13. The issue will soon be exhausted. The sales have sometimes been half a million a day, and nearly twenty millions have already been sold. About ten millions more may be offered. It is not improbable that at some time not far distant, all the remainder of the bonds the Company can issue will be taken by some combination of capitalists and withdrawn from the market, except at a large advance. The long time, the high gold interest, and the perfect security, must make these bonds very valuable for export.

All the predictions which the officers of this Company have made in relation to the progress and business success of their enterprise, or the value and advance in the price of their securities, have been more than confirmed, and they therefore suggest that parties who desire to invest in their bonds *will find it to their advantage to do so at once.*

The price for the present is 102 and accrued interest at 6 per cent., from July 1, 1868, in currency.

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A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

OCT. 6, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

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We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

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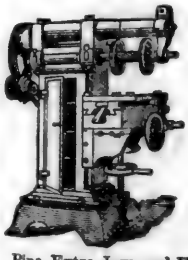
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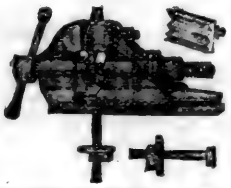
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PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., September 14, 1868.

SEALED PROPOSALS will be received at the Office of the Company in Oneida, N. Y., until the 30th day of October, 1868, at noon, for the GRADING, MASONRY and BRIDGING of that portion of the New York and Oswego Midland Railroad, extending from Sidney Plains to the village of Walton, in Delaware County, a distance of about 22 miles. Also, for that portion of the line from Westfield Flats to Centreville, in Sullivan County, a distance of about 25 miles.

Proposals will also be received at the same time and place, for the Grading, Masonry and Bridging of the Delhi Branch, extending from the Main Line at Walton to Delhi, in Delaware County, a distance of about 16 miles.

The company will entertain separate proposals for Bridging only, both on the Main Line and Branch.

Plans, Profiles and Specifications will be ready for examination at the office of the Resident Engineer, in the village of Walton, for that portion of the line in Delaware County, including the Delhi Branch, on and after the 20th day of October next, and also at the office of the Resident Engineer in Middletown, Orange County, for that portion of the line in Sullivan County, at the same date.

Contractors who may desire to examine the work will receive all necessary information at the respective offices of the Resident Engineers above named.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer. 5t39

English Copper Co. Rails.

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The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.
AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*
I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.
I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

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Steel and Iron Rails,
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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 44.] SATURDAY, OCTOBER 31, 1868. [WHOLE No. 1,698, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 31, 1868.

Interest on North Carolina State Bonds.

The Public Treasurer of North Carolina gives notice that holders may receive payment of their interest falling due October 1, 1868, at the National Bank of the Republic, New York, or at the Treasury Department in Raleigh. The interest authorized to be paid is as follows: 1. Interest due October 1, 1868, and afterward, on bonds dated prior to May 20, 1861; 2. Interest due October 1, 1868, and afterward, on bonds dated since May 20, 1865, whether issued under authority of the late provisional or present permanent government. Interest becoming due on 1st of July, 1868, and prior to that date, on bonds dated before May 20, 1861, and since May 20, 1865, will not be paid in money, but will be funded into new six per cent. coupon bonds, dated October 1, 1868, and running thirty years, either at the Department in Raleigh, or at the office of Messrs. Sutter & Co., New York. Mutilated or scratched bonds may be exchanged for any of the aforesaid October 1, 1868, bonds; but this does not apply to those coupon bonds which have been registered on the books of the Treasury Department, duly witnessed by the Public Treasurer, unless regularly transferred to the bearer or holder. Past due bonds, with interest until October 1, 1868, may be exchanged for new bonds of the same (October 1, 1868,) date. Certificates for balances due holders on such exchanges will be given, exchangeable for bonds as aforesaid. The privileges of the exchanges above mentioned will expire on the 1st of October, 1869.

☞ SEVEN PER CENT. INTEREST IN GOLD.—The First Mortgage Seven per Cent. Sinking Fund Bonds of the Rockford, Rock Island and St. Louis Railroad Company, pay both Principal and Interest in GOLD COIN, FREE OF GOVERNMENT TAX.

Each Bond is for $1000 or $200 Sterling, and is convertible into stock at the option of the holder. The coupons are payable Feb. 1st and Aug. 1st, in New York or London, at the option of the holder.

The Road runs from Rockford in Northern Illinois to St. Louis, a distance including tracks to Coal Mines, &c., of about 400 miles, and traverses the finest district of Illinois.

The Bonds have 50 years to run, and are a lien of $21,000 per mile upon the Company's railroad franchises, its coal lands—of which it has 20,000 acres containing A HUNDRED MILLION TONS OF COAL—its rolling stock, and property of every sort.

A Subscription of $8,800,000, at par, to the Capital Stock of the Company, furnishes a large part of the means required to construct and equip the road.

Nearly half the entire length of the road is graded and substantially ready for the iron; the rails are now arriving upon the line. The first division, giving an outlet to the coal, will be in operation in 60 days, and track-laying will from this time be prosecuted with the utmost energy till the last rail is in position. The Company intend to have the road in readiness for the Autumn business of 1869.

The Bonds are for sale at 97½ and accrued interest in currency and may be obtained through bankers and brokers throughout the country, or at the office of the Company, 12 WALL STREET, New York.

The Trustees for the Bondholders is the UNION TRUST COMPANY of New York.

Pamphlets giving full information sent on application.

H. H. BOODY, Treasurer.

Pacific Railroad.

The editor of the *American Journal of Mining*, who returned a short time since from the Pacific overland, where he had been on an inspecting tour as United States Mining Commissioner, gives a very encouraging account of the Pacific Railroad. He traveled over both roads, and found both excellent. Of the Union Pacific (at this end of the line), he says:

It strikes the traveler instantly as one of the smoothest roads in the country. This is probably due to three things. The ties are more numerous than those of most railways; the rails are united by the new fish-plate, instead of being loosely held by the old-fashioned chair, and the road-bed, even where it has not yet been ballasted, is (at least in the summer season) very firm. The durability of pine ties is a matter of some uncertainty; but judging from the experience of the mines of Nevada, where pine is used for timbering, they will last a long time.

Mr. Raymond, the gentleman alluded to, has two qualifications that entitle his opinion to weight; he is exceedingly clear-headed and he is honest. There have been many *quasi* grumblings at the way these companies are supposed to be doing their work, but the best and most disinterested men seem to give it their approval.—*N. Y. Times.*

Important Insurance Decision.

The New York Court of Appeals, the highest judicial tribunal in the State, has decided that suicide does not vitiate a life insurance policy. The American Mutual Life Insurance Company refused to pay the widow of Marcus W. Gibson the sum for which his life had been insured because he committed suicide, but the court reaffirmed the decision of the lower courts that the policy must be paid. The company attempted to prove that Gibson was an atheist or infidel, and therefore that the suicide was intentional, the deceased not having the fear of God before him; but the court ruled out this as irrelevant, and held that in an action to recover for an insurance upon the life of the deceased, it is incompetent to inquire into his religious faith with a view of influencing the question whether, in such case, death was occasioned by an intent of self-destruction or by accident.

☞ The County Court of Spencer, Ky., has voted to order a subscription of $250,000 to the Louisville, Harrodsburg and Virginia Railroad.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$2,945,016 19	$3 573,031 47
" freight	6,649,589 81	8,266,809 40
" express	346,016 37	464,405 57
" mails	124,485 27	172,605 90
" miscellaneous.	96,627 81	137,994 12
	$10,161,735 45	$12,614,846 46
Expenses, viz:		
Repairs of track	$1,340,911 99	$1,478,189 42
" engines	550,019 71	602,145 90
" cars	797,487 81	920,586 51
" buildings.	198,436 97	149,060 14
" fences	37,015 27	63,457 17
" bridges	252,407 62	202,193 74
" tools, etc.	164,793 75	159,774 38
Fuel used by locomotives	867,915 88	1,155,889 12
Fuel and lights used on cars and at stations	184 619 36	164,546 74
Oil and waste used.	103,320 96	94,845 12
Office & station furniture and exp.	75,475 76	91,148 49
Furniture & fixtures for cars	33,785 49	26,570 85
Foreign agents	45,486 79	34,315 78
Advertising	11,244 07	11,789 12
Stationery, etc.	63.438 50	65,534 24
Engineers, etc	465,687 58	557,280 47
Conductors, etc	297,158 99	348,558 80
Laborers & switchmen at stations	529,179 48	601,350 08
Agents and clerks	375,616 04	449,524 09
Superintendence	88,790 90	86,107 69
Rents	19,008 00	24,114 82
Loss and damage	91,266 88	119,199 33
Teaming freight, etc.	7,573 18	16,324 64
Insurance	8,525 00	11,575 13
Clearing snow and ice	40.183 02	3,307 70
Miscellaneous exp.	80,016 98	56,650 07
Tot. operating exp.	$6,724,265 45	$7,488,484 04
State and Co. taxes	266,426 57	289,764 79
U. S. tax on earn'gs	107,611 96	89,245 46
Revenue tax stamps	5,689 22	6,152 31
Total expenses	$7,103,993 20	$7,873,646 60
Net earnings	$3,057,742 25	$4,741,199 86

From which amount there has been paid:

Interest on bonds	$1,334,439 51	
Dividend on Chicago and Milwaukee Railway stock (not owned by this Co.)	8,438 85	
Sinking fund on bonds	53,120 00	
Rent of Chicago, Iowa and Nebraska R. R.	562,990 65	
Rent of Cedar Rapids and Mo. River R. R.	419,948 34	
		2,378,837 35
Surplus of net earnings		$2,362,362 51
Add surplus May 31, 1867		468,224 46
Total		$2,830,586 97
From which the Board of Directors on the 13th day of May last, declared ten per cent. dividend on both the preferred and common stocks, payable in their respective stocks, which amounted to		2,810,110 00
Leaving to the credit of income account May 31, 1868		$29,476 97

The condition of the company on the 31st of May, 1868, inclusive of the dividends recently declared on the preferred and common stocks, was as follows:

Common stock	$14,555,675 61
Preferred stock	16,356,287 42
Bonded debt	15,976,000 00
Chicago and Milwaukee Railway Co. bonds	1,725,400 00
Beloit and Madison Railroad Co. bonds	372,000 00
Balance of sundry accounts	226,264 47
Balance to credit of income acc'nt	20,476 97
	$49,232,104 47
Accounted for as follows:	
Old Construction Account.—Cost of Chicago and Northwestern and Galena and Chicago Union R. R. Cos., as consolidated, and the cost of the Chicago and Milwaukee and Beloit and Madison R.R. Cos., and investments in steamboats	$39,811,092 62
New Construction Account.—Amount expended and charged to this account since consolidation in 1864	2,777,203 97
New Equipment Account.—Amount expended for new equipment since consolidation in 1864	4,958,899 50
Sundry bonds and stocks on hand and loans to other companies as per list in general balance sheet.	629,179 76
Materials and wood on hand	1,055,728 62
	$49,232,104 47

The increase of common stock during the year was $1,823,180—issued for ten per cent. dividend on common stock.

The increase of preferred stock during the was $1,567,162, viz: Issued for ten per cent. dividend on preferred stock, $1,486,930; for stock of the Chicago and Milwaukee Railway Co., $78,400; for stock of the Beloit and Madison Railroad Co., $1,832.

The amount of consolidated sinking fund bonds issued during the year was $382,000. Issued in exchange for the following described bonds which have been canceled: Flagg trust real estate 8 per cent. bonds, $200,000; preferred sinking fund bonds of C. & N. W. R'y Co., $500; Funded coupon bonds of C. & N. W. R'y Co., $1,000; general first mortgage bonds of C. & N. W. R'y Co., $4,500; seven per cent. equipment bonds of C. & N. W. R'y Co., $32,000; second mortgage bonds of G. & C. U. R. R. Co., $144,000.

The funded debt of the company shows a decrease of $275,000; which deduction is shown in the decreased amount of ten per cent. equipment bonds of this company, of which bonds $275,000 matured on the 1st of May last, and were paid, retired and canceled as of that date.

The interest payable on the funded debt of $1,725,400, of the Chicago and Milwaukee Railway Company, and the interest payable on the funded debt of $372,000, of the Beloit and Madison Railroad Company, for which this company is liable, has, for the last two years, been paid, and included in the amounts of interest paid by this company and so accounted for in the annual reports. It has been thought desirable to bring the respective amounts of the debts of these two companies, directly upon the books of this company, and this has been done in the present report, as appears in the general balance sheet annexed hereto.

No increase of debt, or of charges for annual interest arises from this transfer of accounts.

This company now owns all but $153,400, of the entire capital stock of $2,250,000 of the Chicago and Milwaukee Railway Company, and parties holding this small balance will doubtless soon merge the same in the preferred stock of this company.

The Beloit and Madison Railroad although not consolidated with the roads of this company is held under perpetual lease, and all but $10,200 of its stock is owned by this company. The balance of this stock and the small amount of outstanding shares of the Chicago and Milwaukee Railway Company before referred to, will require an issue of out $161,600 of preferred stock to provide for their complete absorption by this company.

The aggregate of stocks and bonds as shown in this report, represents the entire cost of this company's works and franchises, including 800 miles of railroad owned by this company, of which thirty miles have double track; its total equipment of engines and cars covering the whole line of 1,153 miles of railroad owned and leased; its permanent outlays and improvements upon the same; its steamboat property, land grants, and large and valuable real estate in the city of Chicago.

In the month of October last, this company entered into an agreement with Messrs. D. N. Barney and his associates, for the purchase of their interests in the Winona and St. Peter Railroad, extending from Winona, on the Mississippi River, 105 miles westward into the State of Minnesota; and also for the purchase of their interests in the La Crosse, Trempealeau and Prescott Railroad, which was then being constructed from a point opposite the city of Winona, on the east side of the Mississippi River, in the State of Wisconsin, to a junction with the Milwaukee and St. Paul Railway, about three miles east of La Crosse, a distance of twenty-seven miles.

The Winona and St. Peter Railroad Company is a corporation in the State of Minnesota, having its own organization, capital and operations separate from those of this company, and they are not embraced in this report. The earnings of the Winona road which will be greatly augmented by its proposed extension to the Minnesota River, lead to the confident belief that it will not only be self-sustaining, but profitable; and prove to be a valuable and important auxiliary to the business of our Western and Northwestern lines.

Its extension to the rich country of the Minnesota River Valley is contemplated by the Winona and St. Peter Company from means to be provided by that company.

The La Crosse, Trempealeau and Prescott Railroad Company has sold its first mortgage bonds to the amount of $800,000 (guaranteed by this company) for the completion of its railroad, and the work has been prosecuted under the supervision of this company in accordance with the general plan of Messrs. Barney and his associates at the time of its purchase.

At about the time of the Winona and St. Peter and the Trempealeau Railroad purchase, this company made arrangements with the St. Paul and Chicago, and the St. Paul and Pacific Railroad Companies, by which the business of their railroads when constructed should be secured to the lines of transportation which at that time should be operated or controlled in the interest of this company, and in consideration of these arrangements, this company loaned the sum of $68,500, on the security of the stocks of said companies, (to be re paid with interest) to aid the St. Paul and Chicago Railway Company in the construction of the first division of its road.

The position and influence of these important lines in the development and control of the valuable and fast increasing traffic of the most populous and productive portions of Eastern and Central Minnesota, and of the country tributary to the valleys of the Upper Mississippi and Minnesota Rivers, and in opening up most direct and natural railway connections by way of Winona, over the La Crosse, Trempealeau and Prescott Railway to La Crosse Junction, cannot be estimated by present results, but when fully completed they will reach and command new sources of business of the greatest value to the interests of this company. At La Crosse Junction a good and sufficient outlet will be afforded by the use of existing lines to both Milwaukee and Chicago,

through amicable and mutually advantageous relations which have been established between this company and the Milwaukee and Saint Paul Railway Company.

Since the opening of the Iowa line to the Missouri River, in April, 1867, the growth of business on that portion of the road has rapidly increased in every element of local and through traffic; nor is this increase mainly due to the movement of construction materials for the Union Pacific Railroad and its branches, for as large as that transportation has been, it has been done at reduced rates under special arrangements, now about expiring, which were entered into by this company to encourage and expedite that great national work at an early stage of its progress, and which have afforded but small remuneration for profits to this company.

The greater compensation to accrue for this forbearance in rates is to be found in the new business thrown upon our lines by the activity and energy which are stimulated by the extension of the Union Pacific Road, and everywhere pervade the State of Iowa and the Valley of the Missouri River. While new lines from the East to Omaha are in progress, and will be pushed forward as additional connections with the Union Pacific Road, there can be no doubt that by the time of their completion Omaha and San Francisco will have been united by rail, and the traffic which is to sustain this continental thorough are—as it shall be distributed to all connecting lines at Omaha—will be more than an equivalent to our line for any profits which may now result from transportation of materials for the construction of that road.

Besides this, new lines of railway are being constructed far down the Valley of the Missouri River, from Council Bluffs to St. Joseph, and others have been extended and are already in operation, connecting our lines northward with Sioux City, which will supply a traffic not hitherto reached by railway communication, and which will greatly contribute to the prosperity and business of the Iowa lines.

The large amount of floating debt which, at the date of the last annual report, was impending over the business of the year just closed, has been fully discharged as it matured from the earnings of the road; and the company, relieved from those obligations, enters upon the present fiscal year unembarrassed in its finances, and with the encouraging prospect that this great property, under judicious and economical management, will realize such results as will enhance its value, attract capital for permanent and profitable investment, and give to its stockholders fair returns on both classes of stock.

The lines of road owned and leased by this company are as follows: Chicago to Clinton, Iowa, 138.1 miles; Clinton to Missouri River, (opposite Omaha,) perpetually leased, 352.9 miles—total, 491 miles. Junction to Freeport, 91 miles; Elgin to Richmond, 33 miles; Belvidere to Madison, 67.6 miles; Kenosha to Rockford, 72.4 miles; Chicago to Milwaukee, 85 miles; Chicago to Fort Howard, 242.2; Escanaba to Cleveland Mine, 65.3; Branches and Extension to mines, 5.9 miles. Total length of main lines, 1,153.4 miles. Total length of lines owned by the company 800.5 miles. The lengths of the different divisions is as follows: Wisconsin Division, 314.6 miles; Galena Division, 261 miles; Iowa Division, 354 miles; Madison Division, 67.6 miles; Peninsular Division, 721.2 miles; Milwaukee Division, 85 miles—total main lines, as above, 1,153.4 miles. Length of double track (Chicago to Junction) 30 miles. Length of side tracks, 166.3. Total miles of iron, 1,349.7.

The company have 248 locomotives; 118 first class and 21 second class passenger cars; 137 caboose and way cars; 107 baggage, mail and express cars; 4 boarding cars; 522 iron ore cars; 3,563 box, 901 platform, 807 cattle, and 58 coal cars.

The number of passengers carried during the year was 1,711,567. Number of passengers carried one mile, 88,807,502. Average distance each passenger was carried, 51.8 miles. Tons of freight transported, 1,982,429. Percentage of expenses to earnings, 62.42.

The gross earnings and operating expenses of the road are distributed among the several divisions as follows:

Wisconsin Division.—The gross earnings of this division were $3,156,059 79, being a decrease of $119,463 26 from the previous year. The operating expenses, including taxes, were $2,009,173 98, being 63.66 per cent. of its gross earnings, or 1.24 per cent. above the general average for the whole road.

Galena Division.—The gross earnings of this division for the year were $4,293,657 81. The operating expenses were $2,482,706 43, being 57.82 per cent. of the gross earnings. These earnings show an increase over the previous year of $560,364 45. The operating expenses of this division are 4.60 per cent. less than the general average.

Iowa Division.—The gross earnings of this division were $3,415,695 87, showing an increase over the previous year of $1,808,582 55. The operating expenses were $2,360,961 78, being 69.12 per cent. of the gross earnings, or 6.70 per cent. above the general average.

Madison Division.—The gross earnings of this division were $226,797 91, being an increase of $26,674 04. The operating expenses were $153,375 12, being 67.62 per cent. of the gross earnings.

Peninsular Division.—The gross earnings of this line were $445,023 48. The operating expenses were $278,837, being 62.65 per cent. of the gross earnings. The earnings were $162,499 84 greater than in the previous year. The anticipations of the projectors of this line have been more than realized in the development of its business, which consists mainly in the transportation of iron ore from the mines to the port of Escanaba. The quantity of ore transported over the line has increased from 38,987 tons in 1865-'66 when the road was opened, to 236,185 tons in 1867-'68; and the revenue has risen during the same time from $99,456 47 to $445,023 48. It is expected that the business will very materially increase during the present year.

Milwaukee Division.—The gross earnings of this line were $1,077,617 60, being an increase over the previous year of $14,453 39. The operating expenses were $588,592 29, being 54.62 per cent. of the earnings, or 7.80 per cent. less than the general average.

General Balance Sheet, May 31, 1868.

Old Construction:		
Cost of road and property in accordance with terms of consolidation, to May 31, 1867		$35,272,814 39
Add amount charged during the year for claims against old companies		12,991 28
For stock issued for stock of the Beloit and Madison R. R. Co		1,832 00
		$35,287,637 62
Add cost of stock of Chicago and Milwaukee Railway Co., to May 31, 1868		2,096,600 00
Add bonds of C. & M. R. W. Co., now outstanding, guaranteed by this company		1,725,400 00
Add bonds of B. & M. R. R. Co., now outstanding guaranteed by this company		372,000 00
Add stock of Green Bay Transit Co., & Michigan Transportation Co., & loans to said companies, representing the steamboats on Green Bay and Lake Superior		329,456 00
		$39,811,092 62
New Construction:		
Balance to debit of this account May 31, 1867	$1,770,356 29	
Add amounts charg'd during the year	894,793 96	
Discount on securities sold	65,808 88	
Interest on unfunded debt	46,244 84	
		2,777,203 97
New Equipment:		
Balance to debit of this account, May 31, 1867	$4,828,399 50	
Add for new locomotives and cars purchased and built during the year	130,500 00	
		4,958,899 50
Securities on hand		629,179 16
Materials on hand		1,055,728 62
		$49,282,104 47
Common Stock:		
Amount issued to May 31, 1867		$13,232,495 61
Amount of 10 per cent. dividend on common stock, payable June 29, 1868, in common stock		1,323,180 00
		$14,555,675 61
Preferred Stock:		
Amount issued to May 31, 1867	$14,789,125 42	
Issued since for st'k of the C. & M. R. W. Co.	78,400 00	
Issued since for st'k of the B. & M. R. R. Co	1,832 00	
Amount of 10 per cent. dividend on pref. stock, payable June, 29, '68, in pref. stock	1,486,930 00	
		16,356,287 42
Funded debt (for full description see Bond List, pp. 1065, 1066 & 1067)		18,073,400 00
Unfunded debt	$1,785,356 86	
Less operating assets	$1,099,951 88	
Cash	409,140 51	
	1,509,092 89	
		226,264 47
Balance to credit of income acc'nt May 31, 1868		20,476 97
		$49,282,104 47

President.—Henry Keep.

Directors.—Henry Keep, H. H. Baxter, John M. Burke, Geo. S. Scott, F. P. James, Samuel Sloan, Benjamin Nathan, James H. Benedict, John Bloodgood, W. S. Gurnee, Russell Sage, M. L. Sykes, Jr., New York; Perry H. Smith, John L. Dunlap, John B. Turner, William H. Ferry, Chicago; Alexander Mitchell, Milwaukee.

Vice President.—Perry H. Smith.

2d Vice President.—M. L. Sykes, Jr.

Secretary.—James R. Young.

Treasurer.—Albert L. Pritchard.

Gen'l Sup't.—Geo. L. Dunlap.

Trade and Commerce of San Francisco.—The Pacific Railroad.

Advices from San Francisco to the 6th inst., state that the fall trade, then at its zenith, was being characterized by a fair degree of activity. The quantity of goods leaving the city by every available mode of transportation was said to be large, indicating for both its inland and coastwise trade a healthful condition.

Owing to the carrying capacities of the Central Pacific Railroad being largely employed in the forwarding of the company's own freights, consisting of construction material and supplies for working forces, merchandise destined for points east of the Sierra has been greatly delayed, compeling recourse once more to wagon transportation over the mountains, and forcing the passage of goods again over the Placerville route, before nearly abandoned. Indeed, it is now becoming a question whether this railroad when wholly given up to the public service, will be able to meet the heavy requirements likely to be made upon it, as the vast regions it is destined to supply come to fill up with population. Being permanently built and more direct than any other practicable route between San Francisco and the Great Utah Basin, it will no doubt be preferred to every other, always commanding all the traffic it will be able to accommodate. But whether, with the best management, it will be able to meet the calls certain to be made upon it in the early future may be gravely questioned, rendering the construction of the contemplated Feather River road not only probable, but, in a measure, necessary.

Already the Central Pacific road has done much towards facilitating and cheapening the transportation of goods to Southern Idaho, Utah and Nevada, only branch roads requiring to be built at various points along it to still further enhance these advantages.

The expressing business has increased nearly one-third on account of the additional facilities and reduced rates inaugurated by vigorous opposition. The Pacific Union Express is rapidly augmenting its business and extending it to every part of the Union and Europe.

The following statement shows the arrivals at San Francisco from domestic, Atlantic and foreign ports during the past nine months, as compared with like periods in the four preceding years:

	From dom. Atl. ports.		From for. ports.	
Year.	Vess.	Tons.	Vess.	Tons.
1864	90	93,684	341	247,267
1865	65	68,735	347	228,080
1866	60	93,252	342	242,188
1867	96	108,849	328	251,649
1868	92	98,020	346	820,058

The foregoing tables include the steamers plying between this port and Panama, San Juan, C. A., Northern Mexico, British Columbia, Honolulu, China and Japan. Appended will be found a return for our foreign trade by steamer for the first nine months of the years 1867 and 1868, showing a very gratifying augmentation of 57,102 tons.

From	Tons. 1867.	Tons. 1868.
Panama	77,547	125,030
San Juan, C. A	16,826	5,402
Northern Mexico	11,258	15,254
British Columbia	6,503	6,784
Honolulu	....	7,465
China and Japan	12,030	21,381
Totals	124,164	181,266

As the above tables include the steamers plying between this port and Panama, Mexico, British Columbia, China, and Honolulu, the course of our import trade can be with more accuracy traced in arrivals other than steamers from the following ports and countries, as from them we receive a very large portion of our supplies, and during the past nine months, as compared with a like period in 1867, the arrivals have been as follows:

	1867. Vess.	1867. Tons.	1868. Vess.	1868. Tons.
Domestic Atlantic Ports	96	108,849	92	98,020
Great Britain	85	24,949	56	41,280
France	10	4,952	11	5,419
Hamburg	4	2,020	10	8,457
Hawaiian Islands	28	9,286	24	14,223
China	25	28,367	23	35,358
Manila	7	4,650	3	1,858
Malaga	2	673	2	652
Rio de Janeiro	5	2,004	3	2,614
Japan	8	6,018	4	3,943
Batavia	4	1,632	1	300
Totals	224	193,400	229	207,119

The number of vessels on the way to this port, as far as we are informed, compares as follows with the same period for the previous year:

From	1867.	1868.
Domestic Atlantic ports	46	55
Foreign ports	38	45
Total cargoes advised on the way	84	100

This shows that, with the tonnage already at hand, and that to arrive, we shall be fully supplied with facilities for exporting our abundant crops.

Our exports for the first nine months of the current year exhibit an increase of only $201,227 over a like term in 1867, but they are greater than the returns for the first nine months of 1866 by four a quarter millions, and for the same period in 1865 by six and a quarter millions. We append the following tabular statement which will show our exact export relations with other countries:

To	1867.	1868.
New York, etc	$5,000,690	$5,715,830
Great Britain	5,914,924	4,646,608
Mexico	1,485,359	1,286,830
South America	562,252	404,280
Hawaiian Islands	479,063	573,816
China	842,778	868,202
British Columbia	728,584	763,299
Japan	584,390	291,746
Australia, etc	45,746	957,306
Other countries	505,009	842,195
Totals	$16,148,795	$16,350,022

The value of shipments to New York, etc., as given in the above table, represents both those by sailing vessels and steamers *via* the Isthmus. By separating them we have the following comparison:

	1867.	1868.
Per steamer *via* Panama	$2,040,695	$3,230,781
Per steamer *via* San Juan del Sur	18,596	....
Per sail *via* Cape Horn	2,941,399	1,485,049
Totals	$5,000,690	$5,715,830

Our steam trade *via* Panama has been augmented by over a million of dollars. By sail, round the Horn, we note a decrease of about half a million.

Our treasure export during the first nine months of the years 1867 and 1868, has been as follows:

	1867.	1868.
To New York	$17,572,641 16	$18,824,609 74
To England	4,658,660 43	3,726,341 21
To France	1,108,116 53	549,988 28
To China	7,146,327 74	3,979,009 65
To Panama	281,127 40	475,000 00
To other countries	961,070 15	589,459 46
	$31,726,948 41	$28,144,408 34

The above tables do not include the amounts sent East by the Sub-Treasurer, amounting to $7,500,000. Our large grain bills for the crop of 1867–'8 have supplied the place of treasure shipments and enabled us to profit by the retention of coin for the prosecution of home industries.

The combined exports of treasure and merchandise for the first nine months of 1868, as compared with a like period in the preceding year, are represented by the following:

	1867.	1868.
Treasure exports	$31,726,943	$28,144,408
Merchandise	16,148,795	16,350,022
Totals	$47,875,738	$44,494,430

The above return of combined exports proclaims a decrease of $3,381,308; but as our decrease in treasure export was $3,582,535, we make net gain of $201,207 in merchandise exports.

The receipts of treasure from all sources through regular public channels, during the past nine months, as compared with the same period of 1867, have been as follows:

	1867.	1868.
From California Northern Mines	$18,673,774	$18,562,236
From California Southern Mines	3,288,358	3,456,720
From Nevada	13,500,000	12,000,000
From Coastwise Ports Oregon, etc.	4,242,036	3,338,426
Imports, Foreign, British Columbia, etc	2,880,430	2,138,861
Totals	$42,584,593	$39,436,243

The decrease in the above treasure receipts from our mines, and coastwise and foreign receipts for the first nine months of 1868, is $3,088,350 less than for the same period of last year; but it must also be borne in mind that our shipments have been $8,000,000 less, showing that we are actual gainers to the amount of half a million. However, a very large per centage comes to this city in private hands, and does not enter into this account. Large amounts of bullion credited to Nevada are really received from Idaho and other outlying mineral regions.

The disbursements for army purposes on this coast for the first nine months of 1867 and 1868 have been as follows:

	Quartermaster's Department.	Paymaster's Department.	Commissary Department.
1868	$4,685,759 40	$2,245,000 00	$751,169 28
1867	4,511,914 94	1,956,142 85	1,118,708 00

The increased expenditures of the Quartermaster's Department, in the first nine months of 1868, over those of the same period in 1867, amount to $173,844. Considerable bodies of troops have been sent to this coast to replace those whose terms of service had expired: and the cost of transportation to their various interior stations has been very great, particularly to Arizona, Utah and Idaho. On the other hand we note a very decided falling off in the expenditures of the Commissary Department to the amount of $367,640 less in the first nine months of 1868 than for a like period of 1867.

The total coinage for the first nine months of this year compares with that for the like periods in 1866 and 1867 as follows:

	1866.	1867.	1868.
January	$315,000	$124,000	$97,000
February	919,500	1,022,000	540,000
March	1,360,000	978,585	575,000
April	1,113,000	1,895,000	710,000
May	2,165,000	2,505,000	714,000
June	1,120,000	1,420,000	922,000
July	1,004,000	1,152,000	2,355,000
August	1,747,000	2,380,000	1,465,000
September	1,916,000	1,989,000	2,455,000
Totals	$11,659,500	$13,465,585	$9,933,000

The decrease in coinage since last year is attributable to the diminished demand, rather than to any deficiency in bullion. The greater portion of our treasure shipments are now made in gold bars, instead of coin. The principal shipper of coin has been the Sub-Treasurer, who has sent to New York, since January 1, 1868, the sum of $7,500,000, being $2,000,000 more than was shipped by

that officer in all of 1867. An important feature is the wonderful increase in immigration, the first nine months of the present year having added 80,418 people to our population by sea alone. Probably the augmentation from other sources will foot up 5,000 more, making an aggregate of 85,000 souls. This addition exercises considerable effect upon finances and general trade. They have not yet had time to become producers, and are, therefore, only consumers; but will do much to develope our inexhaustible resources next year.

Progress of the Central Pacific Railroad.

The line of the Central Pacific Railroad continues to be the scene of remarkable activity. From Sacramento to a point on the Plains nearly or quite 500 miles eastward, the route is lively with the passage of freight, construction and supply cars, locomotives, lumber and store trains, teams and laborers. The company is employing about 10,000 workmen and over 3,000 teams. Its army of railroad builders, and the smaller army employed in getting out lumber and stone on contract, or acting as sutlers and providers, have built up numerous temporary towns which give recent solitudes and desert tracts the air of old "settlements." The numerous workshops, factories, mills, depots and trading posts created by its necessities have diversified the industry of an extensive region and planted the germs of permanent improvement.

The transit of the regular passenger and freight trains twice a day is but a slight incident in the immense activity of movement, business and labor along the whole line. It is not too much to say that the building of the Central Pacific has distributed a population of 15,000 or 20,000 through a region before chiefly uninhabited, and has created fifteen or twenty towns that promise to be permanent, besides numerous camps and villages which serve a temporary purpose. The woods of the Sierra Nevada ring for a hundred miles with the strokes of axemen and the click of quarrymen and stone-cutters. At one point alone (Truckee) twenty-five or thirty saw mills are in operation getting out lumber for ties, buts, boarding, frames and roofing. The Truckee River is clogged with logs in places floating on the way to be sawed. On Donner Lake recently could be seen a boom of 500 logs which would make nearly 500,000 feet of sawed lumber; and the bare granite cliffs about the lake constantly resound with the stroke of the woodmen's axes, the shouts of the ox-drivers hauling logs, the groan and crash of falling trees, the whistle and the rumble of passing trains.

Lumber of every description is piled along the road waiting for cars to convey it where it is needed to extend the track, to make snow-sheds, or to build stations, depots, stores and dwellings. Seventy locomotives and several hundred cars of various kinds are continually passing to and fro on different portions of the route, engaged in the transportation of material, supplies and laborers. Every day 500 tons of material for the extension of the track are passed over the Sierra, surmounting an altitude of 7,030 feet and pushing on to the front, a distance of from 300 to 400 miles east of Sacramento. Exertion is redoubled as winter approaches to get as much grade finished and as much material forwarded as possible before the heavy snows set in; also to complete the roofing and siding of the snow-sheds framed during the present season. When the snow does come, unless the winter is an unusually mild one, the sound of the woodman's axe will cease, the buzzing saw mills will be hushed, the bustle of the fresh pine towns will be stilled, and the chief work in the snowbelt of the Sierra will be to keep the track open and pass the trains.

All the stir and labor now witnessed are directed to pushing the iron road as far as possible towards the head of Salt Lake before winter. On Monday last the passenger cars began running to Winnemucca, 324 miles east of Sacramento. The track is laid about 24 miles further, say nearly to Emigration Canon, and the grading is completed for at least 50 miles further; while one army of graders is making road bed still another 50 miles beyond. The distance from Sacramento to the north end of Salt Lake is 651 miles. Track is laid for 348 miles of this distance, and is being extended at the average rate of about 2¼ miles per day. The time at which the track will reach the lake is now only a question of motive power and weather. The grading may all be completed in three months, for another force, under contract with the Mormons, is grading 100 miles this side of the lake. With the road bed completed before the ground freezes, track can be laid through the winter as fast as the material can be forwarded.

About 500 tons of material—ties, rails, spikes, bolts, chairs, &c.—are required for two miles of track, and to transport this across the summit of the Sierra, over a heavy ascending grade, requires about 50 cars and 10 locomotives daily. The company needs more motive power for this and its other business, and has ordered 15 locomotives to be shipped from New York by way of the Isthmus immediately. Iron is coming fast enough already, and the tamarack groves of the Sierra furnish the ties. The transporting power of the company is so largely devoted to pushing its road material ahead that it is obliged to refuse a great deal of custom freight, much to the inconvenience of traders in the mountains and in Washoe. Everything must bend at present to the construction of the railway. The company is playing for a big stake, in which the farmers, manufacturers and merchants of California are equally interested—the ownership of the entire route to Salt Lake, and the control of the trade of Utah, with its population of nearly two hundred thousand, increasing at the rate of ten per cent. per annum.

The Union Pacific Company is working from the eastern side for the same objective, and has pushed a grading force beyond the three hundred mile limit fixed by Congress; but the Central folks are not afraid of being passed, and have made arrangements which they are confident will enable them to reach the north end of the lake first, if they do not even get beyond it. They deny the report that the Union Pacific had telegraphed an offer of the free use of so much of their grade as the Central could first iron, and of payment for so much of the Central grade as the Union should be able to iron. The two companies are not grading in parallel lines near the lake, as supposed by some, but have left gaps in the one main line in their anxiety to press forward either way, and are bound to connect at some point as required by law. There is now little difference between the distance which each company has to build to reach the same point north of the lake, and only about five hundred miles in all remain to be constructed of the one thousand seven hundred and twenty-five originally to be built between Sacramento and Omaha.

The work of grading across the Nevada and Utah Plains eastward is not difficult. The country is an elevated plateau, broken into a series of valleys by successive ridges, rising above the general level from a few hundred to several thousand feet. These ridges are passed through easily by following mainly the course of streams, and the intervales or small "plains" offer a level surface that needs only a little smoothing to be ready for the ties. Down the eastern slope of the Sierra Nevada and far towards Humboldt Lake the road usually follows the bed of the Truckee. Leaving this bright, clear stream, the journey becomes less interesting, and treeless hills, red or black with volcanic rock, are succeeded by desert tracts.

The most barren and forbidding portions of the route to Winnemucca are, however, chiefly passed in the night, when the alkaline dust is less apt to rise, or if it rises, does so in smaller in quantities. The appearance of large camps of laborers, and of villages just built of spice-scented pine boards, intermixed with tents, is in sharp contrast to the barren solitudes of the plains and desert. Construction trains frequently passing, and the numerous groups of Chinese laborers that stop to gaze as the passenger car halts or goes by, increase the strange discrepancies of the scene, which is altogether wild and peculiar. It is difficult to realize that over this same ground once passed so slowly, laboriously and dangerously the ox trains of the pioneer emigrants, and only when this is realized are the full value of the Pacific Railroad and the enterprise and energy of its builders heartily appreciated.—*San Francisco Bulletin.*

The Darien Ship Canal.

A meeting of gentlemen interested in the construction of a canal across the Isthmus of Darien was held in this city on the 20th inst. The meeting was organized by the appointment of Mr. Peter Cooper as chairman, and Hon. F. A. Conkling as secretary. Hon. Wm. H. Seward, Secretary of State of the United States, and Hon. Wm. M. Evarts, Attorney General, were present, and took active part in the proceedings. Many important facts were laid before the meeting. Estimates from the highest sources places the cost of the canal at $100,000,000. Messrs. William T. Coleman, Marshall O. Roberts, C. K. Garrison, Wm. B. Duncan and Richard Schell were appointed commissioners to obtain subscriptions to the capital stock of the company. Charts of the surveys of the proposed route, by Frederick M. Kelley and other eminent engineers, were exhibited, which demonstrated the feasibility of the undertaking, and entire confidence was expressed in its ultimate success. Mr. Seward, in addressing the meeting, said:

Commerce can no longer afford to use the circuitous and perilous navigation around the Capes. It must and will have shorter channels of transport, and of these there can be but two—the one across the Isthmus of Suez, the other across the Isthmus of Darien. A canal across the Isthmus of Suez already approaches its completion. If that channel is to secure the patronage of universal commerce, it will be fully enlarged and completely adapted to the interests of modern commerce. In that case the commerce of even the Atlantic American coast, from the St. Lawrence to Cape Horn, will be turned eastward across the Atlantic, and through the Mediterranean and the Red Seas and the Indian Ocean to India and China. It would be a reproach to American enterprise and statesmanship to suppose that we are thus to become tributaries to ancient and effete Egypt, when by piercing the Isthmus of Darien we can bring the trade of even the Mediterranean and of the European Atlantic coasts through a channel of our own, so palpably indicated by nature that all the world has accepted it as feasible and necessary.

☞ The following gentlemen have been elect- directors of the Vermont and Canada Railroad Company: Worthington C. Smith, John Porter, Edward Blake, Samuel Atherton, John W. Newton, Jed. P. Clarke, and B. P. Cheney. Hon. W. C. Smith was re-elected President and John W. Newton Clerk and Treasurer.

☞ George W. Beach has been appointed Superintendent of the Nangatuck Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,945,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,850,000	A. & O.	Oct. '68 5
Baltimore City Passenger...	670,000		Jan. '68 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Oct.'68 1½
Bloseburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,100	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	469,400		
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....100	1,891,500	J. & D.	Jun. '68 4
Boston and Maine.....100	4 076,974	J. & J.	July '685
Boston and Providence ...100	3,360,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J.A J.O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	Feb.'68 2½
Brooklyn City & Newt'n.100	394,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	M'y'68 3½
Buffalo and Erie..... 50	5,00 ,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	777,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921 412	F. & A.	Aug '68 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 50	721,926	J. & J.	Jul. '68 3½
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110		Jul.'68 4½
Central of Georgia.....100	4,668,300	J & J	Jul. '68 7
Central of New Jersey...100	13,768,000	J.A J&O	Oct.'68 2½
Central Ohio.....100	2,600,000	J. & D.	Jun.'68 3
Do. pref.....100	400,000	J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina...100	1,500,000		
Chemung*.....100	380 000		Oct. '68 2
Cheshire, prefetred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,843	M. & S.	Sep. '68 6
" " pref..100	2 425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500 000	M. & S.	Mar.'68 5
Chicago, Iowa & Nebras*.100	2,000,000		Jul. '68 5
Chicago and Milwaukee*.100	2,247,000		
Chicago & N. Western...100	14,586,676	June	Jn'68 10s
" " pref.....100	16,856,287	June	Jn'68 10s
Chicago, R I & Pacific....100	14 000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,600,000	Sept.	Sep.'68 5s
Cincinnati City Passenger....	------	J'n & J'ly	Jan.'68 2½
" Street	------	J. & J.	Jan.'68 2½
Cincinnati and Zanesville. 50	1,676,346		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	M.'68. 3½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Oct. '68 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jul.'68 3½
Col., Chi. & Indiana Con.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4½
Concord 50	1,500,000	M. & N.	Nov.'68 3
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passump. Rivers.100	139,00.		
Do. do. pref.100	1,922,100	J. & J.	Jul.'68 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl.'68 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*....160	2,392,381		
Delaware*..... 50	594,260	J. & J.	Ju . '68 3
Del., Lackaw & Western. 50	18,386,020	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,600,000		
D. Dock, E. B'dw' & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,041		
do. do. pref.100	1,987,351		Jul.'68 3½
Eastern (Mass.).....100	3,883,300	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,800		
East Tenn. and Georgia...100	2,389,730		
East Tenn. and Virginia...100	667,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	800,00.	M. & N.	May'68 2½
Do. do. pref. 50	800,000	J. & J.	Jul. '68 3½
Erie Railway 100	17,674,300	F. & A.	Feb.'66 4
Do. pref.....100	8,531,910	Annual	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordav.100	1,148,445		
Fitchburg 100	3, 40,000	J. & J.	Jul. '68 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '68 3
Flint and Holly 100	600,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750, 00	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,020	J. @ J.	Jul. '67 3
Georgia 100	4,156,000	J. & J.	Ju y '68 4
Germantown (Phila.)..... 50	114,248	J. & J.	Jan.'68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	------	-----	Sept.'68—
Green and Coates St.(P 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A J&O	Oct. '68 3
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,450	M. & N.	May '68 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,415,780	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 3½
Joliet and Chicago*.....100	1,500,000	J. A J&O	Oct.'68 1½
Joliet & North. Indiana*.100	300 000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....	------		Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,685	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,231,400	J. A J&O	Oct.'68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,846	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkil*..... 50	2,010,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	96,134		Nov'67 1u
Louisv., Cin and Lex. pr.100	211,122	J. & J	Jul.'67 4½
Louisville and Frankfort. 50	1,109,694	J. & J.	Jan. '68 3
Louisville and Nashville..100	6,492,638	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000		Apl '68 4
Mahanoy & B'd Mount n* 50	1,676,915		
Maine Central.....	1,600,000		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,886,185	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep '66 3
Memphis and Charleston.100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	670,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	8,477,366	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	10,069,400		Aug.'68 4
" " guaranteed.100	68 ,000	F. & A.	Feb.'68 5
Middlesex (Boston)..... 100	400,000		
Mill Creek and Mineh l*. 50	823,3 0	J. & J.	July'68 4
Millville and Glassboro' ...100	400,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,96 ,681		
" " " 1st pref 100	3,214,260	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	6 4 6,883	J. & J	
" " " pref.....100	8,050,8 2	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,0 0	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,76 ,400		
Montgomery & W. Point..100	1,844,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,360	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,850	J. & J	July 68 4
Nashua and Lowell..... 100	720,000	M. & N	May '68 5
Nashville & Chattanooga..100	2,066,544		
Naugatuck 100	1,436,000	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. 68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey	6,000 000	F. & A.	Aug.'68 6
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,285,060	J. & J.	Jul. '68 4
" " pref. 50	1,600,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 5
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Nov. '68 2
North Eastern (S.C.) pref.100	1 5,000		May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Jun.'65 4
Northern of N. Jersey ...100	159,700		
North Pennsylvania..... 50	3,150,150		F b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,024,000	F. & A.	Feb.'68 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Jun'68 3½
Oil Creek & Al'eghen y R. 50	4,250,000	J. A J&O	Oct.'68 2½
Old Colony & Newport ...100	4,84 ,220	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'65 4
Pacific of Missouri.....100	3614,515		
Panama..... 100	7,000,000	J. A J&O.	Oct. '68 6
Paterson and Ramapo.....100	248,500	J. & J.	Jul.'68 2½
Paterson and Hudson River	630,000	J. & J.	Jul '68 4
Pennsylvania 50	21,045,750	M. & N.	May '68 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,069,450		Jan. '68 8
Philadelphia and Reading 50	21,204,301	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,350	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor't'n 50	1,435,550	A. & O.	Oct. '68 5
Phila. and Trenton*.....1 0	1,049,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,958,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,897	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Oc.'68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec...100	672,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500.000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	------		Jul. '68 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 2½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g.100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'61 3
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'68 5
Rutland preferred..... 100	------	F. & A.	A'g.'68 2½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	44 ,6 6	M. & N.	Nov.'67 3
Sand. Mansf. and Newark.100	901,741		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,264,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkil Valley* 50	576,050	J. & J.	Jun'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,460	F. & A.	Feb.'68 3
Shore Line..... 100	656,200	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 6
Somerville 100	76,000	M. & N.	May'68 3
South Carolina 100	5,8 9,275		
South Shore 100	259,685		Jul. 68 2
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Staten Island..... 100	660,000	J. &J.	Jul. '67 4
Stony Brook 00	267,800	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*.100	445,700		
Summit Branch..... 50	250,000	J. & J.	Jan. '68 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	260,000	J. @ J.	Jul.'68 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.). 50	------	J. @ J.	Jan.'68 1
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref.100	1,300,000		
Tol., Wabash and West.... 50	5,700,000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan.'68 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun'68 4
Vermont Central..... 100	5,000,000		
Vermont and Massachu'ts.100	2,200,000	J. & J.	Jn.'68 1½
Vicksburgand Meridian ...100	887,405		
Virginia Central 100	2,353,675		
Virginia and Tennessee...100	3,497,761		
Western Union 100	2,707,648		
West Jersey 100	804,150		Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan.'68 3
Wilm. and Manchester....100	1,147,01		
Wilm. and Weldon..... 100	1,463,775		
Warren 100	1,547,650		
Worcester and Nashua ... 75	1 5,2,500	J. & J.	Jun'68 4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228 596		
Delaware Division..... 50	1,633,350	F. & A	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Au. '68 6
Delaware and Raritan.....100	2,621,300	F. & A.	Aug.'68 4
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,739,200	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'68 2
Morris (consolidated,..... 10	1,036,000	F. & A.	F.b'67 3
" (preferred)..... 100	1 176,000	F. & A.	Feb'68 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4 000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4.000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....	------	J & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000		Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 3
Roaring Brook Coal.....	200,000		Sep.'68 2½
Spring Mountain Coal..... 50	1,250 000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '64
Rut and Marble..... 25	1,000 000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	6,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,108	401,103	357,228	363,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,491	675,446	634,243	576,365	5,825,385
1866	475,641	433 279	385,991	412 521	464,507	493,243	466,898	568,589	633 160	599,670	474 056	388,573	5,696 119
1867	377 852	380,190	439,555	407 018	465 102	383,296	400 550	461,879	483 177	483,917	474,134	360,641	5.167,371
1868	404,467	393,251	408,847	389,654	356,255	359,184	343,325	413,484	477,795	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,880	158,294	1,673,708
1864	100,991	154,418	196,803	162,728	178,786	206,090	224,257	312,165	364,554	320,879	307,803	252,015	2,770,484
1865	280,506	275,283	299,063	288,490	322,275	355,270	335,985	409,251	401,290	357 956	307,919	296,824	3,940,091
1866	226,158	222,241	240,111	269,249	329,851	371,544	321,597	387,269	322,639	360,223	323,039	271,247	3,696,153
1867	348,787	187 832	235,961	282,165	335,510	342,358	354,244	415,962	408 999	426,782	359,102	330 169	3,892,861
1868	269,639	296,496	261,599	270,386	285,510	373,461	406,616	570,365	458,155	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,173	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389 489	307,523	270,073	261,779	3,313,514
1866	241,395	183,285	257,230	209,999	277,506	306,693	278,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,647	224,621	272,454	268,369	297 625	276 781	297,513	444 054	566,403	599,549	442,275	377,053	4,858,614
1868	308,587	297 464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,324	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	278,576	317,830	390,355	421 363	466,830	565,145	490,710	519,306	669,605	729,759	716 378	563,100	6,11 .566
1865	541,005	482,164	499,296	468,358	585,628	747,942	702,661	767,508	946,707	932,682	764,671	547,832	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,802	712,359	9,299,490
1867	696,147	574,664	765,808	774,279	895,712	893,658	884,214	1 063 236	1,149,942	1,541,067	1,211,530	879,900	11,632 757
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,528,423	.....	.....	.....	.....
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,025	80,588	73,140	50,296	580,271
1867	49,694	36,095	56,859	58,196	61,447	53,999	53,653	66,018	77,113	81,676	80,867	81,955	735,605
Erie:													
1863	845,695	859,949	956,445	948,050	848,782	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,489,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,588	1,224,999	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,358,615	1,488,639	1,522,472	1,424,765	15,484,775
1866 ..... including Buffalo Division...	1,186,746	987,936	1,070,917	1,163,441	1,101,682	1,243,686	1,208,248	1,296,400	1,416,101	1,476,244	1,416,901	1,041,116	14,496,413
1867 ..... including Buffalo Division ...	906,759	917,639	1,139,528	1,217,143	1,122,140	1,119,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,081,320	901,752	1,156,991	1,285,742	1,163,612	1,089,605	1,093 043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,306	478,578	496,433	437,079	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,286	661,891	657,141	603,402	6,329,447
1865	571,536	525,972	616,645	516,608	460,573	617,682	578,403	747,469	759,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	555,465	411,606	569,250	567,679	480,626	578,253	571,348	661,971	548,219	504,056	6 546,741
1867	647,120	524,871	417,071	440,271	477 027	516 493	526,242	709,227	738,530	823,991	727,810	613 329	7,160,992
1868	572,364	531,224	462,817	538,077	579 560	621,685	576,468	764,138	873,600	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107.525	104.608	115,184	125,252	116.495	116,146	105,767	1,224,069
1866	90,411	85,447	84,361	81,181	96,888	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94.186	78.976	92,910	92,768	90,526	96,535	106.594	114 715	121, 217	142,823	132,387	123,853	1,236,971
1868	92,433	81,529	98,482	108,461	95,416	95,924	108,415	126,856	121,519	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	218,784	230,508	557,227	268,613	244,235	241,236	189,145	238,012	308,106	375,567	372,260	348,048	3,502,543
1864	256,600	304,445	325,454	330,651	267,126	315 258	278,891	358,862	402,219	407,197	448,924	411,806	4,130,152
1865	363,996	366,361	413 974	365,180	351,489	387,096	301,613	415,575	486,808	524,760	495,072	351,799	4,826 7.9
1866	312,846	277,234	412,715	413,970	418 024	384,884	338,858	384,401	429,177	496,655	429,646	352,218	4,650.324
1867	305,857	311,088	395,372	409,248	557.749	307,963	313,130	434,318	488,388	530,871	429,795	380,034	4,663,808
1868	362,021	338 335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	.....	.....	.....	.....
Michigan Central:													
1863	242,078	245,558	236,432	238,495	226,458	206,221	193,328	215,449	308,168	375,488	339,794	306,196	3,168,065
1864	252,435	276,848	348,872	338,276	271,553	265,780	263,244	346,761	408,445	410.802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476.611	490,694	447,670	328,470	4,520.560
1866	282,439	255,796	337,158	343,787	365,196	335,083	324,936	359,646	429,161	493,640	414,604	308,689	4,250,115
1867	304,095	283,661	375,219	362,783	335,952	284,977	318,021	398,998	464,778	506,296	412,934	330,373	4,371,078
1868	343,316	304,315	326,880	415,768	369,226	325,591	321,013	392,942	456,9 3	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,566	751,788	1,101,771	775,616	438,323	5,683,608
1868	308,457	350,884	333,231	475,629	566,718	458,094	428,247	522,545	1,023,520	.....	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,514	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,223	1,002.768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,166	818,512	840,450	1,079,551	1,041,522	1,045,101	1,157,818	11,069,453
1864	921,831	936,587	059,023	1,105,684	1,004,435	1,029,736	1,055,793	1,273,117	1,459,076	1,227,113	1,147,305	1,116,929	13,357.709
1865	957 869	613,381	955,859	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,528,839	1,486,356	1,117,854	14,575,128
1866	1,086,340	896,887	1,138,745	1 190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	1,530,516	1,211,106	936,857	14,143,215
1867	901,571	846,583	1,076,778	1,227,286	1,096,781	934,536	1,101,693	1,358,915	1,752,674	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	228,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	259,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,428	281,613	3,380,588
1867	242,793	219,065	279,647	284,729	282,959	240,136	234,638	344,521	365,371	379,867	336,066	272,053	3,459,319
1868	211,973	251,361	265,905	252,149	204,620	217,084	194,405	257,357	307,122	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,534	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	632,786	617,021	669,384	757,178	936,168	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,610
1865	603,053	606,305	116,215	923,283	416,341	866,979	967,194	1,121,205	1,351,579	1,419,232	1,196,956	702,684	10,083,026
1866	738,061	725.967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,396	833,742	887,792	874,974	436,990	10 637,134
1867	500,488	534,561	703,618	836,003	965,568	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,531	370,983	3,745,510
1863	337,360	365,598	461,965	462,987	427,094	395,845	360,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	558,066	525,751	482,911	506,641	625,547	675,360	791,352	691,556	914,082	7,129,466
1865	600,144	678,504	857,583	733,866	687,186	646 985	584,523	712,495	795,938	858,501	712,863	580,964	8,489 062
1866	659,982	480,986	662,168	599,606	682,510	638,667	552,378	648,201	654 926	757,441	679,725	555,242	7,467,212
1867	642,416	525,497	627,960	590,557	585,484	507,451	537,381	606,218	659,037	764,500	690,598	573,727	7,242,126
1868	492,894	602,753	684,190	774,103	611,914	601,246	571,854	638,257	761,329	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	102,921	1,564,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173 722	167,513	218,546	216,788	222,736	207.301	162,994	2,240,744
1866	178,120	155,893	192,138	170,485	168,099	162,532	166,015	222,953	198,884	244,834	219, 127	177.384	2,280,142
1867	149,668	149,542	174,153	168,162	171,736	156,066	174,933	220,788	219,160	230,340	205,095	180 971	2,216,402
1868	127,393	133,392	149,164	155,388	130,545	140,408	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132.111	134,272	152,585	105,554	116,379	170,596	161,062	134,563	111,389	1,439,799
1864	79,735	96,843	132,596	123,987	127,010	156,358	159,826	244,114	243,840	221,570	220,209	205,154	2,050,322
1865	164,084	139,171	156,758	144,001	155,738	194,526	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	266,793	283,259	292,285	260,529	248,344	238,533	484 208	490,263	.....	.....	.....	.....
Western Union:													
1865	43.716	37 265	32,378	33,972	63,862	82,147	68,189	59,962	75,677	92,715	61,770	37,630	689,382
1866	45,102	35,005	39,501	43,232	86,918	92,918	85,276	60,698	84 462	100,813	76,248	54,465	814,089
1867	39,078	27,667	36,892	40,710	57 852	60,558	58,262	73,525	126,496	129 288	79,431	54 719	724 909
1868	46,415	40,703	59,198	49,231	70,168	77,389	59,762	84,607	97 38	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Oct. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" " "	1868	----
" " " ..... coupon		6	" " "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" " "	1874	114½
Loan of June 22, 1860 ..... registered	7,022,000	5	" " "	1871	116
" " " ..... coupon		5	" " "	1871	126
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" " "	1881	114
" " " ..... coupon		6	" " "	1881	115
Oregon War Bonds of March 3, 1861	1,016,000	6	" " "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,300	6	Jan & July.	1881	114
" " " ..... coupon		6	" " "	1881	115
Loan of Feb. 25, 1862 (5-20s) ... registered		6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" " "	1882	113
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	106½
" " " (5-20s) ..... coupon		6	" " "	1884	111½
Loan of March 3, 1865 (5-20s) ... registered	1,694,883,600	6	May & Nov.	1885	105½
" " " (5-20s) ..... coupon		6	" " "	1885	111½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	108½
" " " (5-20s) ..... coupon		6	" " "	1886	110½
" " 3d series (5-20s) ... registered		6	" " "	1887	108
" " " (5-20s) ..... coupon		6	" " "	1887	110½
Loan of March 3, 1864, (10-40s) ... registered	194,568,100	5	Mar. & Sept.	1904	104
" " " (10-40s) ..... coupon		5	" " "	1904	104½
Pacific R. R. Bonds ..... (currency)	33,734,000	6	Jan. & July.	'96-'97	99½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July	1868	----
Matured Debt not presented	12,184,244	---	presentation.	----	----
Gold Certificates of Deposit	20,338,400	---	presentation.	----	----
Compound Interest Notes 1864 '65	5,251,930	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,078	---	---- ---- ----	----	----
Three per cent. certificates	62,230,000	---	---- ---- ----	----	----
Fractional currency	32,933,614	---	---- ---- ----	----	----
Navy Pension Fund	13,000,000	3	---- ---- ----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) ... "	1,941,000	5	" " "	1888	----
" — " " (funded coup.) "	437,850	5	" " "	1887	----
" — " " (sterling) ... "	648,000	5	Jan & July	1876	----
" — " " ( )..... "	688,000	5	" " "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	131½
" —" " 1860 ... "	198,500	7	" " "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" " "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861 ...	2,000,000	6	" " "	'72-'82	----
" — " " Nov., 1863 ...	2,000,000	6	" " "	1883	100½
" — " " May, 1864 ...	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1 65 (free).	2,000,000	6	" " "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" " "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" " "	'68-'74	81½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " ..... registered	1,229,687	6	" " "	1870	----
" —State Bonds ..... coupon	948,910	6	" " "	'60-'70	----
" — " " ..... "	4 357,253	6	" " "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" " "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,529,986	5	" " "	1866	95
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	150,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" " "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" " "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,451 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	645,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Lev ee) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	332 500	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar & Sept.	'67-'74	----
" " " 1857-'61 ... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" " " 1863 ..... "	525,000	6	Mar. & Sept	1883	100½
" —Bounty Loan of 1863 ..... "	4 5,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,822	5	" " "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" " "	1880	----
" — " " (C. and O Can.) sterl.	1,405,507	5	" " "	1889	----
" — " " (R.R. various) "	120 000	5	" " "	1889	----
" — " " (") curcy.	159,974	5	" " "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" " "	1890	----
" — " " (C. and O. Can.) "	3 259,616	5	" " "	1890	----
" — " " (Ches. & Ohio Can.).	2 000,000	6		1870	98½
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	98½
" — " " (County)	601,000	6	"	apr.'74	----
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,888	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" " "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	2 5,000	5	April & Oct	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	128½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling .	3,998,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (ster ing)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	69-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'92	111½
" " " " " (stg.)	554,186	5	" "	'88-'90	93
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,730,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	---- ---- ----	'41-'71	----
" " " (Union Bank)	5,000,000	6	---- ---- ----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	89½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	92
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'88-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,184,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	699,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1868 ..	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ... coupon	2,564,000	7	Jan. & July.	1877	108
" — " " " ..registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,186,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1876	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " "	6,000,000	6	" "	1875	101½
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'76-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	3,500,000	6	Jan. & July.	1900	116
" — " "	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,996,000	5	Various.	'77-'82	99½
" " ..... registered	5,083,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,909,520	6	" "	1882	106
" — " " 3d series	9,270,017	6	" "	1892	106½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,000	6	April & Oct.	1871	100
" — " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " 1868	260,000	6	April & Oct.	1883	100½
" — " " 1873	776,000	6	Jan. & July.	1893	100½
" — " " 1884	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	796,888	6	J. A. J. & O.	'68-'70	----
" —State Bo ds (various)	3,275,000	6	Jan. & July	'71-'90	----
" " " (new)	1,210,503	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,127	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 y's.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1852	70
Vermont—State War Bonds	1,567,000	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... coupon	21,66,398	6	" "	long.	----
" — " " ..... coupon	10,900,000	6	" "	long.	----
" — " " (new) ..... registered	1,379,500	6	" "	1876	69½
" — " " (") ..... coupon	488,300	6	" "	1886	----
" — " " (")	39,000	6	" "	1890	----
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95
Loan of 1850	602,000	6	" "	"	1880	....
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	65
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	....
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	000,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	90
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	88
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	97
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1887	93
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	103½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,400,000	6*	Jan. & July.	New York.	1896	103
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,400,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	93
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	'895	77
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	1,726,200	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1886	91½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	183,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	98
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,200	7	Jan. & July.	" "	1898	96½
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	103
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	95
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	88½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1898	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,600	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	87½
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77½
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (June. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	76½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70-'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Plain Bonds	570,000	5	April & Oct.	"	1872	61
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	94½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	90
Greenville and Columbia:						79½
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	91½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	90
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1860	....
1st Mortgage	1,954,000	7	" "	" "	1869	105½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	116½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69-'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	96
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69-'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'78-'75	....
1st Mortgage, Bardstown Branch	30,000	7	— & —	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	— & —	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1t mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6½	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70-'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	91½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	77½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	76
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	115
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	115
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	3,094,000	7	May & Nov.	New York.	1885	101
2d Mortgage	2,693,000	7	" "	" "	1877	94
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	95
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	97
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	96½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	65
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	34
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	62
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	89
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88-'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94	....
2d Mortgage	792,050	6	" "	" "	'71-'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1892	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73-'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Cenirai:						
Premium Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73-'75	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65-'70	72½
1st Mortgage	328,600	8	" "	" "	65-'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1860	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	91½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	....
2d Mortgage	274,500	7	— & —	"	18—	92
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	....
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67–'69	96½
Company Bonds	223,000	5	Various.	"	'77–'84	....
Company Bonds	2,467,000	6	"	"	'75–'76	96½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	95½
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	107
2d Mort. Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	95½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	— & —	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	— & —	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	98½
1st Mortgage (General)	5,000,000	6	" "	"	1881	89½
2d Mortgage	4,000,000	7	" "	"	1901½	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	92
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	108
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1886	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	158,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1888	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	84,000	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	152
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	84
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,631½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,900	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'63-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1882	79½
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1896	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	79½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consol. Mortgage for $3,500,000	.....	7	Jan. & July.	Philadelphia.	1890	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70-'78	....
Virginia and Tennessee.						
1st Mortgage	494.000	6	Jan. & July.	New York.	1873	71½
2d Mortgage	23.500	6	" "	" "	1879	....
3d Mortgage	998.000	6	" "	" "	1884	....
Salt Works Branch Bonds	9,500	6	" "	" "	1861	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,987,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $600,000	.....	7	— & —	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4.319.520	5*	April & Oct.	London.	'68-'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mortgage, endorsed by Balt.	200.000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150.000	6	" "	"	1890	....
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596.000	7	June & Dec.	New York.	1866	....
2d Mortgage	200.000	7	May & Nov.	" "	1873	....
Income Bonds	160.000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576.888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Winchester and Potomac:						
Stg. State Loan	85.333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175.000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25.000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4.375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500.967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32.700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384.162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5.606.122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,201,850	6	" "	"	1877	73
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465.500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302.750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764.550	6*	March & Sept.	Philadelphia.	1872	86½
2d Mortgage	3.980,670	6	Jan. & July.	"	1882	71½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1.000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1.250,000	6	" "	Baltimore.	1878	60
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Consolidated (Md.) Coal:						
1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	—	1,774,824	2,488,000	239,767	354,549	103.5	287,170	6,872,741	3,690,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	65.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7 000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,952	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999 901	1,049,166	—	505.7	.....	.....	.....	5,195,266	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	449,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,503	.....	.....	1,080,749	206 554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,686	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,051	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,054,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	123½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	466,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated	5½ months only.)	.....	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623.957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	148
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	96,988	1,095,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,820,185	412,896	.....	.....	14,884,000	8,033,350	1,633,057	.....	108.3	297,337	9,582,938	2,532,317	369,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,000	12,054,236	998,068	234,805	8	50	66
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306 973	976,0.7	119 4	893,961	42,096,255	12,886,085	1,565,462	435,780	10	100	134
Nov. 30, 1867	47.0	7.0	48.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,6*9	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	—	56,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated	by Grand Trunk)	.....	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,608	4,288,880	111,314	.....	166.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,690	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	15
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	684,457	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated	by West Jersey.)	.....	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	9
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)	.....	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)	.....	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,600,000	.....	.....	—	(Leased	to Chic. and N. W.)	.....	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64 0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500.000	663,554	986,409	89.0	1.549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	120½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. and Ohio.)	.....	888,080	.....	—	100	33
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,405,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)	.....	.....	.....	—	50	3
Dec. 31, 1867	248.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	151
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,960	400.0	2,648,554	39,781,829	132,436,027	6,197,729	2,721,851	15	100	170
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,000,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)	.....	.....	.....	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509 092	30.911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	90½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,288,148	10	100	105
Jun. 30, 1867		Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10.	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentucky.)	.....	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,462,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated	by Cin., H. and D.)	.....	183,306	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.0	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,566	843,360	1,477,613	462,584	6,000,000	425,000	—	395,957	187.8	1,123,760	18,477,267	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,591,025	1,087,176	....	100	75½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	(Leased	to Au. &	Gt. W n	.....	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	50
Nov. 30, 1867	101.0	102.5	57.0	—	65	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	60,978,055	2,140,151	724,514	—	50	43½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	123,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	952,497	14	100	102½
Feb. 12, 1868	588.0	12.0	....	—	.....	.....	.....	.....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	89
Nov. 30, 1867	54.7	—	12.5	—	.....	.....	.....	.....	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,067	85,846	—	(Operat	ed in conn	ection with	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	73½
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	695,587	374,586	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	286,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,869	171,914	6	100	89½
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	289	Connecticut River	Massachusetts.	1,747,264	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	131½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,998,035	.....	.....	.....	100,000	1,000,000	900,035	.....	(Leased	to Phila.	& Trent.)	.....	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	.....	.....	.....	.....	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(O	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	.....	.....	—	50	....
Sept. 30, 1867	74.0	—	8.2	6 0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,291	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	251,990	75,283	34,256	48,085	400,000	100,000	.....	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	369,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	.....	.....	.....	.....	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	263.3	2,034,524	.....	.....	2,613,979	loss.	10	50	66
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	(Leased	to Boston	& Maine.)	.....	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,966	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	100
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,31	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,556	50,271	—	100	....
Sept. 30, 1867	—	—	6 .0	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	(Leased	to Penns	ylvania.)	.....	.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern	Massachusetts.	4,616,276	622,324	1,234,662	243,707	3,883,500	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	3	100	119
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	(Leased	to Delawa	re.)	.....	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	39 ,550	.....	.....	.....	392,550	.....	.....	.....	(Leased	to Phila.	& Reading.)	.....	25,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	.....	.....	.....	664,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30 0	....	—	18	11	3	209	East Tennessee and Georgia	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,750	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	168	East Tennessee and Virginia	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,075	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	.....	.....	.....	.....	Edgefield and Kentucky	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46 8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	(Leased	to Northe	rn Central.)	.....	.....	25,000	5	100	....
Sept. 30, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	(Leased	to North	rn Central.)	.....	.....	165,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,216	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	39½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	European and North American	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	97 0	.....	.....	.....	.....	European and N. American	N. Brunsw.	4,743,777	(C	onstructed	by the	Provin	cial Gov	ernment.)	.....	108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	60.0	12	18	8	168	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8 0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	.....	21,759	.....	150,000	260,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8.162	7½	50	....
Oct. 31, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	133
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,424	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Be	v. Del.)	17,098	4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,761	.....	—	100	....
Dec. 31, 1867	53.5	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	7	—	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	4	—	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	..	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16 4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,629	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	—	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk	Canada.	84,298,325	*	2,853,160	3,033,218	13,984,803	74,478,168	1,721,072	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western	Canada.	24,434,553	*	1,200,000	1,565 83	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,675	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia	S. Carolina.	2,692,554	363,080	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	89½
Aug 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph*	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,147	12,965,380	19,922,754	1,716,270	516,270	—	100	89½
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Penns	ylvania.)	.....	.....	7	50	55½
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,886	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74 0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,568	*	308,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	66,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.0	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,158,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	136
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149.189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,468,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	143
Dec. 31, 1867	—	—	72.0	—	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	....	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,329	4,456,485	106,746	6,186,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	23½
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,496,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,999	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	(Leased	to Chicag	o and Alton.)	.....	.....	152,927	7	100	96
Dec. 31, 1867	45.0	—	4.8	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	(Leased	to Michig	an Centra	l.)	.....	.....	8	100	....
Oct. 31, 1867	4.6	—	....	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	965,250	.....	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	....	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7 0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,251,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	.....
Dec. 31, 1867	37.0	—	.....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,260	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	27.0	—	.....	323.0	.....	.....	.....	.....	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	15.0	—	0.3	22.0	.....	.....	.....	.....	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	.....	.....	.....	(Open. J	an.1,'68)	—	100	.....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	.....
Oct. 31, 1867	101.0	60.2	148.0	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,576	.....	.....	534,154	193,776	6	50	.....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	.....	.....	.....	3,580,764	1,372,063	10	50	55½
Dec. 31, 1867	12.0	0.8	.....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	24,042	765,067	29,360	38,718	5,642	—	100	.....
Jun. 30, 1868	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operat	ed by Lou	isv. Cinc.	and Lex.)	45,700	6	100	.....
Nov. 30, 1867	15.3	—	.....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	.....
Oct. 31, 1867	28.3	3.0	24.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	1,110,055	29,979,623	.....	1,985,764	483,225	—	.....	.....
Dec. 31, 1867	9.0	—	.....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	46
Sept. 30, 1867	94.0	26.0	.....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,436	19,437,628	5,420,360	693,016	449,189	—	50	.....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	.....	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,634	7,078,999	3,181,380	493,219	157,247	9	100	.....
Jun. 30, 1868	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,582,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	.....
Jun. 30, 1867	185.0	149.0	38.3	.....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,166,000	469,757	3,969,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810,469	8	100	.....
Sept. 30, 1868	288.0	—	.....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	.....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	.....
Oct. 31, 1867	21.0	—	4.5	—	.....	.....	.....	.....	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	.....
Dec. 31, 1867	50.0	—	.....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.6	.....	.....	(11 mos.)	94,046	288	—	100	.....
Nov. 30, 1867	102.5	—	.....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	226,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	.....	.....
Oct. 31, 1867	12.3	19.0	38.8	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased	to Phila. a	nd Reading	g.)	.....	—	50	.....
Dec. 31, 1867	109.8	—	.....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	.....
Mar. 31, 1867	22.4	3.6	.....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	136½
Mar. 31, 1867	19.0	—	.....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	.....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	.....
Dec. 31, 1867	32.0	—	.....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	.....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,588,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,906	3	100	50
Dec. 31, 1867	83.0	—	.....	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased	to Louisv	ille and Na	shville.)	.....	—	100	.....
Dec. 31, 1867	130.6	—	.....	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	.....	—	100	.....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	118½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358,549	2,865,617	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	85½
Dec. 31, 1867	6.6	—	.....	—	.....	.....	.....	.....	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15.128	5,090	—	100	.....
Dec. 31, 1867	22.3	—	.....	—	.....	.....	.....	.....	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased	to West J	ersey.)	.....	59,329	36,482	12	100	.....
Dec. 31, 1867	820.0	—	.....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	96
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Reading	g.)	.....	8	50	58
Dec. 31, 1867	63.0	—	.....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	.....
Aug. 31, 1867	236.0	—	.....	—	36	19	9	213	Missis. Cent. and Tenn. ¶. Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	.....	—	12	10	4	98	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	.....
Dec. 31, 1867	63.5	—	.....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	72.0	—	.....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	472.0	14.5	.....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,506	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	.....
Feb. 28, 1868	88.5	28.4	.....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	360,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	.....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	33
Dec. 31, 1867	50.0	—	.....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1867	14.6	—	.....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	361,529	5,752,429	5,415,670	440,241	74,769	10	100	.....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	.....
Sept. 30, 1867	120.0	12.5	.....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,528,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	.....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶. Tenn. & Ky.	4,600,755	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	.....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,600,395	*	211,964	89,139	1,426,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	.....
Nov. 30, 1867	20.1	1.5	.....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,001,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,289	—	100	.....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	.....
Oct. 31, 1867	6.0	—	.....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	.....
Nov. 30, 1867	93.0	8.8	.....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142 167	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	.....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	134
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,462,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	882 944	93,894	8	100	.....
Nov. 30, 1867	206.0	—	.....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,244,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	54
Dec. 31, 1867	62.0	—	.....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	688,921	28,537,000	12,069,820	658,879	4,727,836	692.2	6,401,420	198,986,143	362,180,606	13,976,514	3,325,822	6	100	124½
Sept. 30, 1867	—	5.0	.....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	128
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	142
Aug. 31, 1867	50.0	12.0	.....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centra	al.)	60,000	6	100	.....
Sept. 30, 1867	81.0	—	.....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,363,857	*	232,316	.....	1,798,600	622,850	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1868	223.0	—	.....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	.....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*	Ala.											(Leased	to Selma a	nd Meridi	an.)		12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800				279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—				—	North Missouri ¶	Missouri.																							
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania	Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447		892,057	377,200	53	50	35¼
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern	Canada.									97.3					561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶	Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	49
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	52.0	371,630	5,688,452	15,270,340	625,818	219,285	8	100	116¼
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey	N. J. and N. Y.	495,044	*		26,201	169,100	300,000	62,145		35.3	128,394				252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	60.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	92
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶	Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,698	22,699		—	100	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain	N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	868,981	301,742	3	100	70¼
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi	Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6-3	122,225	340.0				4,459,319	1,063,529	—	100	30¼
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River	Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	40
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	18	450	Old Colony and Newport	Massachusetts.	6,014,224	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	97
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶	Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—	....	....	....	—	Orange and Newark	New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	....	....	....	—	Oswego and Rome	New York.	925,709				222,987	716,000	3,387			(Leased	to R., W.	& Ogdens.)	111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse	New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶	Missouri.	11,479,635	2,195,055	10,991		3,614,515	9,349,000	806,281		283.0	1,405,?86			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	330
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.																100	....
Dec. 31, 1 67	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	5	100	....
Dec. 31, 1867	....	—	....	109.0	....	....	....	—	Peninsular	Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania	Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	56
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,025	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,183,250		3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*	Florida.	3,080,000	*	283,991	471,590	1,370,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pacific.)		125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville	Illinois.	1,100,000				550,000	550,000			71.0							100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶	Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,528	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,170,279	*			214,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶	Pennsylvania.	19,014,865	*			5,906,700	13,000,000	22,473		287.5	(Leased	to Pennsy	lvania.)	2,333,760	677,239	—	50	26¼
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown	Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	67
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading	Pennsylvania.	23,652,133	3,765,774	8,803,751	264,563	23,856,101	6,560 825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	48¼
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore	Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	56
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati	Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶	Penn.	2,452,905	*			1,776,129	1 500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,583,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	113
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville	Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased	to Pbg., C	ol. and Cincinnati.)				50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	65.0	9.0	....	—	17	18	10	197	Portland and Kennebec	Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth	Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	103
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased	to Eastern	.)	76,425	26,673		100	....
Nov. 30, 1867	14.6	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	434,942	49,787	6,500		437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.8	20.4	—	19	17	4	(88	Providence and Worcester	R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia	Pennsylvania.	1,806,418	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga	N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,532	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	152	—	24	16	6	2 3	Richmond and Danville ¶	Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	810,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶	Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶	Virginia.	933,890	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.					650,000	400,000				(Not op	erated sin	ce the war.)				100	....
Sept. 30, 1867	22.0	—	....	31.0	....	....	....	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0							100	....
Dec. 31, 1867	12.0	—	....	78.0	....	....	....	—	Rock Island and Peoria	Illinois.									12.0							100	....
Dec. 31, 1867	142.0	50 0	....	—	57	27	13	467	Rome, Watertown and Ogdensburg	N. Y.	4,000,724	*	469,141	118,375	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	114
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	769	Rutland	Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	31¼
May 31, 186.	....	—	....	133.0	....	....	....	—	*St. Croix and Lake Superior*	Minn. & Wis.																100	....
Dec. 31, 1867	175.0	24.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute	Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased	June 1, '67,	I. & St.L.)	2,218,402	608,112	—	100	45
Dec. 31, 1866	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	2,100,000	*			700,000	1,400,000				(Completed	Jan. 1, 1868.)					100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa	Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	—	*St. Louis and Iron Mountain* ¶	Missouri.																100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	—	St. Louis, Jacksonville and Chicago	Ill.						1,500,000										100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,583	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,305	220,000	487			(Operated	by Bos	ton & L.)	17,500	16,788	—	100	....
Dec. 31, 1867	155.0	0.0	19.7	—	—	—	—	—	Sandusky and Cincinnati	Ohio.	3,897,479	*			2,534,596	1,362,87.				(Leased	to Cin., D	ayton and	Eastern.)	125,000	—	50	....
Dec. 31, 1867	116.3	—	9 2	—	10	12	6	199	Sandusky, Mansfield and Newark	Ohio.	2,908,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna	Penn.	1,308,666	*			1,269,150	97,000	149,21.		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050					(Leased	to Phila. a	nd Reading.)			5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke	Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	400,893	212,200	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	15	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,850			119.3				312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	365,694		—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Leased	to Northe	rn Central.)			5	50	....
Dec. 31, 1867	20.0	—	....	23 0	3	3	5	15	Sheboygan and Fond du Lac	Wisconsin.	457,000	*			250,000				20.0							100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,693				100,000	37,800			20.0	(Operated	by Jeff.	Mad. and	Louisville.)			100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,804	6	100	....
Dec. 31, 1867	71 0	—	....	2.9	....	....	....	—	*Sioux City and Pacific*	Iowa.									71.0	(Opened	near clo	se of 1867.)				100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				230,000	560,000				(Leased	to Portlan	d and Kennebec.)		36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300					(Leased	to Central	of New J	ersey.)		6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	30	—	343	South Carolina ¶	South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871				1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore	Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	84.0	—	....	21.0	8	17	3	18	South Side (L. I.)	New York.	1,300,000	*			450,000	750,000			34.0							100	....
Sept. 30, 1867	123.0	0 0	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,726,800	*	12,924	40,200	1,366,000	1,708,900	683,047	22,760	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec 31, 1867	30.5	—	...	43.3	3	2	1	76	Southern Minnesota	Minnesota.									30.5							100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	..	..	..	....	*Southwest Pacific* ¶.....Missouri									91.0								
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	196,000	150,000	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	(Leased to Cinc., Dayton and Eastern.)					100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	.....	.....	12,861,340	.....	1,276,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	267,300	.....	.....	.....	.....	(Leased to Housatonic.)				31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	13.2	(Leased to Nashua & Lowell.			17,700	14 118	5	100	....
Sept. 30, 1867	61.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,028	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	45½
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,095	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	62½
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			3,809,353	1,022,471	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operated by Vt & Mass., & T. & B.)				19,208	7	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned by railroads centring in Troy.)				32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)					—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	—	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	—	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	—	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts..Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	(Leased to Vermont Central.)					8	100	104
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	199,126	3,837,794	3,281,428	461,424	62.595	1½	100	68½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516.164	793.200	.....	.....	.....	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 553	302,872	140.0	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488.407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764.148	286.018	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	165.926	7	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390.888	180,693	10.000	.....	684.036	962.600	133,966	.....	23.0	(Opened Nov. 20, 1867.)					—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,220,945	.....	8,725,100	5,704.520	561,323	2,002,363	35.4	167,562	.....	.....	375,680	165,230	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)		.....	.....	.....	.....	173.4	1,840.291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025.016	*	.....	.....	1,942,000	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	—	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42.834	6.820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	—	—	—	—	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35.985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,870.329	.....	49,660	.....	822.450	1,283.600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,035.874	897,468	182,404	56.412	2,707,693	3,155.400	1,334,883	4,182	181.0	(Leased to Pennsylvania.)			775.075	128.659	—	50	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	580,588	4,917,350	.....	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶....New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford. N.C.	5,572,702	*	554,080	39.269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667.701	207,862	1,147,018	1,550.240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,990	411,508	1,463.775	1,282,665	165,234	.....	181.0	.....	.....	.....	463.289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	583,837	118,055	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950.000	*	.....	.....	.....	1,100,782	.....	.....	38.0	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300.000	203,333	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	293,230	.....	.....	.....	317,050	52,000	24,180	.....	.....	(Leased to Northern Central.)					—	50	....
									CANALS, &c																	
May 31, 1867	13.0	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3.364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	216,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506 309	*	.....	.....	8,229.594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2.433,350	.....	.....	.....	1,633.350	800 000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal. Penn. & N.Y.	6.820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	130
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,381,251	*	.....	.....	2,521.300	(See Cam. & Amb. R.R.)			65.5	.....	.....	.....	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	120,583	14.758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4.455,000	*	19,937,933	49,067	8,739.800	12.504.297	1,793,960	1,463.943	108.0	.....	.....	.....	.....	247,603	8	50	28
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3.362.221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	449.652	162.972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10.563,333	2,189,711	.....	.....	4,797,185	7,775,720	489 316	136,275	109.2	.....	.....	.....	1,099,013	.....	6	50	10
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4.619,461	*	.....	.....	2,002,746	2,611,310	159,500	.....	45.0	.....	.....	.....	155,872	42,170	—	50	15
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	75,270	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117.000	.....	1,100.000	750,000	.....	.....	123.0	.....	.....	.....	211.829	61.218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal.....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132.037	33,927	4	50	30

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	98
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,967	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,412	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	193,198	736,709	129,635	10	—	65
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	—	57
30 Nov'67	3.25	—	28	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	68,424	57,692	28,226	loss.	—	—	—
30 Nov.'67	7.1.	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	38.687	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75 000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,58[illegible]	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13 015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	132,414	96,000	40.000	—	71,961	15,873	—	100	—
30 Sep. '67	21.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900.000	694,000	44,749	295,418	56,543	—	100	—
30 Sep. '67	19.70	—	—	37	—	Broadway (Brooklyn)	266.561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	15.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,483	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	20 00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1.131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	28,587	129,267	14,852	—	100	—
30 Sep. '67	5.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep. '67	24.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.00	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,000	17,646	4,786	6½	100	—
30 Sep. '67	24.00	—	—	121	14	Central P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16 285	—	100	—
30 Sep. '67	4.82	—	—	—	—	Coney Island & Brooklyn	644,672	500.000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678.114	1,200,000	672,000	15,000	582,582	89,310	5	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	4	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,989	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,429	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42.194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,000	3,200	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,600	68,603	4,578	—	100	—
30 Sep. '67	3 56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27.600	1 620	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep '67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,054	80,000	40,000	1,247	66,570	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73 564	10	100	—
30 Sep. '67	5.33	—	—	—	—	Skaneateles	58,878	67,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13.075	5 046	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondaga	31,000	31,000	—	—	6,595	1,176	6	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453.404	1,170,000	1.380000	50 000	1,184945	224,222	12	100	190
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,340	—	100	—
30 Sep. '67	15.60	—	—	—	—	Utica and Waterville	301,268	121,174	196,500	1 200	75,179	14,707	—	100	—
30 Sep. '67	4.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,26	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westerv'liet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec. '64	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,956	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec '66	17.00	—	150	22	—	Orange and Newark	618,298	287,550	300,000	30,750	124,674	30,586	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56.300	7,700	144,008	59,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South E ston	24,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankford and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	86,995	6	50	33
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	254,574	63,582	26	50	20
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	114,204	15,978	1.5	50	24
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100 000	—	170,439	9,604	10	50	3½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9 750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,257	90,000	80,200	7,900	66 529	13,048	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	lo s.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peopies, Luzerne County	34,800	34,800	—	—	4.600	2,582	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436.91	2.5,000	150,000	61,911	226,044	53,01	10	50	48
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	16 000	89,000	—	38,57	9,452	12½	20	12
31 Oct. '67	5.50	—	125	19	7	Philadelphia & Gray's Ferry	286,553	2.5,807	—	—	9 ,88	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,755	110,000	35,600	24,916	138,501	22,455	10	50	—
31 Oct. '67	3.90	—	91	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10.000	4,852	21,500	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	172,635	120,500	63,300	—	40,719	6,726	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylk ll River (Phila.)	47.463	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408 156	105,448	18½	50	51
31 Oct. '67	5.62	—	100	13	4	15th & 16th st. (Phila.)	114,368	130,000	—	—	69.627	11.284	4½	50	12½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	76½
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain	—	—	—	208,984	84,648	—	50	15½
31 Oct. '67	25.00	—	529	70	15	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,691	7½	50	42
31 Oct. '67	6.00	—	341	66	—	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	65
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70.2.5	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	60	—	Baltimore City	700,000	670,000	—	31.549	239.059	21,068	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100 000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	60,000	7	J. & J.	1883	....
Brook yn and Rockaway 1st Mortgage	35,000	7	J. & J.	....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	....	....	....
Dorchester: Real Estate Mortgage	5,000	6	....	....	....
D. Dock, E. B'd w. & Battery: 1st Mortgage	550,000	7	J. & J.	....	....
Eight Avenue: 1st Mortgage	100,000	7	J. & J.	....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankford and Philadelphia. 1st Mortgage	50,000	7	....	....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1909	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	....	....
Hestonville Mantua & Fair-mount: 1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose: 1st Mortgage not antied	58,727	6	....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	....	....	....
Middlesex: 1st Mortgage	38,000	..	....	....	..
Malden & Melrose bonds	45,971	..	....	....	..
Real Estate	6,000	..	....	....	..
Ninth Avenue: 1st Mortgage	112,000	7	....	....	....
North Philadelphia: 1st Mortgage	100,000	7	....	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry: 1st Mortgage	15,600	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy. Plain bonds	58,400	..	M. & S.	1885	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	100.000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	104
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	490,000	..	....	....	....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville: 1st Mortgage	100,000	7	....	....	....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	....
West Phil delphia: 1st Mortgage	100,000	7	J. & J.	1900	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref....	600,000	7	....	21
Catawissa,* pref. and guar....	2,200,000	7	7	33
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	....	....
Central Ohio, preferred....	400,000	7	7	....
Chemung,* guar....	280,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	....
Chicago and Alton, pref....	2,425,400	7	10	156
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	16,356,287	7	10s	91½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	....	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref....	241,900	8	8	....
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	95
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	40
Erie, preferred	8,536,910	7	7	65
Hannibal and St. Joseph, pref....	5,253,836	....	....	88
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	24
" " 2d pref....	4,051,744	6	....	10
Manchester and Lawrence*....	1,000,000	....	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	....
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	....	100
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	....	2	....
New York and Harlem, pref....	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	101⅛
Ohio and Mississippi, pref....	3,500,000	7	7	79
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,120	....	10	....
Pittsfield and North Adams.* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,500	....	7	....
Rutland, preferred....	....	7	7	80
St. Louis, Alton and T. H., pref....	2,040,000	7	7	63½
Sandusky and Cincinnati, pref....	445,596	6	6	....
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	71½
Schuylkill Navigation, pref....	2,888,997	6	6	21½
Union, preferred....	....	6	....	....
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref....	....	6	....	34
Mariposa Mining, pref....	5,774,400	7	7	20

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton.	41	@ 44 —
Pig, American, No. 1 (good to best).....	41	@ 43 —
Pig, American, No. 2.....	37	@ 39 —
Pig, American, Forge.....	34	@ 38 —
Bar, Refined, English and American.....	90	@ 92 50
Bar, Swedes, assorted sizes.....(gold).	87 50	@ 90 —
—STORE PRICES.—		
Bar, Swedes, ordinary sizes	— —	@155 —
Bar, English and American, Refined.....	— —	@100 —
Bar, English and American, Common....	— —	@ 90 —
Scroll.....	130	@175 —
Ovals and Half-round.....	125	@155 —
Band.....	130	@ — —
Horse Shoe.....	130	@ — —
Rods, ⅜@3-16 inch.....	105	@165 —
Hoop.....	135	@190 —
Nail Rod .....per lb.	—	9½@ — 10½
Sheet, Russia, assorted No.'s.....(gold)	—	12½@ — 13½
Sheet, Single D. and T. Common	—	5½@ — 7
Rails, English.....(gold).....per ton.	51	— @ 52 —
Rail-, American.....	80	— @ 81 —
Anvils, Eagle.....per lb.	—	9½@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 18	@ — 23
English Spring (2d and 1st quality).....	— 10	@ — 12½
English Blister (2d and 1st quality).....	— 11½	@ — 20
English Machinery.....	— 13½	@ — 16
English German (2d and 1st quality).....	— 14	@ — 16
American Blister "Black Diamond".....	— 10½	@ — 16
American, Cast, Tool, do.	— 19	@ — —
American, Spring, do.	— 10	@ — 13
American Machinery do.	— —	@ — 13
American German do.	— 10	@ — 13

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New .....per lb.	— —	@ — 33
Bolts.....	— 33	@ — —
Braziers'.....	— 33	@ — —
Nails.....	— —	@ — 42
Sheathing, &c., Old.....	— 20	@ — 21
Sheathing, Yellow Metal.....	— 26	@ — —
Bolts, Yellow Metal.....	— —	@ — 26
American Ingot.....	— 22½	@ — 23

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— —	@ — 27½
Straits.....(gold).	— 25	@ — 25½
English .....(gold).	— 25	@ — —

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal....per box.	8 25 @	8 50	11 25 @	11 75
I. C. Coke.....	7 — @	7 62½	9 50 @	10 75
Coke Terne.....	6 12½ @	6 25	8 50 @	8 75
Charcoal Terne.....	7 75 @	8 —	11 — @	11 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 16½	@ — 17
Crude, 40 @ 47 gravity (in shipping order)	— —	@ — 21½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 28	@ — —
Refined, Standard White (in ship'g order).	— 31	@ — 32
Refined, prime White (in shipping order).	— —	@ — —
Refined, S. W. (in merchantable order)....	— —	@ — 30
Naptha, Refined, (60 @ 63 gravity).....	— 14	@ — —
Residuum.....per bbl.	—	@ 3 80

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9.....per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10.....per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.).....	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.).....	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.).....	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.).....	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Atlantic M. S. S. Co.....	....	....	....	....	....	....
Boston, Hartford & Erie 27	....	....	....	....	....	....
California 7s (gold).....	....	....	....	....	....	....
Canton Co..... 50½	50	49½	49	48½	49	
Central of N. Jersey...120½	121	....	120½	120	120½	
Chicago & Alton.....	155	....	153	....	....	
" pref....	156	....	....	....	....	
" 1 M.....101½	....	101	101	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....	....	....	168	169	....	
" 8s, 1883	....	112½	....	....	....	112½
Chi. & Gt. Eastern 1st m.....	....	....	....	....	....	....
Chic. & Northwestern . 91½	91½	90½	88½	88½	91½	
" pref..... 92½	92½	91½	89	89½	92	
" 1st M.....	....	....	....	91½	91½	
" Interest.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	97
" Consol.....	98	....	....	....	....	
Chic., Rock Isl. & Pac..107½	107½	107	104½	104½	105½	
Chicago & R. I. 7s, 1870.....	....	103	....	....	....	
Chi., R. I. & Pa. 7s, 1896.....	....	....	....	....	....	
Clev., C. C. and Ind.....	....	....	....	....	....	75
Clev. and Pittsburg..... 88½	88½	89½	86½	86½	88½	
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
" Con.....	....	....	....	....	....	....
Clev. and Toledo.....104½	104½	104	102	101½	102½	
" S. F. 7s.....	....	....	....	....	....	....
Col., C. & Ind. C.....	....	....	....	....	....	....
" 1 M..*.... 76½	76½	....	....	....	....	....
Cumberland Coal pref.. 35	....	34½	34	....	....	
Del. & Hudson Canal.....	130	130½	130½	....	130	
Del., Lack. & Western.....	....	....	....	....	....	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M. 7s.....	....	96½	....	....	....	....
Erie Railway..... 47½	47½	42	39	39	41	
" pref..... 70	70	....	....	67	....	
" 1 M. 7s, 1867....	....	....	....	....	....	....
" 2 M. 7s, 1879....	....	....	....	....	....	....
" 3 M. 7s, 1883....	94½	94½	....	....	....	....
" 4 M. 7s, 1880....	....	....	....	....	....	88
" 5 M. 7s, 1888....	....	....	....	....	....	82
Great Western 2d mort.....	81½	81	80	79½	79½	
Hudson River	138½	137½	135½	....	136	
" 1 M. 7s, 1869....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875....	....	....	....	....	....	....
Illinois Central 144½	....	....	....	143	....	
" bonds	....	....	....	....	....	....
Lake Shore 99½	100	100	....	100	100	
Marietta & Cin. 1st pref....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	10
Michigan Central.....	....	....	....	....	....	....
" S. F. 8s, 1882....	....	....	....	....	....	....
" conv. 8s, '69....	....	....	....	....	....	....
M. S. and N. I..... 87½	87½	87½	84½	84½	86½	
" 1 M. S. F.....	....	101	101	....	....	
" 2 M.....	....	....	....	....	....	....
Mil. and P. du Chien.....	....	....	....	....	....	....
" 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
" 1st M.....	....	....	....	....	....	....
Milw. and St. Paul.....102½	105	105	100	95	96	
" pref.....103	105	105	....	96	100	
" 1st mort.....	....	....	95	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	103	103½	103½	....	....	
" 7 3-10s con.....	....	....	....	97	....	
Missouri 6s 92	91	....	90	90	89	
" H. & St. J. iss.....	91½	....	....	....	....	
Morris and Essex.....	....	....	....	....	....	....
" 1st mort.....	....	....	....	100½	....	
" 2d mort.....	89	....	....	89	....	
N. Jersey R.R. & T. Co	....	....	....	....	....	....
New York Central.....127½	128½	128	124½	123½	125½	
" 7s, S.F. 1876....	....	....	....	....	....	....
" 7s, conv. '76....	....	....	....	....	....	....
" 6s, S.F. 1883 95	95	....	....	95	....	
" 6s, S.F. 1887.....	....	....	....	94	....	
N. York and Harlem.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.... 103	....	....	....	....	....	
N. Y. and N. Haven	....	....	....	....	....	....
N. Carolina 6s 67½	67½	67½	66½	66½	66½	
" new 67½	67½	66½	65½	66	65½	
Ohio and Miss..... 31½	31½	31½	30	30½	31	
" pref.....	....	....	....	....	....	
" 1st M.....	....	....	....	....	....	
Pacific Mail S. S. Co....127½	128	127	123½	122½	124	
Panama	....	330	....	....	....	
Phila. and Reading..... 98½	98½	98½	96½	96½	98	
Pitts., Ft. W. & Chicago.115½	115½	115½	112	112½	113½	
" 1 M.....	....	....	....	....	....	
" 2 M.....	....	....	100½	....	100	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 24½	24½	24½	24	22	23	
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds....	....	....	....	....	....	....
Tennessee 6s..... 69½	70½	70	68½	69	70	
" new..... 69½	70½	70	68	68½	69½	
Tol., Wab. & Western.. 64½	64½	64	61	64½	62½	
" pref..... 78	78	78	....	....	....	
" 1 M. ex.....	....	....	....	....	....	
" 2 M..... 85	....	....	....	....	....	
" Equipment. 79½	....	....	....	....	....	
Virginia 6s, ex-coupon.. 56	56½	....	55½	55	55½	
" new 53	....	....	....	....	55½	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	105⅜	105⅜	105⅜	105⅛	105⅛	105⅜
U. S. 5s, 10-40s, reg.	104¼	....	104⅛	104	....	....
U. S. 6s, 1881, reg.	....	....	114⅛	....	114¼	114
U. S. 6s, 1881, coup.	115⅛	115⅛	....	....	115	115
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	106⅛	106⅜	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	113⅜	113⅜	113⅜	112⅞	....	113
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	111⅜	111⅜	111⅜	111¼	....	111
U. S. 6s, 5-20s, reg. '65.	106⅛	....	105⅞	....	....	....
U. S. 6s, 5-20s, c. 1865.	111⅛	111⅜	111⅛	111⅛	110⅞	111¼
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	110⅛	110⅜	110⅜	110	109⅜	110
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	110⅛	110⅜	110⅜	110⅛	110	110⅛
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	111	....	111	110⅜	....	110⅜
U. S. 6s, Pac.R.R.issue	99⅜	....	....	99⅛	....	99⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Catawissa	9	....	....	....	....	....
.. preferred	34	34	....	....	33½	32½
Camden and Amboy	....	....	....	....	....	128
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	88⅛	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	97	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.	....	....	....	....	....	....
Lehigh Navigation	27	27⅛	28	29	29⅛	29⅛
.. 6s, 1884	85⅛	....	....	....	85⅛	....
.. Gold L.	94	93⅛	....	94	93⅛	....
.. R. R. L.	86⅛	....	....	....	....	....
Lehigh Valley R. R.	55⅛	55⅛	55⅛	55⅛	....	55⅛
.. 6s new.	....	....	96	96	96	....
Little Schuylkill R.R.	....	....	....	....	....	46
.. 7s.	....	....	....	....	....	....
Minehill	57½	....	....	58	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	91½	....	....
.. 7s.	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	49	....	....	49½	....	49
Pennsylvania R. R.	56⅜	56⅜	56⅛	56⅜	56⅛	56⅛
.. 1st M.	....	....	....	101	....	....
.. 2d M.	....	....	....	95¾	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	104½
.. 6s, 2d series.	106½	106¼	....	106	106⅜	106
.. 6s, 3d series.	108	....	....	....	....	108½
.. 6s, W. L.	102¼	....	....	....	....	....
Philadelphia City, 6s	....	101½	....	....	101½	....
.. new	103⅜	....	103½	103⅜	103⅜	103½
Philad., Germ. & Nor.	....	....	....	67	....	....
Phila. & Reading	48½	48⅜	49⅜	49½	48⅜	48⅜
.. 6s, 1870	....	....	....	....	....	....
Philadelphia and Erie	26⅜	....	....	....	....	....
.. 6s.	....	....	....	....	....	....
Schuylkill Navigation	10	....	....	....	....	....
.. pref.	21½	20⅜	21⅜	21⅜	21⅛	....
.. 6s, 1882	71⅛	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	67
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	15	....	....	15	....	....
.. 6s, 1878	....	....	....	....	60	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878.	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds.	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	11	11½
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	32½	....	....	....	....	....
2d and 3d streets	....	....	50½	....	....	50½
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875.	95	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	....	95⅜	....	....	95⅜	95⅜
.. 1893	....	....	94	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875.	....	....	....	....	....	....
.. .. 1880.	....	....	....	....	....	....
.. .. 1885.	....	....	....	....	94⅛	....
Marietta & Cin. 1st M.	91½	....	....	91½	....	....
.. 2d M.	78⅜	....	78¼	78	77⅜	....
Northern Central	49⅛	....	....	....	49⅛	....
.. bonds, 1885.	....	....	....	....	....	....
.. .. 1900.	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	97	....	....
.. 2d mort.	....	....	92½	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Boston and Albany	148½	148½	148	148½	148	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	134½	134	....	134	....	
Boston and Providence	134	....	....	134	134	
Boston, Hartford & Erie	27½	27½	27	27	27	27½
.. 7s, new.	67	....	....	....	....	65
Cheshire, pref.	....	....	68	....	....	....
Concord	....	....	....	....	....	75
Connecticut River	....	133	....	....	131½	
Eastern	118	....	....	119	....	
Fitchburg	132½	....	....	133	....	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	119	....	119	....	....	118⅝
Northern, N. H.	117	....	116½	....	....	....
Ogdens. & Lake Champ.	....	71¾	....	71½	....	70
.. pref.	102	102	....	102	....	101½
Old Colony & Newport.	97½	97½	97½	98	....	97½
Ph., Wil. & Baltimore	56	....	56	....	56	....
Portl'd, Saco & Ports.	....	103	103	....	....	....
Vermont & Canada	103	104½	104½	....	104	....
Vermont & Mass.	....	....	....	....	63½	63½
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	103
Broadway (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	65	....	65	....	....	64½
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	16	....	....	17	....	....
Franklin	15½	14½	14½	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	....	....	....
Rockland	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Oct. 9.	Oct. 16.
United States, 5-20 years, 6 pr ct. 1882	74 — 74¼	73⅞ — 74¼
Do. do. do. 1885	72½ — 72¾	72½ — 72⅝
Do. do. do. 1874	75 — 80	75 — 80
Virginia State, 5 per cent.	40 — 50	52 — 53
Do. 6 per cent.	32 — 35	32 — 35
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880.	65 — 70	65 — 70
Do. do., 2d mort., 1881.	60 — 65	60 — 65
Do. Penn., 1st mort., 1877.	65 — 70	65 — 70
Do. do., 2d mort., 1882.	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890.	38 — 39	39½ — 40¼
Detroit and Milwaukee 1st mort. b'ds	59 — 61	59 — 61
Erie shares 100 dol. all paid.	32 — 33	32 — 33
Do. sterlg. 6 p. c. convertible bonds	70 — 72	70 — 72
Illinois Central, 6 per cent., 1875.	— — —	— — —
Do. 7 per cent., 1875.	76 — 78	76 — 78½
Do. 100 dol. shares, all paid.	95 — 96	95⅞ — 96
Marietta and Cin. R. R. bonds 7 p. c.	72 — 74	72 — 74
Penn. R. R. bonds, 2d mort. 6 per ct.	94 — 98	94 — 98

American Railroad Journal.

Saturday, October 31, 1868.

Stock Exchange and Money Market.

The week has been a very severe and trying one, for borrowers either on call or in a permanent form. The banks have sustained a further loss of deposits and legal tender, and have not been in a position to afford much assistance even to the needy portion of their regular customers. The negotiations of the Erie railway company, embracing some ten millions of convertible bonds marketed, more than half of which amount has already been exchanged for the common stock of the company, have tended to lessen the available supply of funds, in the open market. The speculative operators for lower values at the Stock and Gold Boards, as also at the various other prominent business centres, have persisted in their manipulations of the market, through the aid or connivance of a few of the city banks. There has been an increased drain of currency for use at the West and South, chiefly at the South, for produce forwarding purposes. All these circumstances have combined to make accommodation difficult to procure, unless at usurious rates. The leading Government houses have had their wants which have been on a reduced scale, pretty uniformly provided for at 7 per cent. in currency. The Stock firms have very generally had to pay full 7 per cent. in gold, and some of them even higher figures, for the requisite help, which has been mainly derived from private sources. On Tuesday of the current week, the market developed its worst features. The government houses were not in need of much aid. What little help they required was given to them, on the basis of 7 per cent. in currency. Most other borrowers had to pay extraordinarily high figures for accommodation, few of them having been supplied at anything less than seven per cent. in gold. The discount market was uncomfortably close. Even regular bank customers found some difficulty in placing their paper at less than 8 per cent. The governing rates in the open market were from 8 to 10 per cent. per annum, on all paper that could be disposed of with any degree of promptness. Many of the produce houses, having loans maturing this week, complained of the extreme stringency which rendered it almost impossible to obtain a renewal of the necessary aid on anything like reasonable terms. They were consequently obliged to throw part of their produce burdens on the market at the best attainable prices, to the serious depression of ruling values. On Wednesday there was a little relaxation in the call loan market, resulting from the action of some of the city banks, in exchanging their three per cent. certificates at the Sub Treasury for legal tender notes, and in using the proceeds to aid their street customers in bridging over the pinch. The National Bank of Commerce led the way in this commendable movement, by making use of this portion of its reserves, in the way just mentioned, to the extent of a 1½ millions. The U. S. Assistant Treasurer, Mr. Van Dyck, greatly facilitated the operation, and thus assisted in affording much needed relief to the market, which closed with some promise of a more comfortable working through the immediate future. On Wednesday, it was stated that Secretary McCulloch had decided that none of the exchanged three per cent. certificates are re-issuable, as the original issue was authorized solely for the purpose of retiring the then outstanding and maturing compound interest notes. The city banks this week report a loss of $2,827,739 of deposits, and $1,915,423 in the legal tender reserve, with a gain of $366,963 in the specie average. The loans were reduced $1,065,002, and the circulation was cut down $19,980.

The specie reserve of the city banks is now $9,553,583, against $6,161,164 same time last year. The city bank deposits are now $186,052,847, against $173,064,128 week ending Oct. 19, 1867. The legal tender reserve amounts to $56,711,434, against $56,381,943 same time last year. The circulation now stands at $34,198,938, against $33,950,080 same time last year. The loans are now $263,579,133, against $245,810,718 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $141,262,407 a day, against a daily average of $105,919,400 the preceding week, and $109,659,692 the week ending with Oct. 8, 1868. The current week's exchanges average about $135,933,045 a day. The city banks, last week, gained $366,963 of specie, while they lost $2,827,739 of deposits, and $1,915,423 of legal tender notes. They reduced their loans, $1,065,002; and increased their circulation, $19,980.

The New York Gold Exchange Bank reports for the week ending Saturday, the 24th day of October, 1868, the average amount of loans and discounts as $1,594,035; average amount of specie, $593,318; average amount of deposits, $1,495,314.

The outstanding amount of coin certificates on the 1st of Oct., was $20,236,400, against $25,161,620 on the 1st of Sept., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $525,000, and retired $2,104,068 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during September, reached $1,963,300.

The U. S. Sub-Treasury receipts, week ending with Oct. 24, were $10,880,466, including $2,210 068 from customs duties; payments, $13,823,804, including $46,417 of coin interest; balance at the close of the week, $95,869,947, against $98,815,286, at the close of the preceding week, showing a decrease of $2,945,339. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,847,069 including $252,641 from customs; and payments, $2,915,516, including $11,400 of coin interest; on Tuesday, receipts, $1,233,178 including $323,626 from customs, and payments, $2,331,340, including $8,700 of coin interest. The balance at the close of business on Tuesday stood at $93,703,339, against $95,848,230, a week previous; and $94,162,516, on Oct. 7, 1868. The aggregate receipts of the office from all sources in September, were $54,298,704; aggregate payments, $47,354,171. The balance on the 1st of October was $94,499,990, or about 7 millions more than on the 1st of September, which amounted to $87,555,452.

National Bank notes to the amount of $69,980 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $310,313,786, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $10,397,601, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,936,185. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342 096,540; and for the public deposits, $38,152,350—making a total of $380,248,890. The Treasury Department last week redeemed and destroyed $409,500 of worn and mutilated fractional currency, and issued $472,354 of new. The outstanding amount of fractional currency on the 1st of October, was $32,933,614, against $31.802,218 on the 1st of September; $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues yielded less satisfactorily last week, in both forms of customs and excises. The excises, last week, yielded about 5 millions; customs at the port of New York, $2,210,068, and at the outports about $750,000 (in coin) more, making the grand total income for the week equal to about $8,996,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $77.000,000.

The Gold Market has been quite depressed, since our last, and much lower figures have been made at the Gold Board. The extremes of the week have been 133½@135½, and the closing quotations on Wednesday were 134¼@134⅜, showing a decline of over two per cent., as the result of the week's dealings, which have been on a somewhat restricted scale. The Sub Treasury closed its first series of public sales on Saturday the 24th inst. It commenced a second series on Tuesday, the 27th inst. The sale of $300,000 on Tuesday was at 134 71/100. The $300,000 awarded on Wednesday, the 28th inst., was at 134 91/100 to 134 28/100. There was more of an export call for gold on the closing days of the week, under review, owing to a sharp advance in foreign exchange; and the Cunard steamer of Wednesday took out $188,700 in specie.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,184,768, against $2,632,511 same time last year. The customs demand for Gold last week, averaged $368,344 a day; thus far, this week, it has been equal to $288,123 a day, or equal to a weekly aggregate of $1,728,738. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $76,098 and from California, $226,992. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $100,288,205, against $102,906,480 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $32,348,588, against $24,452,576 in 1867, showing an increase thus far in 1868, of $7,890,012. The exports of specie, from this port, last week, were $29,424. against $214,696 same week last year; total, since Jan. 1, 1868, $66,870,194, against $43,257,368 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $46,417; since Jan. 1, 1868, $63,811,547, against $43,431,724. The specie exports from San Francisco, from Jan. 1, to Sept. 30, 1868, were $28,245,582, against $30,971,689 same time last year.

Government received $6,514,247 from customs at the port of San Francisco, from Jan. 1, to Sept. 30, against $5,988,898 same time in the preceding year.

Foreign Exchange improved decidedly, especially on Monday and Tuesday forenoon when the best sales of the week were made, on a more active demand; but it closed a a fraction off the highest figures, on a dull market. Bankers' prime sixty day bills on London closed on Wednesday at 109⅝@110, and on Paris to 5.18¾c.@5.13¾; sight bills on London to 110⅛@110½, and on Paris to 5.12½c.@5.11¼. The offering of produce bills has been quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,339,694, against $4,946,163, same week last year; total, since Jan. 1, 1868, $135,499,085, against $152,211,148 in 1867.

Government securities yielded ½@1½ per cent, during the severity of the Money pressure; but were not offered freely at the reduced figures. Toward the close, they were quite freely sought after, and prices, rallied about ½ per cent, chiefly on the later issues of the Five Twenties, which were in most favor with all classes of buyers.

U. S. sixes of 1881 closed here on Wednesday at 115@115¼; U. S. Five-twenties of 1862, 113@113⅛; U. S. Five twenties of 1864 at 110¾@111; U. S. Five-twenties of 1865 at 111@111⅛; U. S. Five-twenties of 1865, consolidated, 109⅞@110⅛; U. S. Five-twenties of 1867, 110⅛@110⅜; U. S. Five-twenties of 1868, 110½@110⅝; U. S. Ten-forties at 105⅝@105¾; U. S. Six per cent. currency bonds, 99⅛@100.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 14.	Oct. 21.	Oct. 28.
Consols	94⅞	94¾	94¾
U. S. 5-20's of 1862	74½	72⅞	73⅜
Erie	31¾	31¼	28½
Ill. Central	95¼	96½	97¼

Railway and miscellaneous share property declined very seriously in price early in the week, under a determined pressure to realize, leading to very extensive transactions. Toward the close, the market exhibited more firmness, on a more confident purchasing demand.

Domestic produce has been less active as a rule, though prices of the leading articles have been quoted lower. Middling upland cotton closed heavily on Wednesday at 25½ cents per lb. The stock of cotton now here is estimated at about 22,000 bales. The receipts at the port this week, have averaged about 3,800 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 241,000 bales, against 143,000 bales same time last year; exports, same time 78,500 bales, against 32,500 bales same time last year; stock on hand at latest dates, 125,000 bales, against 112,500 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240.282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,871 pkgs., against 10,128 pkgs., same time last year. At the Live Stock market, this week, Beeves have been quiet heavy at from 9@16¼c. per lb.; week's receipts, 7,404. Veal calves have been in fair request at from 8½@13½c. per lb.; receipts, 1,653. Sheep and lambs in moderate demand, at from 3½@6c., and 6@7¾c. per lb., respectively; receipts, 43,087. Swine less active at 8¼@9c. per lb., all live weight; receipts, 32,940. At the auction sale of Scranton Coal, to-day 50,000 tons were disposed of at materially advanced prices, ranging from $5.75@$9.20 per ton of 2,240 lbs., deliverable at Elizabethport, N. J. There has been a fair, though not notably active movement, in the principal kinds of foreign goods at generally well supported prices. The total imports of foreign dry goods, last week, were $1,459,083, and the total amount marketed $1,451,540. The value of foreign merchandise imported last week, was $3 540,023—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,999.106, against $4,355,743 same week last year; from Jan. 1, 1868, $213,117,515, against $218,589,819 same time in 1867. The freight market has been fairly active, closing buoyantly. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer, per bbl.; grain at 7¼d. by sail, and 8@8¼d. by steamer, per bushel; cotton at ¼@5/16d. by sail, and ⅜@½d. by steamer, per lb.; and heavy goods 20s.@30s. by

sail, and 25s.@40s. steamer, per ton. Total number of vessels in port on Wednesday, 535.

The New York exports, exclusive of specie, for the week ending Oct. 27, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,946,153	$3,339,694
Prev. reported	147,264,985	132,159,391
Since January 1	$152,211,148	$135,499,085

The imports for the week ending October 24, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,252,259	$1,459,088
Gen. merchandise	1,465,595	3,540,023
Total for the week	$2,717,854	$3,999,106
Previously reported	203,509,290	203,056,665
Since January 1	$206,227,144	$208,055,771

The balance in the Sub-Treasury on Wednesday was $92,116,307.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, N. Y. and Erie 1st mort., 91½; Central Railroad of New Jersey, 120½; do., 1st mort., 102; Dubuque and Sioux City, 100; do., pref., 95; do., 1st mort., 91; Galena and Chicago 1st mort., 101; Chicago and Milwaukee 1st mort. 96; Hannibal and St. Joseph, pref., 88; Brooklyn 6s, W. L., 96½; Wells Fargo Exp. Co., 29½; Merchants' Union Exp., 22½; Adams' Express, 50⅛; ; U. S. Exp., 49; Mariposa Mining Co., 7; do., pref., 20½; Pennsylvania Coal, 220; Brunswick City Land, 12; Western Union Telegraph, 86⅛; Ocean Bank, 111; Bank of America, 145; Hanover Bank, 115; Tenth National Bank, 100; Bank of Commerce, 125; Fourth National Bank, 106; Central National Bank, 110; Phœnix Bank, 108⅛; Buchanan Farm oil, 48; Consolidated Gregory Gold, 4.75; Davidson Copper, 0.60; Grass Valley, 0.41; La Crosse Gold, 0.21; National, oil, 3.50; Owyhee Mining, 18.00; Quartz Hill Gold, 1.00; Smith and Parmalee, 5.25; United States Oil, 2 25; Wallkill Lead, 0.12.

Philadelphia.—Sunbury and Erie 7s, 98½; Phila. and Erie 7s, 80; Bald Eagle Valley 1st mort., 80; Belvidere Delaware 2d mort., 84; West Penna. R. R. 6s, 80; Camden and Atlantic R. R., 15; Tioga R. R., 45⅛; Oil Creek and Allegheny, 40¼; West Phila. R. R., 65; Allegheny County 5s, 75½; Keystone Zinc, 1.31; Butler Coal, 7; Fulton Coal, 6½; Clinton Coal, ¾; St. Nicholas Coal, 1; New Creek, ½; Shamokin Coal, 7½; N. Y. and Middle Coal Fields, 5⅝; Green Mt., 7; Big Mt., 6½; Feeder Dam Oil, ⅝; Ocean Oil, 0.56; Kensington Bank, 120; Farmers' and Mechanics Bank, 307⅛; Mechanics' Bank, 33½. The latest quotations are: City 6s, 101@101½; do., free of tax, 102⅜@102⅞; State 5s, reg., 100@101¼; do., coupon, 95@98; do., 6s, W. L., 102@103; do., 1st series, 104½@105¼; do., 2d series, 105@106; do., 3d series, 108½@109; Reading, 49@49⅛; do., 7s, 1893, 102@103; do., 6s, 1880, 92½@93; Camden and Amboy, 128@128⅜; do., mort. 6s, 1889, 96½@97; do., 1883, 88@88½; Penn. R. R., 56@56¼; do., 1st mort., 100¾@101; do., 2d mort., 95½@96; Little Schuylkill R. R., 45½@46½; Morris Canal, 30@34; do., pref., 71½@72½; do. bonds, 83@87; Wyoming Valley Canal, 80@34; do., 6s, —@80; Susquehanna Canal, 14½@15; do., 6s, 59@60; Sch. Nav., 10@12; do., pref., 21@21½; do., 6s, 1882, 71@72, Delaware Div. Canal, 45@50; do., bonds, 80@81; Elmira and Williamsport, 30@31; do., pref., 41@45; do., 7s, 1878, 94@94½; do., 5s, 60@62; Lehigh Coal and Navigation, 28@28¼; do., 6s, 1884, 84@85; do., R. R., Loan, 86@86; do., Gold Loan, 93½@94; North Pennsylvania, 35@35½; do., 6s, 91@92; Philadelphia and Erie, 26@26½; do., 6s, 87@88; Minehill, 57@58; Catawissa, 9@10⅛; do., pref., 32⅞@33; Lehigh Valley, 55@55¼; do., 6s, new, 95½@96; Fifth and Sixth streets, (horse,) 30@36; Second and Third, 50@50½; West Philadelphia, 65@66; Spruce and Pine, 22@23; Green and Coates, 30@32½; Chestnut and Walnut, 46½@50; Thirteenth and Fifteenth, 15½@16; Girard College, 22@24; Tenth and Eleventh, 71@73; Union, 41@43; Hestonville, 11@11½.

Boston.—Old Colony and Newport 6s, 1875, 96½; Michigan Central 8s, 1882, 115; Central Pacific R. R. 6s, gold, 99; Vermont Central 1st mort., 79¼; do., 2d mort., 40; Boston, Hartford and Erie, scrip, 51½; Phila., Wil. and Balt. 6s, 1876, 96; Burlington and Missouri River R. R. 7s, 90; Summit Branch R. R., 24¼; Rutland Railroad, 31½; Conn. and Pass. Rivers R R., 91; Eastern (N. H.) R. R., 117½; Indianapolis and Cincinnati R. R., 23¾; Boston Water Power Co., 15¾; Cary Imp. Co., 9; Short Mt. Coal, 18; New Hampshire 6s, 1870, 100; Connecticut 6s, 1881, 100⅛; Cook Co., Ills. 7s, 97; Chicago 7s, sewerage, 99¾; do., River Imp., 99⅜; do., Railroad, 94¼; Portland 6s, 1872, 97¼; do., Building Loan, 99; Cincinnati 7 3 10s, 10 20s, 103¼; Bath 6s, 1888, 97; do., 1891, 92; do., 1870, 98; Salem 6s, 1883, W. L., 100½; Albany 6s, 1896, 93¾; Roxbury 5s, 1880, 90; Augusta 6s, 1870, 98; Boston Gas, 822½; Atlantic National Bank, 125¼; Blackstone National Bank, 132½; Bunker Hill National Bank, Charlestown, 125½; Columbian National Bank, 119; Continental National Bank, 118; do., Rights, 9; Everett National Bank, 107; Eagle National Bank, 115½; Exchange National Bank, 149½; First National Bank, Chelsea, 92; Hide and Leather National Bank, 97¾; Hamilton National Bank, 122; Merchants National Bank, 120; Mt. Vernon National Bank, 116½; Market National Bank, 111¼; National Bank of Commerce, 124½; New England National Bank, 132; National Bank of Redemption, 121; National Security Bank, 101½; State National Bank, 106½; Suffolk National Bank, 122¼; Second National Bank, 145; Shoe and Leather National Bank, 128; Tremont National Bank, 123¼; Webster National Bank, 110; Washington National Bank, 129⅜; Allouez Mining Co., 7½; Aztec, 1; Calumet, 55½; Hancock, 4⅜; Phœnix, 9½.

Baltimore.—Maryland Defense Loan, 103; Virginia 6s, old, reg., 48¼; do., coupon, 56; do., 1867, 49; Orange, Alexandria and Manassas bonds, 85; Richmond and Danville bonds, 72; Virginia and Tennessee bonds, 71½; Wilmington and Weldon bonds, 91⅜; Central Ohio R. R., 34¾; Atlantic Coal, 2.90; Union Bank, 58⅛; Bank of Baltimore, 116; Mechanics' Bank, 11¼. The latest quotations are: Balt. and Ohio, 117@120; do., 6s, 1875, 95¼@96¼; do., 1880, 95¼@96¼; do., 1885, 94@95; Northern Central, 49⅛@50; do., bonds, 1885, 85@87; do., 1900, 85@86; Parkersburg Branch, 22@25; N. W. Va., 1st mort., 96@97; do., 2d mort., 91@94; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 90½@91½; do., 2d mort., 77½@77¾; Central Ohio, 84¾@85; do., 1st mort., 84¾@85⅝; Western Md. 6s, 1890, 80@81¾; do., guar., 92@94⅞; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 72@72¼; Baltimore 6s, 1875, 94¼@94¾; do., 1886, 96@96¼; do., 1890, 95½@95¾; do., 1893, 96½@97; do., 5s, 1838-'70, 80@81; City Passenger R. R., 18@18½; George's Creek, 55@—; Santa Clara, 1.50@3.00; Atlantic Coal, 2.80@3 00.

☞ THE CENTRAL PACIFIC RAILROAD IS NOW BEING pushed forward with unprecedented energy, 250 miles having been added during the current year, and a large portion of the remainder is graded. The way business exceeds the present facilities of the company, and the earnings already average more THAN A QUARTER OF A MILLION IN GOLD PER MONTH. A limited amount of the Company's six per cent. First Mortgage Bonds (principal and interest in coin) will be disposed of at 103 and accrued interest in currency. Coupons payable July and January, in New York City. For sale by banks, bankers, agents for the loan, and by

FISK & HATCH,

Bankers and Dealers in Government Securities.

No. 5 Nassau street.

☞ SEVEN PER CENT. IN GOLD. FIRST MORTGAGE 20 YEARS' 7 PER CENT. BONDS OF THE CALIFORNIA PACIFIC RAILROAD COMPANY, Principal and Interest payable in GOLD COIN at the National Park Bank of the City of New York. Coupons due first of January and July.

The entire line of road constructed, and to be constructed is, from Vallejo to Sacramento, 60 miles, (forming the only direct connection between the Union Pacific and Central Pacific Railroads with the waters of the Bay of San Francisco,) and from Davis' Junction to Marysville, 45 miles, making a total of 105 miles. The road is finished to within seven miles of Sacramento, and will be in operation to that city next month. The Marysville Branch, 45 miles, is in process of construction, the grading nearly completed, with one-third of the iron on hand, and the balance purchased and on the way, and will be laid, and the whole road completed early the coming Spring.

The road is fully equipped with first class rolling stock.

The earnings for the month of September on 46½ miles then in operation was $17,500, gold, exclusive of all construction traffic.

The total amount of bonds authorized to be issued is $2,250,000. or less than $22,000 per mile. The net receipts now are more than double the interest on the whole issue of bonds, and when the road is completed it is estimated they will reach $125,000, gold, per month. These bonds are secured by a first mortgage on the entire property of the company, including the lands at Vallejo, which are very valuable.

We offer a limited amount of these bonds at par and accrued interest in currency.

Government and other securities receive in exchange at market rates.

TURNER BROTHERS, Bankers, No. 14 Nassau street.

Journal of Railroad Law.

WHEN A RAILROAD COMPANY IS LIABLE FOR THE DEATH OF A PERSON CROSSING ITS TRACK — WHEN A JURY IS BOUND TO BELIEVE A WITNESS.

The facts in the late case of Siebert *vs.* The Erie Railway Company, [49 Barb., 583,] are briefly as follows: The action was brought to recover damages for a personal injury sustained by the plaintiff, as claimed, by being run against and knocked down by the defendants' locomotive, through the negligence of the defendants' servants, while the plaintiff was crossing the railroad track, in the city of Buffalo. The defendants set up, in their answer, as a defense, that the carelessness and negligence of the plaintiff contributed to, and caused, the accident.

The opinion of the court was delivered by E. DARWIN SMITH, J.—Upon the merits, I am not satisfied with the verdict. I think it not warranted by the evidence. There is no pretense, or ground for pretense, that there was any negligence on the part of the defendants which could sustain the action, except in the omission of the engineer or person in charge of the defendants' locomotive to ring the bell, or sound the whistle at the crossing of Alabama street. When the plaintiff rested, it appears from the evidence of the plaintiff himself that he had heard no bell or whistle before he was struck by the engine; and another witness, at a short distance from the plaintiff when he was struck, also testified that he heard no bell. This is the slightest possible evidence, scarcely sufficient, uncontradicted, to take the case to the jury. At such a point, when trains were going out and running in, and bells ringing almost constantly, the ringing of a bell or sounding of a whistle would not be likely to attract any particular attention; and probably there were one hundred persons in Buffalo within sound of the bell, if rung, or within hearing of the whistle, if it sounded, who might give the same testimony with equal truth.

The testimony on the defense, upon this point, of the engineer, on the contrary, that the whistle was blown and the bell rung, is positive and unqualified. He testified that he saw the flagman at the intersection of the road, and blew the whistle twice to attract his attention, and getting no motion from him to go on, he whistled again twice, and reversed the engine to stop; that the flagman then gave him the motion to come ahead; that he then did so, ringing the bell all of the time with his left hand; that the bell was rung all the way from where the witness started, and that the witness struck the plaintiff about 150 feet east of Alabama street. Another witness testified that he was at work in Kasson's shop, on the south side of the track, at the time of the accident, and close by the place where the plaintiff was struck; that he heard the bell ringing, looked out of the window which was open, saw the engine pass, and heard some one cry out, "bring an axe to cut my arm off;" that the witness ran out and saw the plaintiff opposite Kasson's office, and about 150 feet east of Alabama street; that the witness was expecting the one hundredth regiment that evening, and heard the bell ring, and went to the window to see. This was from ten to fifteen minutes past six, P. M., by city time. This witness further testified, that he was standing when at work, about twenty feet from the defendants' track, and saw no other engine about there when he heard the bell ring. He saw the locomotive pass the window. That the engine went some one hundred and fifty feet from where the plaintiff was, before it stopped. The witness picked up the plaintiff some one hundred and fifty feet east of Alabama street.

The testimony of these two witnesses is clear, positive and circumstantial; they could not be mistaken. There testimony is true, or they commit willful and corrupt perjury. I think the jury, so far as anything to the contrary appears in this case, were bound to give credit to their testimony. It was not contradicted; it was really no contradiction for the plaintiff to say he did not hear the whistle or bell. They were not impeached or in any way discredited. The positive testimony of an unimpeached, uncontradicted, witness cannot be discredited, or disregarded arbitrarily or capriciously by courts or jury. (Lomer *vs.* Meeker, 25 N. J. Rep. 363.)

If juries are premitted to discredit or disregard such testimony, there is no safety in the administration of justice, and parties might just as well let the result of a litigation abide the cast of a die, or a game of chance. It belongs to a jury, I admit, in considering the weight of evidence, to pass upon the credit due to the respective witnesses; but this does not imply that they may, without reasonable or justifiable ground, disbelieve any witness. They have no right to discredit an unimpeached, uncontradicted witness, who testifies fairly, and gives clear, rational, consistant and relevant testimony.

For judicial purposes, all witnesses stand upon a par, and must be believed in their testimony, unless discredited by the inconsistancy, incredibility or improbabilities of their statements, on cross-examination, or otherwise contradicted by other witnesses, or impeached in respect to their general character for integrity or truth. Nothing of that kind was done or attempted in this case, and for aught that appears in this case, the two witnesses, Giles Hosmer and George Mercer, appear and stand as fair and credible, in all respects, as witnesses, as any man in Buffalo.

The testimony, besides, tends to show that the plaintiff was struck by the engine in attempting to cross the defendants' track about 150 feet east of Alabama street. If so, he was where he had no right to be, and, as the judge instructed the jury, would not in such case be entitled to recover.

Upon the whole, I think, there should be a new trial; but as it is upon the ground that the jury have found against the defendants upon the evidence, it must be upon the payment of costs by the defendants of the former trial, and the costs of the appeal to abide the event of the action. New trial granted.

☞ The Fredericton *Reporter* says that the first locomotive and tender for the Fredericton Branch Railway has arrived safely at Fredericton, and will shortly be running at that end of the line, where the work is being pressed forward with very commendable vigor.

☞ Application will be made at the next meeting of the Quebec Legislature for an act to revive, continue, and amend the charter of the Drummond and Arthabaska Counties Railway.

Memphis and Little Rock Railroad.

We are informed that recent negotiations of Mr. R. C. Brinkley, president of the Memphis and Little Rock railroad have resulted advantageously to the interest of the road. What is known as the "Peabody claim" has been finally disposed of, thus relieving the enterprise of a great financial weight, and rendering valuable assets available. The president has also, we learn, received a sufficient amount of iron rail to lay the track from Madison west to Forrest City. This iron is now in New Orleans. The necessary funds for this extension of track and the building of the St. Francis river bridge have been secured, and the work is to be pushed by the company.—*Memphis Appeal.*

Coal and Iron Statistics of Great Britain.

The Mineral Stat stics of Great Britain, collected by Mr. Robert Hunt, for the year 1867, have just been published. From these we learn that the quantity of Coal produced in the United Kingdom amounted to 104,500,480 tons, valued at £26,125,145. Of this quantity, England produced 78,785,987 tons; Wales, 11,463,550 tons; Scotland, 14,125,943 tons; and Ireland, 125,000. Of this coal, 9,761,827 tons were exported, leaving upwards of 95,000,000 tons for home consumption, the larger quantity of which was consumed in the manufacture of iron. The quantity of Iron Ore produced in the United Kingdom during the period under review amounted to 10,021,058 tons, valued at £3,210,098. The locality of this production was as follows: England, 8,169,244; Wales, 545,298 tons; Scotland, 1,264,500 tons; Ireland, 42,016 tons. The following is a general summary of the metals raised, and value of the same, in the United Kingdom in 1867:

	Tons.	Value.
Coal	104,500,480	£26,125,145
Iron ore	10,021,058	3,210,098
Tin ore	13,649	694,734
Copper ore	158,544	699,693
Lead ore	93,432	1,158,066
Zinc ore	13,489	41,340
Iron Pyrites	116,889	67,453
Gold quartz	3,241	5,321
Arsenic*	2,255	4,112
Gossans, &c	5,482	5,808
Nickel	2	14
Wolfram	10	62
Manganese	808	3,233
Barytes	11,107	7,827
Coprolites	37,000	70,300
Salt	1,394,939	836,963
Clays (*fine* and *fire*)	1,179,300	589,650
Earthy minerals not returned (estim'd)		650,000
Value of the minerals produced		£34,169,719

* In part estimated.

The amount and value of the metals obtained from the above ores was as follows:

	Tons.	Value.
Pig iron	4,761,023	£11,902,557
Tin	8,700	799,203
Copper	10,233	831,761
Lead	68,437	1,337,509
Zinc	3,750	79,693
Silver	804,024 ozs.	215,400
Gold	1,520	5,900
Other metals (estimated)		15,000
Total		£15,187,013
Value of metals produced from the mines of the United Kingdom		£15,187,013
Value of coal		26,125,145
Other minerals not smelted—salt and clay		2,167,934
Total		£43,480,092

The following is a summary of the coal produce of the United Kingdom for the year 1867:

	Tons.
Durham and Northumberland	24,867,444
Cumberland	1,512,514
Yorkshire	9,843,585
Derbyshire	4,550,550
Notinghamshire	1,575,300
Leicestershire	1,150,000
Warwickshire	880,850
Staffordshire and Worcestershire	12,526,554
Lancashire	12,841,500
Cheshire	935,000
Shropshire	1,558,500
Gloucestershire and Somersetshire	1,975,000
Monmouthshire	4,569,500
South Wales	9,092,300
North Wales	2,371,250
Scotland	14,125,943
Ireland	125,000
Total produce of the United Kingdom	104,500,480

The Iron Ore produced by the United Kingdom was as follows:

Counties.	Tons.	Value.
Cornwall	6,427	£2,004
Devonshire	10,213	3,179
Somersetshire	36,875	17,953
Gloucestershire	156,169	70,271
Monmouthshire	341,057	86,041
Wiltshire	82,856	33 034
Northamptonshire	416,765	104,191
Lincolnshire	192,213	48,053
Shropshire	250,000	62,500
Warwickshire	15,500	3,875
Staffordshire—North	794.500	212,238
" South	525,000	136,450
Derbyshire	350,000	87,500
Northumberl'nd & Durham	115,700	31,770
Lancashire	667 356	333,678
Cumberland	890.566	569,362
Yorkshire—North Riding	2,739,039	798,056
" West Riding	479,000	144,750
Wales—North	44,082	12,123
" South	501,186	131,231
Scotland	1,264,800	311,200
Ireland	42,016	10,642
Total	10,021,058	£3,210,098

The make of pig iron from this ore, and some comparatively small quantities imported, was as follows:

ENGLAND.

Counties.	No. of Ironworks active.	Furnaces. built in Dist.	Furnaces. in blast.	Tons of Pig iron made.
Northumberland	2	18	3	31,027
Durham	11	71	39	477,834
Yorkshire—N. R.	14	67	50½	640,892
Yorkshire—W. R.	12	36	25	109,002
Derbyshire	14	43	30	160,028
Lancashire	4	25	19	318,801
Cumberland	3	18	8.6	109,839
Shropshire	11	29	22	123,604
N. Staffordshire	6	35	23	202,382
S. Staffordshire	49	177	91½	515,638
Northampton	4	9	5	25,184
Lincolnshire	3	6	5	25,579
Gloucestershire, Wiltshire and Somersetshire	3 3 1	10 4 2	6 3 1	71,186
Total	138	550	331.6	2,810,946

WALES.

North Wales—Denbighshire	3	9	5	32,843
South Wales—Anthracite furnace	4	25	11	35,506
Bituminous Districts.				
Glamorganshire	13	76	49	403,050
Brecknockshire	1	15	5	29,443
Monmouthshire	14	71	50	418,325
Total	35	196	120	919,077

SCOTLAND.

Ayrshire	8	45	34	.....
Danarkshire	14	96	69	.....
Fifeshire	3	13	3	.....
Linlithgowshire	1	4	2	.....
Stirlingsbire	2	7	5	.....
Haddingtonshire	1	1	1	.....
Argyleshire	1	1	0	.....
Total	30	167	112	1,031,000

RECAPITULATION.

England	138	550	331.6	2,810,946
Wales	35	196	120	919,077
Scotland	30	167	112	1,031,000
Totals	203	913	563.6	4,761,023

The Darien Ship Canal.

Among the important enterprises, recently brought to public notice, requiring faith, boldness, and the expenditure of large sums of money, one of the most conspicuous is the Darien Ship Canal.

The advantages of a ship canal across the Isthmus, giving to this country and the world a short cut to the Pacific States and Territories of the Union, the northwestern tier of South American republics, China and Japan, are too apparent to need pointing out. It would be foreign to our purpose to make guesses about the cost of the work or pronounce upon its value as an investment. Our dealings are solely with the facts of the scheme so far as developed. We learn from a statement of Secretary Seward at a meeting of gentlemen in this city the other night, that the "executive Government of the United States has adopted the enterprise," has "provided for a full, satisfactory and final survey preparatory to the construction" of the canal, and is now "negotiating with the republic of Colombia for its consent" to the undertaking. These preliminary steps have been and will be taken, not on the sole responsibility of the Government, as the Secretary explains, but on the strength of assurances that the $100,000,000 estimated as the cost of the canal will be forthcoming when wanted from private sources. The Secretary diplomatically refrains, in his remarks, from indicating the probable terms upon which the concession will be made by the republic of Colombia. Upon this interesting and important point some light may be shed by the United States diplomatic correspondence for 1867, just published.

Referring to p. 824, vol. 2 of that work, we find a decree passed by the Colombian Congress in 1867, fixing the basis for the concession of the privilege of making a canal across the Isthmus. The conditions there set down may be modified somewhat by negotiation, but it is not improbable that the main features will be preserved. Of these the most material are as follows: The duration of the privilege shall be 99 years, reckoning from the day on which the canal may be opened to public service in whole or in part. Fourteen years shall be the maximum time given from the date of the concession, for the completion of the work. The canal shall have breadth and depth sufficient for steam or sailing vessels of the highest tonnage now used, the "Great Eastern" alone excepted. The ports at each end of the canal shall be free and open to the commerce of all nations, and no duties on imports shall be collected except on merchandise intended for consumption in the republic of Colombia. The ports and the waters of the canal from sea to sea are declared neutral; and the passage of war vessels, whose manifest purpose is to take part in hostilities, is forbidden. Passports will not be required of passengers except in case of war or internal commotion in the republic of Colombia. The grantees have the exclusive right to fix the tariff of rates; provided that they shall not exceed 75 cents per ton in ballast, $2 on each ton of cargo, $10 for each person, and one-half of one per cent. on gold, silver or platinum, coined as money or in bars, and on precious stones. The prices shall be equal on individuals, vessels, merchandise and property of all nations. Ships and merchandise belonging to or in the service of the republic of Colombia shall pass through the canal free of charges. The grantees shall have for the uses of the canal a strip of land along its outer bounds, not exceeding 30 metres wide on each side, but land owners along the line shall have the free right of easy access to the canal and its ports. The grantees shall pay to the Government of Colombia for the first 25 years 6 per cent., and for the remaining 74 years 8 per cent. of the clear annual profit of the enterprise; and this percentage shall be guaranteed to be not less than $600 000 a year. The Government of Colombia and the grantees must reciprocally bind themselves to arrange with the Governments of England, Prussia, Holland, France and the United States of America for an absolute guarantee of the neutrality of the canal by those powers, and the sovereignty of the republic of Colombia over the territory through which the canal may pass. Such are the fundamental conditions of the basis upon which Mr. Seward is endeavoring to perfect the scheme of the canal.

As the decisive survey has yet to be made, it would be premature to discuss the claims of the different routes proposed. The Isthmus varies in width from 47½ to 114 miles, and has been explored in nearly all its parts with a view to the construction of a ship canal. The new surveyors who are to go out there will find their labors rendered comparatively easy by reference to the reports of Messrs. Gisborne, Strain, Prevost, Trautwine, Porter, Lane, Kennish, and later still, of Lieutenants Craven and Michler, who have investigated the problem under the authority of the United States.—*Journal of Commerce.*

☞ The Vineland Railroad Company, Vineland, N. J., will receive proposals until November 9th, for grading, bridging, etc., the Vineland Railroad from Vineland to Winslow. C. K. Landis, Esq., is President of the company.

☞ A meeting of all the locomotive builders in New England, Pennsylvania and New Jersey is to be held at the Metropolitan Hotel, New York, on the 5th of November.

☞ The New Haven, Middletown and Willimantic Railroad Company has been organized by the election of David Lyman, president; and O. Vincent Coffin secretary and treasurer.

☞ Sanford Fleming, chief engineer of the Intercolonial Railway has arrived in Ottawa with the plans of the different sections for the use of the Privy Council.

Boston, Hartford and Erie Railroad.

We give below the principal portion of the communication of the Governor of Massachusetts to the Executive Council, referred to in our last issue, on the strength of which they concurred with him in directing the issue of the first instalment of State aid to this company. The Governor says:

On the 31st of July the commissioners made an extended report upon the whole subject, and in conclusion expressed the opinion that, if the means and resources of the company should be honestly and judiciously used, and with a reasonable degree of energy, enterprise and economy, the road might be thereby constructed and moderately equipped, and they accordingly recommended the allowance, by the Governor and Council, of a loan of scrip for the work already done and equipments purchased. This report, with the documents which accompany it, were transmitted to the Attorney General, with the request that he would report upon the various matters in which his concurrent action was required.

It was quite obvious to my mind that it was the design of the Legislature to secure the separate and responsible judgment of the Governor and

Council upon each of the particulars named in the act as necessary to be shown. It also became early apparent that the principal questions concerning which doubts would exist, were, whether the requirements of the statute concerning the payment and cancellation of the mortgage debts secured by the underlying mortgages on that part of the road situate this side of Southbridge and Willimantic were complied with, and whether the company has satisfactorily shown that they would be able, without further aid from this Commonwealth, to complete their line from Boston to Fishkill before May 27, 1872. The attention of the Committee of the Council was called to the considerable discrepancy which was found to exist in the various statements of the bonds now outstanding, which are secured by the underlying mortgages above referred to. This discrepancy has been largely relieved by subsequent explanations; and the recommendation of the Committee of the Council that a bond with personal sureties should be required in the penal sum of one million of dollars to protect the franchise and property described in the Berdell mortgage from the uncancelled bonds, obviates the objections intimated in this report of the Attorney General, and dispenses with the necessity of the precise ascertainment of the number of bonds now outstanding, which indeed appears impracticable. The Committee of the Council became satisfied the company will be able to complete their line of road to Fishkill within the time specified by the act, without further aid from this commonwealth.

Wishing, however, rigidly to test the conclusion to which the Committee of the Council had come upon this latter subject, I addressed to the commissioners a supplementary communication, which expressed the doubts that still remained in my mind, and the want of full information, which, as it seemed to me, still existed upon certain facts bearing upon the question. By their reply the validity of the acceptances of the Erie Railroad did not appear to be established, and I was not quite able to concur with the opinion of the commissioners that it would seem a fair estimate to offset the accruing interest money, which the company would apparently be obliged to pay, against the earnings of the road. Up to this time it had been assumed that the full time allowed by the act for the completion of the road to Fishkill might be occupied in doing the work. It was obvious that an amount of about $3,000 000 would become due for interest before that time. By the last exhibit of the commissioners, the sums to be paid by the company exceeded their pecuniary resources, now within their control. There were also certain other matters of detail concerning which I desired further information. I therefore presented certain inquiries to the officers of the company. By their replies, it appeared that it is the purpose of the company to complete their line of road to Fishkill during the next year; and, upon personal conference with Mr. Ashburner, one of the commissioners, and himself a civil engineer of large experience in this kind of work, I am satisfied that this may be done. This early completion of the road will greatly diminish the amount of interest to be paid. The opinion of Mr. Evarts was submitted to the Attorney General, and he deems it satisfactory to establish the liability of the Erie Railroad Company for the bonds which they have received.

Upon the whole case, as thus presented, the question then remains, what rule is to be adopted as a guide by which to determine whether the company will be able to complete their line of road to Fishkill without further aid from the Commonwealth? Are they to be required to demonstrate mathematically an actual present ability, from means now within their control, to meet the necessary disbursements? Or, do they meet the requirement of the statute by making it appear to the satisfaction of the reason and conscience that in all human probability they will be able to accomplish the work? Accepting the latter as the true rule, bearing in mind the valuation which the public have now for several months continuously put upon the shares of the company, and believing that this indicates the existence of a borrowing capacity on the part of the company yet remaining, which is equal to the difference between the required disbursements and their present actual means, I am prepared to submit for your decision the subjoined order.

☞ Track laying on the St. Paul and Superior Railroad is making progress at the rate of one mile a day, and has already reached Rice Creek, twenty miles from St. Paul. By the end of next week, if the weather is favorable, the road will reach Forest Lake, and possibly Wyoming, a further distance of ten miles.

BY J. B. CANNON & CO., AUCTS.

LARGE AND VALUABLE BUILDING

For Manufacturing Purposes



In SOUTH BALTIMORE, at Auction.

We shall sell at the Exchange Sales Rooms, Second st. in the City of Baltimore, on Thursday, Nov. 12th, at one o'clock, P. M., the lot and improvements of the BALTIMORE FILE COMPANY, situated near the Baltimore Gas Works, in South Baltimore, bounded on three sides by open streets, and fronting about 222 feet on Ohio Avenue, over which passes the LOCUST POINT Branch of the Baltimore and Ohio Railroad Co., and most admirably located and adapted for manufacturing purposes.

There is upon this lot a Brick Building, nearly new, 240 feet long by 40 feet wide, of one high story, with a wing 75 feet long, and two stories high, recently erected with great care by the Baltimore File Company. The entire building is of 14 inch walls, on heavy stone foundations, and covered with a superior slate roof, making it one of the most substantial buildings in this vicinity. Adjoining the main building is a substantial brick Engine and Boiler House.

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100 HORSE POWER, built by Woodruff & Beach, of Hartford, Conn., with all the modern improvements, and a TUBULAR BOILER of the capacity of

200 HORSES, built in Baltimore. With these will be sold SHAFTING, COUNTER SHAFTING, BELTING, &c.

The property must be sold to close the concerns of the company, and an unusual opportunity is thus offered for any large manufacturing establishment to locate advantageously.

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Railroad Company's

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For Coal, Ore, or Gravel.

Body 11÷8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

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BEST INVESTMENTS.

THE First Mortgage Bonds OF THE UNION PACIFIC RAILROAD COMPANY.

850 Miles Completed.

A limited amount of the First Mortgage Bonds of the Union Pacific Railroad Company are offered to the public, as one of the safest and most profitable investments.

1. They are a first mortgage upon the longest and most important railroad in the country.

2. By law they can be issued to the Company only as the road is completed, so that they always represent a real value.

3. Their amount is limited by act of Congress to Fifty Million Dollars on the entire Pacific line, or an average of less than $30,000 per mile.

4. Hon. E. D. Morgan, of the United States Senate, and Hon. Oakes Ames, of the United States House of Representatives, are the Trustees for the bondholders, to see that all their interests are protected.

5. Five Government Directors, appointed by the President of the United States, are responsible to the country for the management of its affairs.

6. Three United States Commissioners must certify that the road is well built and equipped, and in all respects a first class railway, before any bonds can be issued upon it.

7. The United States Government lends the Company its own bonds to the same amount that the Company issues, for which it takes a second mortgage as security.

8. As additional aid, it makes an absolute donation of 12,800 acres of land to the mile, lying upon each side of the road.

9. The bonds pay six per cent. in gold, and the principal is also payable in gold.

10. The earnings from the local or way business were over FOUR MILLION DOLLARS last year, which, after paying operating expenses, was much more than sufficient to pay the interest. These earnings will be vastly increased on the completion of the entire line in 1869.

12. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond, with such guarantees, were issued by the Government, its market price would not be less than from 20 to 25 per cent premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices. No other corporate bonds are made so secure

13. The issue will soon be exhausted. The sales have sometimes been half a million a day, and nearly twenty millions have already been sold. About ten millions more may be offered. It is not improbable that at some time not far distant, all the remainder of the bonds the Company can issue will be taken by some combination of capitalists and withdrawn from the market, except at a large advance. The long time, the high gold interest, and the perfect security, must make these bonds very valuable for export.

All the predictions which the officers of this Company have made in relation to the progress and business success of their enterprise, or the value and advance in the price of their securities, have been more than confirmed, and they therefore suggest that parties who desire to invest in their bonds *will find it to their advantage to do so at once.*

The price for the present is 102 and accrued interest at 6 per cent., from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO Treasurer, New York.

Oct 6, 1868

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

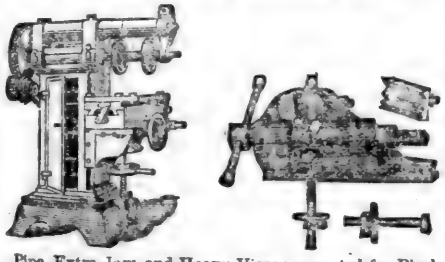
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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

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A. H. BRAINARD, Supt.

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are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

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This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

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2 New 60-Seat Passenger Cars, Raised Roof, 4 8½ gauge, ready for delivery. Also Freight Cars.

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Manufacture every style of Envelopes, from the smallest Omg size to the largest official size, including Manilla Envelopes of various patterns used by RAILROAD AND EXPRESS COMPANIES. All well made and gummed in the best manner, and sold at the lowest prices.

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Best French and German makes.

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Stationary, River, Marine, Side-Wheel and Propeller Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

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Prepared expressly for all classes of MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the UNITED STATES AND EUROPE.



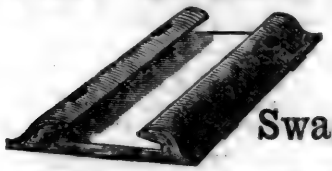
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359 MAIN STREET,
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By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal. which cannot be done in the Rolled Chair.

☞ *All orders will receive prompt attention. Samples sent on application.*

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These Improved Oils cost no more than many of the common oils in market, while they are endorsed by the greatest experience and highest authority in the United States and Europe, and offered to the public upon the most thorough, reliable, and practical tests as the Best Oils made fr

Railroads, Steamers, and for Machinery and Burning.

F. S. PEASE, Oil Manufacturer,
Nos. 61 and 63 Main street, Buffalo, N. Y.

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ESTABLISHED 1821.

RAILROAD UPHOLSTERY GOODS.

Plushes Reps, Damasks,
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CAR-SEAT SPRINGS,
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Juniper and Cypress Railroad Ties of any dimensions for sale by

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100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

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Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
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All the F and E Rails are guaranteed as to abrasion, perfect weld, and

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MACHINE WORKS,

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MACHINISTS' TOOLS,

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A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

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Mill and Machine Shops, 721 & 723 S. Clark street,

Dock and Bridge Bolts, Bridge Materials and Dimension Timber, promptly furnished.

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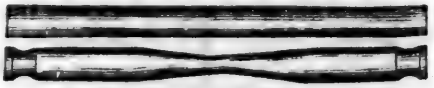
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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

Particular attention paid to Hydraulic Engineering.

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Rolled or Hammered Car Axles, Bar Iron and Forgings.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 45.] SATURDAY, NOVEMBER 7, 1868. [WHOLE No. 1,699, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 7, 1868.

Patent Punched Hollow Steel Railroad Axles.

Our attention has been called to the Hollow Steel Axles patented by Messrs. DEAKIN & JOHNSON, advertised on another page. The patentees claim that these are the only axles which can be relied upon as being in every respect perfectly sound. The mode of manufacture, which has been fully explained to us by Messrs. LENG & OGDEN, the Agents for the United States, certainly appears to us to insure perfection in every single axle. In the first place the steel is carefully manufactured specially for the purpose, and afterwards such of it selected as is deemed suitable. A solid ingot of proper size is then taken, and by the aid of a taper punch a hole is made through it, not by taking out the metal, but by compressing it; and in this part of the manufacture consists its great superiority over all others—for in the operation the quality of the steel is fully tested; if the ingot contains any of the many flaws to which all steel is liable, and which would render any axle made therefrom unsafe, the flaw will certainly be discovered, and as a consequence the ingot be consigned to the scrap heap, instead of being worked up as under any other plan, and producing an unsound axle whose defects might not be discovered until they had caused an appalling accident.

The ingots which have thus passed the ordeal of the punching process and been proved sound, are carried to the next stage of re-manufacture. A mandril or arbor is inserted in the hole made by the punch, and the ingot is drawn down under a trip or drop hammer. At this stage of the manufacture, in consequence of the pressure of the mandril, each single blow has a double effect, one on the external and another on the internal surface; the axle is then finished as to external and internal size, in a pair of rolls, and then follows a very important feature in the manufacture of these axles, the journals are swayed down so as to give as much or even greater strength in them than in other parts of the axle. This is claimed to be a very important advantage over every other description of axles now in use, their journals being the weakest, instead of what they ought to be, the strongest point.

The patentees also claim that while giving an axle of enormous strength, they also reduce the weight from those of ordinary manufacture 20 to 25 per cent., effecting an immense saving in motive power, and a great reduction of wear of the permanent way.

We understand these axles can be furnished cheaper than any good solid steel axle now in the market. This fact alone we consider a very strong recommendation.

Some of the patent axles, we are informed, are about to be delivered to the Erie Railway Company, and we earnestly call the attention of all railroad men to this new and improved article, which is not only of such great importance to them, but also to the public, for their adoption would be a source of vast economy to the companies, as well as a means of greater safety to the traveling public.

☞ A contract has been made with Patrick McEvoy of Lancaster, Penn., for building a railroad to connect the Sunbury and Erie railroad at Driftwood and the Allegheny and Valley Railroad at Mahony. This road is understood to be a feeder to and branch of the Pennsylvania Railroad, and will be nearly a hundred miles in length.

Memphis and Charleston Railroad.

The earnings of this road for the fiscal years ending June 30, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers....	$910,799 03	$589,824 41
" freight.....	636,886 85	465,845 79
" mail.....	27,799 62	41,700 39
" express, etc....	86,126 93	77,543 54
	$1,661,612 43	$1,174,914 13
Expenses, viz:		
Conducting transp...	$334,095 09	$282,685 62
Motive power.....	338,848 52	258,278 28
Maintenance of way..	329,497 00	206,610 07
Maintenance of cars .	111,984 36	82,533 89
	$1,114,424 97	$830,107 86
Net earnings.....	$547,187 46	$344,806 27

Compared with the previous year, the gross earnings of 1867–'68 show a decrease of $486,698 39; with a decrease in expenses of $284,317 11—making the decrease of net earnings, $202,381 19.

The following statement from the report of the chief engineer shows the expenditures during the year connected with the maintenance of way, the repairs of depot buildings, platforms, etc., and with the supply of wood and water:

	Am't exp'd during. 1866–'67.	Am't exp'd during. 1867–'68.
Chairs, castings, spikes and switches....	$14,439 76	$6,525 31
Incidentals	2,486 16	1,156 31
Superintendence.....	7,674 67	6,906 66
Cross-ties	65,605 10	54,322 87
Iron rails.....	2,990 69	122 01
Labor on track.....	188,320 30	106,833 13
Rep'rs of division houses	1,821 42	739 37
Repairs of bridges and trestles.....	37,963 62	22,485 36
Repairs of road and hand cars.....	2,940 24	2,356 27
Tools and repairs of tools	5,255 04	5,162 78
Total mainten'ce of way.	$329,497 00	$206,610 07
Rep'rs of depot buildi'gs	11,696 62	5,871 90
Exp. of water stations..	17,347 48	11,469 83
Wood for locomotives...	105,405 82	77,762 06
Total.....	$463,946 92	$301,713 86

This shows a saving of expenses under these headings of $162,233 06, of which $135,891 32 is in the items of labor on track, repairs of bridges, cross-ties and wood for locomotives.

The proportion of expenses of maintenance of way to the total expenses of running the road in 1867–'68 was 25 per cent.; in 1866–'67 it was 29.5: and in 1865–'66, 32.5.

The large amount of permanent work done upon the road between the 15th of September, 1865, when the company received possession of of the road from the military authorities, and the commencement of the present year, has enabled the road masters to greatly improve the road-bed, bridges and track during the year, even with the large decrease in expenses above shown. There have been furnished and laid, during the year, 104,379 cross-ties, the whole expense of which is included in the maintenance of way expenses. 3,167 new rails have been used to replace 8.4 miles of laminated rails. The cost of laying these rails has been charged to maintenance of way. There have been laid during the year 27,668 Tredegar rolled chairs, 24 inches long, making 62½ miles, making, with the 8½ miles previously laid, 71 miles of track laid with the improved joint. The depots, division and tool houses, etc., have been kept in good order and generally improved. The bridges and trestles on the entire road have been greatly improved; 3,389 lineal feet of pile bridge have been constructed, and 1,650 feet of trestle renewed. New side tracks have been put in at several points, and much of the road ballasted with sand, gravel and rock.

The expenditures of the year above the legitimate working expenses have been charged to construction, and are embraced in the following table:

Attorneys' fees, &c.	$1,829 70
Bridges and trestles	36,900 70
Depot buildings	5,385 59
Division houses	1,172 18
Engineering and contingencies	1,333 33
Fencing	137 56
Freight cars	129,361 33
Grading and masonry	3,601 75
Iron rails, &c	155,233 10
Locomotives	2,595 95
Machine shops and engine houses	1,356 35
Machinery for shops	1,600 00
Right of way	3,646 73
Real estate	17,492 57
Track-laying	12,111 40
Wood and water stations	1,573 28
	$375,421 52

Many of the expenditures shown in the above statement are for rebuilding the road and bridges, the original cost of which was charged to construction; but in 1866 the amount of $1,087,166 79 was charged off from construction to profit and loss. This sum did not represent the first cost, but the value of the structures when destroyed. The bridges were all of wood, and originally cost from $20 to $40 per foot. The estimate of their value was based upon their age. Some of them were only estimated at half their cost. The new structures, built altogether, or mostly of iron, cost from $50 to $100 per foot. This accounts for the increase to construction account over and above the amount originally charged to the same, and at the same time has caused a corresponding increase in the value of the company's property.

The following exhibit shows the total cost of the road and equipment, from its commencement to June 30th, 1867, after charging off, as was done July 1st, 1866, to profit and loss, the damage attributable to the war, amounting to $1,087,166 79. It also shows the amount expended to the present time, viz: $7,661,608 12.

	To July 1, 1867.	To July 1, 1868.
Attorneys' fees, &c.	$14,442 17	$16,271 87
Ballasting	6,232 51	6,232 51
Bridges and trestles	568,780 01	605,680 71
Cross-ties	230,820 21	230,820 21
Depot buildings	263,546 35	268,931 94
Division houses	27,592 61	28,764 79
Engineering and contingencies	157,910 68	159,244 01
Fencing	5,195 62	5,333 18
Freight cars	347,888 85	477,250 18
Grading and masonry	1,949,562 33	1,953,254 08
Salaries	57,005 75	57,005 75
Iron rails, etc	1,983,306 52	2,138,539 62
Locomotives	511,588 13	514,184 08
Machine shops and engine houses	117,998 90	119,355 25
Machinery for shops	53,638 94	55,238 94
Passenger and baggage cars	121,062 72	121,062 72
Right of way	52,744 97	56,391 70
Road and hand cars	22,061 52	22,061 52
Real estate	64,419 32	81,911 89
Track-laying	248,536 91	260,648 31
Contingent expenses	26,493 59	26,493 59
Wood & water stat'ns	74,990 57	76,563 85
Commissions	24,653 81	24,653 81
Disconnt on company bonds	199,696 26	199,696 26
Stationery & printing	2,290 18	2,290 18
Florence branch	153,727 17	153,727 17
	$7,286,186 60	$7,661,608 12

The value of the road and equipment, on the 1st of July, 1865, after the above deduction was made, stood at $5,971,401 60, showing an increase of construction account, to the present time, $1,690,206 52, being $603,039 73 in excess of the amount charged off; but the new work being of a much better and more expensive character than the old, the whole property of the company is increased in value more than the increase in cost above shown. At the above cost of $7,661,608 12, the company own 290 miles of first class railroad, including equipment capable of doing a business of $2,500,000 per year, with machine shops, machinery, warehouses, &c., also, large bodies of valuable real estate at Memphis, Huntsville and other points on the road, and the stocks, bonds, securities and other personal property, over and above the property incidental to the operating of the road, to a large amount.

The Superintendent, in his report, attributes the decrease of revenue in a great measure to the short crop of cotton, the impoverished condition of the country through which the line of road is located, the reduction made in local rates, both freight and passenger, and to the epidemic which prevailed at Memphis last fall and summer, which almost suspended business for four months. During these four months the entire receipts were only $387,564 51, while the expenses were $373,446 11, leaving the net profits for one-third of the year only $14,180 40. The remaining two-thirds of the year yielded a net profit of $330,687 87. But for the causes named the net profit would have been nearly as much as in the previous year, or say $506,031 80.

The expenses for the last eight months were $456,661 75, or $57,082 72 per month. It is believed that this low rate of expenses may be obtained in the future; and, taking into account the increased crops of cotton and cereals of every kind to be moved, the receipts must greatly improve during the next year, and that the net receipts in future will be sufficient to pay interest on all the bonds, and a semi-annual dividend of six per cent. to the stockholders, which will require $575,007 30, viz: Interest on 1st mortgage bonds, $90,510; do., on 2d mortgage, $70,000; do., on State of Tennessee bonds, $95,731 80—and two semi-annual dividends of three per cent. each, $318,765 50. The President in his report says:

Your balance sheet from the general books of your company, gives a comprehensive statement of all your operations, and an examination of it will give you the information necessary to a full knowledge of your company's affairs, and it is believed will exhibit a very satisfactory condition of your financial position. The abstract attached to and forming a part of your treasurer's report, gives the receipts and disbursements of the road for the fiscal year in a condensed form, that will enable you at a glance to comprehend the operations of the Treasury Department.

Your floating debt has been reduced during the year, $595,384 40; and your funded debt increased, $762,000, viz:

Increased issue of second mort. bonds	$763,000
Less first mortgage bonds redeemed	1,000
	$762,000

Your entire funded debt is now $3,888,530, and your floating debt is nominally $326,552 72. But a large amount to this is the balance standing to the credit of old dividends, pay-rolls, unpaid coupons, amounts to credit of individuals, that are settled and cancelled monthly, and will rarely ever be less than now. Hence you have only to provide for your

Bills payable	$111,228 55
And probably one-half of your pay-rolls and unpaid coupons	42,889 16
And one-half of your unpaid dividends	17,676 89
Taxes due to United States Internal Revenue Department	11,192 30
Making in all	$182,986 90
Against this you have cash on hand	$67,508 04
And in hands of Winslow, Lanier & Co., N. Y., to pay coupon int.	40,353 51
Due from U. S. Governm't.	17,637 77
Due by agents	8,679 44
Making a total equivalent to cash of	$134,378 76

Most of your bills payable do not mature until next fall and winter, consequently your finances are easy. Besides this, you have $464,000 of coupon bonds of other roads that will finally be good, or most of them. Your dues from railroad companies, individuals, bills receivable, and other sources not enumerated above, will be ample to meet all liabilities to individuals, railroads, &c., not specifically provided for, and leave a large balance over. These and balances standing to the credit of unpaid coupons, unpaid dividends and pay rolls, have been accumulating for over ten years, and many of them will never be called for, the evidence of liability having been destroyed during the war. They will finally have to be charged off to profit and loss.

Your road and its rolling stock being in fine condition and your finances easy, with fine prospects of crop and business this fall, you may reasonably hope that your worst troubles are passed, and look to the future with brighter anticipations than at any time during the past year.

YOUR CONNECTIONS.

I cannot close this report without alluding to the importance of your future railroad connections. The most important of which is the one that will give you a direct connection from some favorable point in North Alabama to Atlanta, and

thence to Charleston and Savannah. I have recently had correspondence with Judge King, of Georgia, and Mr. G. H. Hazelhurst, both prominent railroad men of that State, who say the railroad fires are again beginning to burn in Georgia, and they are anxiously looking to the building of the Atlanta and Decatur Railroad, *and ask*, "Can you do anything for it West of Sand Mountain?" The time is probably near at hand when, with proper co-operation, this road can be speedily built. As to its importance as a connection for your line, (as well as to republish his views regarding other important connections for your road,) I cannot more forcibly impress upon you the necessity, than to quote what my immediate predecessor said in his last Annual Report, and urge you to take action in the premises at the earliest practicable moment.

"From Decatur, Alabama, to Atlanta, a practicable line of road can be built within one hundred and fifty miles, at not above the average cost of your road. This would give you practically an air-line road from Memphis to Charleston and Savannah, on the shortest line that a railroad can be built between the city of Charleston and the Mississippi River, not exceeding six hundred and fifty miles, and to Savannah not exceeding six hundred and thirty-five miles. The completion of this link of road would secure to you a line which could forever successfully compete with all competitors, built or to be built, for the great through business from New York and all the manufacturing districts in New England, and for all imported or manufactured goods to be consumed in the Mississippi Valley at, or South of, Memphis, as it is the shortest rail, with the cheapest water connection that can ever be made between the points named.

"It would also secure to you almost the entire trade from St. Louis, the great granary of the West, to supply with Western produce the whole of the States of Georgia and South Carolina. You would have the cheapest water transportation known from St. Louis to Memphis, time only two days, and at a cost of not over twenty cents for one hundred pounds. The distance from Memphis to Atlanta would be only three hundred and forty miles, or at least one hundred and twenty miles nearer than any other all rail route from Atlanta to the Mississippi River—Atlanta being the distributing point for Georgia and South Carolina. These advantages must secure you this vast trade, almost without a competitor. By running a day and night through freight train, the time from St. Louis to Atlanta would be reduced to not over four days, and the cost of freight to about one-half or two-thirds of its present cost. If this road was finished, it would reduce time on freight between New York and Memphis to from five to five and a half days. These results, in both time and cost, would certainly secure a very heavy business to the line, and your cars would go and come fully loaded, both East and West, at remunerating rates, and you would be secure against all competition.

"Since your last annual meeting, and in conformity to a resolution of your body, I have corresponded, and had personal interviews, with all the roads in Georgia and South Carolina, that are equally interested in the completion of this road, and I found them not only willing but anxious to co-operate with you in its building, and your board cannot recommend too strongly, as soon as the political status of the Southern States is sufficiently settled to justify it, that you go vigorously to work, in connection with the roads above named, and complete this road as rapidly as possible. When this is done, no road in the United States will be more secure from competition, or have a better prospect of a large and profitable business, than yours.

"The next most important connection for your road to look for a large and permanent increase of business, is that of the completion of the line from Decatur to Montgomery. This line would bring you in direct contact with the extensive coal and iron fields of Central Alabama, within seventy-five miles of the central portion of your road, which would certainly give you a very large tonnage, both for coal and iron, for local consumption along the line of your road. It would also enable you to secure an immense lumber trade from the pine forests on Sand Mountain, within twenty-five to thirty miles of your road, the lumber from which is so much needed, and is in so much demand in the Tennessee Valley.

"The opening up of a direct line of railway to this vast field of mineral wealth, at no distant day destined to be the Birmingham of America, will open up new sources of wealth and employment, that will draw to it millions of capital, and an immense population of industrious and enterprising citizens for its development, that must create a large demand for Western produce to support them, from which source you will derive a large and profitable business by way of Memphis, as well as by the Tennessee River. You should not hesitate, at the proper time, to aid and assist in a material way the building of this road, as it will be one of your most productive connections for the increase of your business on a permanent basis."

DECATUR TO MONTGOMERY.

This connection gives you a direct line to Montgomery, the capital of Alabama, and to Pensacola, the best harbor upon the Gulf of Mexico, passing, in its course, within eighty miles of your road, through the most extensive iron and coal fields in the United States, and would bring you an immense business from this mineral region for local consumption on your line. You should not hesitate, at such time as your finances will admit, to aid this line in every way that you can. You already have a large interest in the South and North Alabama road, a part of this line, which will in time be a valuable investment to you, as well as an important feeder in business.

MEMPHIS AND LITTLE ROCK.

This road penetrates the West from your western terminus, and will bring a large trade to Memphis, to be distributed to the various lines of road concentrating at that point. It is now so far advanced that some arrangement should be made to complete it; and it has been rumored that some of the Northern lines are bidding for its control, in order to secure the through business from that remote Western region penetrated by this road. It has been proposed to us to join the Memphis and Louisville line, in giving them such aid as will secure their early completion, and assure to each line a fair and equitable distribution of its business, without discrimination. I regard it so closely connected with you, that it will almost be equal to an extension of your line, should you secure an equal voice in its management, which, by all means, should not be allowed to pass out of your hands, if possible to obtain it.

WINCHESTER AND HUNTSVILLE.

This connection is a short one, only requiring eighteen miles of road to complete it from Huntsville to Rock Spring. It will bring you in direct intercourse with Lincoln, Marshall, and other wealthy counties in Tennessee, and give you a large local trade to pass over your main line. You have $300,000 of Tennessee State aid that can be used for this connection, and I cannot hesitate to recommend that you make arrangements to secure it as soon as you get satisfactory legislation from the State of Tennessee for its consolidation with the Winchester and Alabama Railroad, upon satisfactory terms. This line will finally be completed through to Cincinnati, and give you an important Northern connection.

There have been added to the equipment of the road during the year 102 box, 43 platform, 10 stock and 1 baggage car. The company now have 55 locomotives, 22 first class and 12 second class passenger cars, 4 postal and mail cars, 7 baggage, 1 pay, 1 street, 350 box, 156 platform, 14 stock, 1 wrecking, and 79 road and hand cars. Miles run by trains, 751,942. Passengers carried, 127,016. Bales of cotton transported, 95,288.

CONDENSED BALANCE SHEET.

Capital stock	$5,312,725 00
State of Tennessee bonds	1,595,530 00
First mortgage bonds	1,293,000 00
Second mortgage bonds	1,000,000 09
Bills payable	111,228 55
Sundry liabilities	215,324 17
Suspense	3,733 09
Receipts for transportation	1,174,914 13
	$10,706,454 94
Construction proper	$6,200,638 16
Incidental to construction	326,411 46
Equipment	1,134,558 50
Stock in other companies	201,100 00
Railroad hotel	6,082 04
Road materials, etc.	187,147 36
Road expenses	830,107 86
Profit and loss	59,947 08
Interest on bonds	206,792 15
Interest and exchange	20,676 50
Discount on bonds	490,964 77
Bills receivable	81,650 44
Coupon bonds on hand	464,000 00
Sundry accounts	428,871 48
Cash	67,508 04
	$10,706,454 94

President.—M. J. WICKS.

Directors.—By the stockholders, Sam Tate, George P. Beirne, James J. Donegan, Joseph C. Bradley, Samuel D. Weakley, R. C. Brinkley, P. Miller, M. J. Wicks, Wm. Dickson. By the City of Charleston, James H. Taylor, E. Willis. By the State of Tennessee, John C. Humphreys, F. S. Richards, W. J. Smith.

Gen'l Superintendent.—W. J. ROSS.

Chief Engineer.—M. B. PRITCHARD.

Master of Machinery.—M. BURKE.

☞ SEVEN PER CENT. IN GOLD. FIRST MORTGAGE 20 YEARS' 7 PER CENT. BONDS OF THE CALIFORNIA PACIFIC RAILROAD COMPANY, Principal and Interest payable in GOLD COIN at the National Park Bank of the City of New York. Coupons due first of January and July.

The entire line of road constructed, and to be constructed is, from Vallejo to Sacramento, 60 miles, (forming the only direct connection between the Union Pacific and Central Pacific Railroads with the waters of the Bay of San Francisco,) and from Davis' Junction to Marysville, 45 miles, making a total of 105 miles. The road is finished to within seven miles of Sacramento, and will be in operation to that city next month. The Marysville Branch, 45 miles, is in process of construction, the grading nearly completed, with one-third of the iron on hand, and the balance purchased and on the way, and will be laid, and the whole road completed early the coming Spring.

The road is fully equipped with first class rolling stock.

The earnings for the month of September on 46½ miles then in operation was $17,500, gold, exclusive of all construction traffic.

The total amount of bonds authorized to be issued is $2,250,000, or less than $22,000 per mile. The net receipts now are more than double the interest on the whole issue of bonds, and when the road is completed it is estimated they will reach $125,000, gold, per month. These bonds are secured by a first mortgage on the entire property of the company, including the lands at Vallejo, which are very valuable.

We offer a limited amount of these bonds at par and accrued interest in currency.

Government and other securities receive in exchange at market rates.

TURNER BROTHERS, Bankers, No. 14 Nassau street.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JUNE 30, 1868.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain, have been		£646,797
Deduct—The ordinary working expenses (being at the rate of 65.93 per cent., against 70.53 of the corresponding half of last year)	£426,477	
The renewals of the permanent way and works in the half-year debited to revenue	36,020	
Amounts paid on account for loss by fires at Sarnia and Toronto	4,110	
		466,607
Leaving an available net balance earned in the half-year of		£180,190
Deduct—Loss on American currency		18,882
		£161,308
Or an increase over the corresponding half-year of 68,780*l.*		
But from this balance of		£161,308
must be deducted the renewal suspense debit from last half-year, of		31,383
		£129,925
And the amount of postal revenue due for the half-year to the postal and military bondholders		17,829
Leaving the balance of		£112,096
Applicable for the following payments, viz.—		
Interest, &c., paid on lands		1,578
Ditto on mortgage to Bank of Upper Canada		4,428
Ditto on loans, bankers' balances, promissory notes, European exchange, &c.		4,440
Ditto on British American Land Company's debentures		616
Ditto on Montreal Seminary debent'res		616
Ditto on Island Pond debentures		2,700
Half-yearly instalment on Portland Sinking Fund		2,311
Atlantic and St. Lawrence lease (in full)		31,691
Detroit line lease (in full)		11,250
Montreal and Champlain		10,807
Buffalo and Lake Huron		22,045
Equipment bond interest		10,779
Balance carried to next half-year's acc't.		8,834
		£112,095

Comparing the results of the half-year with the corresponding period of 1867, there is an increase in the gross receipts of 37,676*l.*, and a decrease in the ordinary working expenses of 3,215*l.*, in renewals of 18,953*l.*, and in the amount of the damages paid on account of the Toronto and Sarnia fires, of 6,164*l.* The rate of ordinary working expenses for the past half-year being as above stated 65.93 against 70.53 per cent. in 1867. The charges for renewals, adding 31,383*l.* placed to "suspense account" last December, which has now been wiped off, amount to 67,403*l.* The loss on American currency shows a decrease of 2,672*l.*, being 18,882*l.* against 21,554*l.*: so that the net revenue balance, after deducting this loss on the conversion of the American "greenbacks," amounts to 161,308*l.* sterling, against 92,528*l.* in the corresponding period of 1867.

The average receipts from passengers in the half-year was 6s. 8¼d. per head, against 6s. 8d. in 1867; and the average receipt per ton of freight was 16s. 6d. against 15s. 8d. in the corresponding period of last year.

The debit to the capital account for the half-year amounts only to 4,083*l.*, but as the capital account is in debit to revenue, this sum, unless new capital is raised, will have to be written off against the balance of 8,834*l.* The charges hitherto made against capital for extra weight of rails and ballasting are now included under the head of renewals, and brought against revenue. The importance of completing the works of ballasting and improvement as soon as possible can hardly be overrated.

With regard to the loss on American currency—viz., 18,882*l.*—it may be stated that the price of gold fluctuated during the half-year between 133¼ and 143¾. The total loss on American currency since 1862 has amounted to 370,203*l.*

A statement is here given showing the net earnings from 1861 to June of the present year, and also the half-yearly and total expenditure in renewals, and the half-yearly and total loss in American currency. Out of a total profit of 1,823,500*l.*, averaging 243,142*l.* per annum, there has been paid in cash on leased lines 874,000*l.*, and for interest and other claims 624,500*l.*, and since 1862 on the first, second, and third preference bonds and stocks 325,000*l.*

The figures of this table exhibit in a short compass both the progress and the real nature of the special difficulties which have beset the Grand Trunk since 1862. The direct loss on American currency has been no less than 370,203*l.*, or equal to say three years' full dividend on the first preference bonds, and besides this direct and positive loss there have been, as a consequence of the American war, indirect losses by increased wages and cost of materials, perhaps, as large as the loss on the "greenbacks" themselves, after deducting any increased receipts from higher rates for freight. The expenditure on renewals, apart from ordinary maintenance charged against revenue, has been 781,037*l.*, with the effect, of course, of greatly improving the road.

Of the twenty-five engines lately ordered from Messrs. Neilson & Co. of Glasgow, twenty-one have, at the dates of the last letters received from Montreal, arrived in Canada. The remaining four are on the way. Seventeen of the engines are now ready for work on the line, and the whole of them, it is expected, will be ready for the anticipated heavy autumn traffic. The reports received of these engines are very satisfactory. A loan to effect the purchase of them has been arranged with the company's bankers on favorable terms, the lenders having been willing to accept a hypothecation of the engines by way of collateral security.

Every effort that the directors have made to bring about an amicable settlement of the differences of account with the Buffalo has hitherto failed. The Buffalo board will neither agree upon nor allow an impartial officer of the Board of Trade to settle a deed of arbitration. Recent further negotiation through Messrs. Creak and Ritter has ended in nothing, as while the president of the company signed a memorandum of settlement of all matters, as Mr. Creak suggested, the representative of the Buffalo has refused to do the same. In the meantime, the amount stated in the accompanying accounts, as being the proportion due to that company, must be taken as rendered without prejudice.

The directors have much satisfaction in announcing that negotiations have again been reopened for the renewal of the Reciprocity Treaty. Every effort has been made, and with considerable success, during the cessation of this treaty, to open up new channels for the traffic formerly consigned to the States. The newly developed traffic with the maritime provinces is gradually extending. For example, during the past half-year the increase in the Halifax traffic is $28,256, and in the St. John traffic $26,604. The stoppage of trade with the United States has augmented largely the loss upon the Buffalo section, which, if independent, would hardly have paid its working expenses.

The bonds issued by the city of Portland twenty years ago in aid of the construction of the Atlantic and St. Lawrence, amounting in the aggregate to $1,500,000, begin to fall due in December next. The amount then maturing is $200,000, of which sum it is expected there will be about one half provided by the sinking fund attached to the loan; the other half will have to be provided by the Grand Trunk. The balance of the above debt—viz., $1,300,000—falls due at various periods between December next and January 1871. As the sinking funds will, in the aggregate, only be capable of providing about one-half the whole amount, it follows that the remainder will have to be found by the Grand Trunk. To meet this payment of say $750,000, it will be necessary to issue new bonds, either in American currency or in sterling. The latter mode would of course be preferable in consequence of the high rate of premium now paid for gold in the United States. The bonds, wherever they are issued, will be protected by a sinking fund—they form part of the working expenses of the Grand Trunk—and the only mortgage that takes precedence of them is one for $1,500,000. The bonds bear 6 per cent. interest per annum, payable half-yearly.

The directors, as owners (themselves and their immediate connections) of more than one fifth of the total capital of the undertaking, feel entitled to urge, most seriously, upon their co-partners that recent divisions have done much to weaken and disorganize the executive management, and to paralyse efforts to restore the property. The directors have done all that was possible to meet unexampled difficulties, and they believe that their policy and proceedings will be found, after the full inquiry which they court, in every way worthy of approval. They have preserved the property by successfully resisting its forfeiture in Canada. They have carried the company through the period of the American war and the Fenian raids, and they now see the Intercolonial secured, a renewa of the Reciprocity Treaty under negotiation, and the traffic and net profit in these more quiet times resuming the rate of development which distinguished both up to 1866, when the Fnian troubles commenced and the Reciprocity Treaty as repealed.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS, FOR THE HALF YEAR ENDING JULY 31, 1868.

The receipts on capital account during the half-year amounted to £321 4s. 2d., and the total receipts to the 31st July, 1868, to £5,260,829 4s. 9d. The aggregate expenditure to the same date amounted to £5,382,594 8s. 10d., leaving a balance to the debit of capital account of £121,764 19s. 1d. The outlay on capital account during the half-year has been £20,788 11s. 11d. This expenditure includes a proportion of the cost of rebuilding in stone the bridge over 20-mile creek at Jordan; sundry additions to stations; cost of raising the level of the track at Prairie Siding, (a station between Chatham Baptiste creek), as a protection against floods; payment on account of building a new warehouse at Detroit for the better concentration of the freight business; proportion of the cost of rebuilding in brickwork the passenger station at Paris, originally of wood; cost of five new locomotive engines; and ten new composite cars for the accommodation of emigrant traffic and mixed trains on the branch lines. The receipts and expenditure on revenue account were as follows:

Gross receipts		£356,649
Working expenses iacluding renewals		208,462
		£148,187
From which there has to be deducted—		
Interest on bonds, loan, &c.	£52,270	
Loss on conversion of American funds	54,749	
Loss on working Erie and Niagara railway	529	
Ditto, Galt and Guelph railway	476	
Detroit fire claims, final charge	4,110	
Amount set aside for renewal of ferry steamers	2,000	
		114,134
Net profit on half year's operations		34,053
Add surplus from last half year		2,725
Available for dividend		£36,778

From this amount the directors recommend a dividend at the rate of 2 per cent. per annum, free of income-tax, which will absorb £35,649 11s. 6d., and leave a surplus of £1,129 5s. to be carried to the credit of next half year.

The renewal fund for the ferry steamers now amounts with interest to £7,125.

The loss on conversion of American funds for the half year amounts to £54,748 12s. 5d., as compared with £52,820 10s. for the corresponding half year of 1867.

The average rate of conversions made during the half year was 139⅞, the average price of gold for the same period having been 140½. The unconverted American funds on hand at 31st July, 1868, amounted to $153,146 24.

The following table exhibits the receipts and expenses for six corresponding half years:

RECEIPTS.

Half year ending	Passengers, mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
July, 1863	111,671	180,772	625	293,068
July, 1864	125,282	119,081	577	314,940
July, 1865	139,821	144,028	716	284,565
July, 1866	172,731	165,577	854	343,162
July, 1867	165,367	199,221	1,116	365,704
July, 1868	155,082	209,619	948	356,649

EXPENSES.

	Including renewals. £	Per cent. of gross receipts.
July, 1863	171,262	58.44
July, 1864	171,452	58.44
July, 1865	158,804	55.81
July, 1866	175,747	51.21
July, 1867	182,768	49.98
July, 1868	208,462	58.45

The total traffic receipts show a decrease of £8,887 2s. 6d. as compared with the corresponding period of 1867.

This decrease arises as follows:

Decrease in local passenger traffic		£3,785
" foreign traffic		5,297
" local freight traffic		7,424
" mails and sundries		3,708
		£20,214
Increase in foreign freight traffic	£8,222	
" emigrant traffic	2,505	
		11,327
Total decrease		£8,887

The decrease in the receipts is owing to the diminished rates adopted by the parallel routes for through passengers and freight, and to the total interruption of the traffic on three separate occasions during several days, by snow storms and floods, over our own and connecting lines, at the commencement of the half year.

The low rates and fares which competition has forced upon the company for through traffic have had a material effect upon the per centage of working expenses; this, including renewals, has amounted to 58.45 per cent. as compared with 49.98 for the corresponding half year. If the tariff of through rates and fares in force at the corresponding period had been maintained during the past half year the receipts for this traffic would have been augmented by upwards of $100,000, without incurring any increase in the working expenses.

The increase in the amount of working expenses is £25,693 4s. 9d. compared with the corresponding period. This increase has been a matter of serious concern to the Directors, and has engaged the attention of a deputation of the board which visited Canada during the summer upon the business of the company. It is chiefly attributed to the extraordinary severity of last winter and the damage to the rolling stock and roadway by the intense frost, which exceeded all previous experience. The reports of the engineer and the mechanical superintendent hereto annexed, refer to this expenditure, and also to the increased cost of fuel.

The General Manager also specially reports, that making proper allowance for diminished earnings, increased mileage, and extra cost involved by the causes above referred to, he has reason to believe that the ordinary working expenses of the half year would not have exceeded those of the corresponding period.

It will be seen in the mechanical superintendent's report that two new and powerful freight locomotives have, during the half year, been constructed at the cost of revenue and set to work, to replace the same number of an inferior class of passenger engines, and that satisfactory progress has been made in the renewal of others of the same secondary description, by the substitution of new ones of a greatly improved construction; and the board have every reason to be satisfied with the general efficient condition of the plant and rolling stock.

Future prospects from the improved condition of the dominion are encouraging, and from the recent abundant harvest an increased traffic for the current half year may reasonably be looked for. It is satisfactory to learn from later advices, that the increased rates the deputation advocated when in Canada, have to some extent been carried into effect.

The gross earnings of the Detroit and Milwaukee railroad for the half year ending June 30th, 1868, were £153,204 14s. 5d., and the working expenses, including taxes and insurance amounted to £98,150 2s., leaving a net revenue of £55,054 12s. 5d.

It is satisfactory to be able to state that in consequence of arrangements made by the deputation of the board to relieve the finances of the Detroit and Milwaukee Company if its increasing prosperity does not meet with any unforeseen reverses, there is every reason to expect that company will be able, at an early period, to commence liquidating the claims for interest so long overdue to this company. Signed on behalf of the board of Directors.

THOMAS DAKIN, President.

London, October 5, 1868.

Erie Railway Extension.

The Buffalo *Commercial Advertiser*, of October 28th, publishes the following in reference to the proposed extension of this road from Buffalo to Niagara Falls, and the laying of a third rail the entire length of their track:

Parties in the interest of the Erie Railway Company are surveying a line of railway between their track in this city and Niagara Falls, and we understand that the work of building the line is to be commenced immediately, the probability being that it will be open for business early next summer. The new track will begin at a point near the Cattle Yards, and take a direct line to Niagara Falls, avoiding Black Rock, but touching Tonawanda. The route, as surveyed, is, we are informed, considerably shorter than the present line of the New York Central Railway to the Falls. Trains on the new route will depart from the Erie depot on Exchange street. This is a very important piece of work, not only for the Erie Company, but for the Great Western Railway of Canada and for this city. It will give the Erie another route to Chicago, independent of its connection with the Lake Shore Line. It will give the Great Western another route to New York and the East, independent of its connection with the New York Central. It will give this city the advantage of another route to the Falls, and will inevitably bring a great addition to our railway traffic in business which has hitherto gone by the way of Suspension Bridge and by Dunkirk. We have known for some time that the company were preparing to send the bulk of their through business by way of this city instead of by Dunkirk as formerly. The great repair and construction shops, also, we are informed, which are located at Dunkirk, will soon be removed to Buffalo. Several hundred mechanics have already been transferred from the shops in the former place to the shops in this city.

The Erie Railway Company have a still more important project in view, and one which, we have reason to believe, is to be consummated at an early day. This is nothing less than the laying of a third rail the entire length of their track between New York and Buffalo. This immense undertaking has passed beyond the point of consideration, we are informed—the work has been resolved on, and the iron contracted for. The object, of course, is to secure for the Erie Railway an unbroken narrow guage route from New York to Chicago, both by the Buffalo and South Shore route and by the Canada and North Shore route. The recent issue by the Erie Company of ten millions of dollars of convertible bonds, we believe, was to meet the expense involved in this third rail enterprise.

The next important job which the Company have resolved upon, we learn, is the construction of a magnificent new passenger depot in this city on the site of their present buildings at the corner of Exchange and Michigan streets. The Company have long needed better accommodations for their rapidly increasing passenger traffic in this city. The building of the Niagara Falls branch, and the third rail addition, forbid a longer delay on the needed improvement. It is probable that the new passenger depot will be begun very soon, so as to have it ready for occupation by the time the Niagara Falls branch is completed.

Nesquehoning Valley Railroad.

The Bethlehem (Penn.) *Times* says the Lehigh and Susqehanna Railroad Company have determined to build immediately the Nesquehoning Valley Railroad. This road is intended to make direct communication between Mauch Chunk and a point on the Catawissa Railroad, distant about thirty miles from Mauch Chunk. When this road is completed, the Lehigh and Susquehanna Company will have a short and direct route between Easton and Williamsport and points north and west. The work upon the new road has not yet been contracted for, although proposals will soon be received at the office of the company.

Mont Cenis Tunnel.

During the second fortnight of Sept. the progress made was 54.45 metres; 25.10 were driven at the Bardonneche end, and 29.35 metres at the Modane end, making a total advancement of 106 85 metres during the month. The position up to the 30th Sept. was:

	Metres.
Length driven at Bardonneche	5,211 10
Length driven at Modane	3,631 50
Total length of tunnel driven	8,842 60
Length remaining to be driven	3,377 40
Total length of tunnel	12,220 00

☞ Robert Fowler, Johns Hopkins, Gallaway Chestin, Jacob A. Miller, G. Scott Kennedy, E. M. Mealy and P. B. Small, have been re-elected directors of the Washington County Railroad Company.

☞ A survey has recently been made for a railroad from Litchfield, Ct., by way of Mine Hill and the Shepaug River, to intersect with the Housatonic, Providence, Hartford and Fishkill Railroad at Hawleyville.

☞ In Hawleyville, Ct., work has begun in good earnest on the Boston, Hartford and Erie road. Messrs. Redfield & Whitney have contracted to do the stone-work on the road in the vicinity of Danbury for about $100,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '68 4
Do. Washington Br. 100	2,350,000	A. & O.	Oct. '68 5
Baltimore City Passenger....	670,000	----------	Jan. '68 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	... ...
Berkshire* 100	600,000	J. A. J. & O.	Oct.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,100	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '68 4
Boston and Maine.....100	4,076,974	J. & J.	July '68 5
Boston and Providence ...100	3,360,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J. A. J. O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	M'y'68 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jul. '68 3½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jul.'68 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J. A. J. & O.	Oct.'68 2½
Central Ohio..... 100	2,600,000	J. & D.	Jun.'68 3
Do. pref..... 100	400,000	J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S. Carolina....100	1,500,000	----------	----------
Chemung*..... 100	380,000	----------	Oct. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,883,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago, Iowa & Nebras*.100	2,800,000	----------	Jul. '68 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	14,556,676	June	J'n'68 10s
" " pref.100	16,356,287	June	J'n'68 10s
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68½2
" Street.....	----------	J. & J.	Jan.'68½2
Cincinnati and Zanesville. 50	1,676,346	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 5
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta....100	3,750,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J. A. J. & O.	Oct. '68 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jul.'68 3½
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord 50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun.'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	139,000	----------	----------
Do. do. pref.100	1,322,100	J. & J.	Jul. '68 3
Connecticut River..... 100	1,700,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl.'68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*.....100	2,392,361	----------	----------
Delaware*..... 50	594,260	J. & J.	Jul. '68 5
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City.100	1,873,641	----------	----------
Do. do. pref.100	1,987,351	----------	Jul.'68 3½
Eastern (Mass.).....100	3,883,300	J. & J.	July'68 4
Eastern (N. H.) 100	492,500	J. & J.	July'68 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia....100	2,389,730	----------	----------
East Tenn. and Virginia....100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O.	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	28,465,300	F. & A.	Feb.'66 4
Do. pref..... 100	8,539,910	Annual	Jan. '68 7
Erie & Pittsburg 50	6 4,300	----------	----------
Evansville & Crawfordsv.100	1,143,445	----------	----------
Fitchburg 100	3,540,000	J. & J.	Jul. '68 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan.'68 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	4,156,000	J. & J.	July '68 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	... ...	Sept.'68—
Green and Coates St. (P 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J. & O.	Oct. '68 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do. pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May'68 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River..... 100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,415,780	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A. J. & O	Oct.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J. & O	Oct.'68 2½
Lehigh Luzerne..... 50	844,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F. M. A. N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jul.'68 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	5,492,638	F. & A.	Feb.'68 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western 100	1,500,000	----------	Apl.'68 4
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central..... 100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	8,477,366	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	10,059,400	August.	Aug.'68 4
" " guaranteed.100	588,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,376	J. & J.	July'68 f
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081	----------	----------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 5
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 5
Milw. & St. Paul..... 100	5,406,883	J. & J	----------
" " " pref..... 100	8,050,892	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,956,544	----------	----------
Naugatuck 100	1,436,600	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul.'68 4
New Haven & N. London..100	738,538	----------	----------
N. Haven & Northampton.100	1,344,000	J. & J.	Jan.'68 3
New Jersey..... 100	6,000,000	F. & A.	Aug.'68 5
New London Northern.....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	6,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue..... 100	797,400	----------	----------
North Carolina..... 100	4,000,000	----------	----------
Northern Central 50	4,648,900	F. M. A. N	Nov.'68 2
North Eastern (S. C.) pref.100	155,000	----------	May'67 4
Northern of N. Hampsh..100	3,067,400	J. & D.	Jun.'68 4
Northern of N. Jersey ...100	159,100	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	July'68 3
Ogdensb. & L. Champl'n.100	3,024,000	F. & A.	Feb. '68 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500,000	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O	Oct.'68 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri..... 100	3614,515	----------	----------
Panama..... 100	7,000,000	J. A. J. & O.	Oct. '68 6
Paterson and Ramapo.....100	248,500	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'65 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,069,450	----------	Jan. '68 1
Philadelphia and Reading 50	21,304,301	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jul.'68 5s
Phila., Germ'n'n & North 50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*..... 100	1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J. & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A. J. & O	Oct.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	----------	----------	Jul.'68 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 2½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g.100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'68 5
Rutland preferred. 100	----------	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	901,841	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susquch'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul.'68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line..... 100	636,200	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	----------	----------
South Shore..... 100	259,685	----------	Jul.'68 3
South Western, Georgia....100	3.203,400	F. & A.	Feb.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	287,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	---------3½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jul.'68 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan.'68 1
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West.... 50	5,700,000	----------	----------
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111	----------	----------
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,478	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central..... 100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vicksburgand Meridian ...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	----------	Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,147,018	----------	----------
Wilm. and Weldon..... 100	1,463,775	----------	----------
Warren..... 100	1,547,650	----------	---------8½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jun'68 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'68 6
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50		----------	----------
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	M. J. S. & D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	M. J. S. & D.	Dec.'67 3
Union Navigation..... 100	4,000,000	M. J. S. & D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....	----------	J. & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000	----------	Sep.'68 3½
Pennsylvania Coal 50	3,200,000	F. M. A. & N	May'68 5
Roaring Brook Coal.....	200,000	----------	Sep.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	----------	Dec'67 2½
Adams Express..... 100	10,000,000	F. M. A. & N	Apr.'68 5
American Express..... 500	9,000,000	F. M. A. & N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	M. J. S. & D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533.150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407.018	465.102	383,396	400.550	461,879	483 177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	477,795	—	—	—	—
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299.063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,749	329,851	371,544	321,597	387,260	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408 999	426,762	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	570,386	488,155	—	—	—	—
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160.306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389.489	307,523	270,073	201.779	3,315,514
1866	241,395	183,385	257,230	209.092	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	568,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	278,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	—	—	—
Chicago and Northwestern:													
1863	—	—	—	—	—	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,686	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765 398	774,279	895,712	893,658	883,214	1,063 236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,486	1,265,831	1,528,483	1,574,906	—	—	—
Des Moines Valley:													
1866	40,129	29,102	37.501	39.600	40,458	39.630	41.212	43.580	65,035	80,588	73,140	50.296	590,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,013	77,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,489,481
1864	984,837	934,133	1,114,608	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334.217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,422,765	15,434,775
1866	...including Buffalo Division.. 1,185,746	987,936	1,070,917	1,163,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,924	1,444,745	1,498,716	1,421,891	1,041,646	14,139,284
1868	1,031,320	901,752	1,136,994	1,265,742	1,163,612	1,089,605	1,093 013	—	—	—	—	—	—
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,920	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	425,797	408,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	671,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,286	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588,219	504,036	6.546,741
1867	647,120	524,871	417,071	440,271	477,027	516.493	526,242	709,327	738,530	823,901	727,910	613.329	7,160,992
1868	572,364	531,224	462,517	538,077	579 560	621,685	576,458	764,138	873,500	—	—	—	—
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116.146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113.504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106.594	114.716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	—	—	—	—
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1864	256,600	304,445	328,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448.934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 721
1865	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384.401	429,177	498.655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,316	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	—	—	—
Michigan Central:													
1863	242,073	245,558	226,432	238,495	236,453	206,221	193,328	215,449	308,163	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405,510	276,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,078
1868	342,816	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,9 3	—	—	—	—
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	426,629	565,718	458,094	423,247	522,545	1,023,520	—	—	—	—
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,692,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,009,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450.076	1,227,113	1,187,506	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,123
1866	1,086,350	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	—	—	—	—
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247.262	305,454	278,701	310,762	302,426	281,613	3,380,533
1867	242,793	219,065	279,647	284,729	282,989	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	237,557	307,122	283,329	—	—	—
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,436	714,302	815.902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,035	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,251,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,801	996,841	1,252,356	833,742	887,793	874,974	436,990	10,637,124
1867	600,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	—	—
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,963	3,745,316
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,042	5,132,984
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,156	646.905	524,523	712,495	795,938	858,501	712,363	580,964	8,489 062
1866	559,982	480,956	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757.441	679,735	555.222	7,467,217
1867	542,416	525,497	627,960	580,657	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,125
1868	492,394	602,753	684,190	774,103	611,914	601,246	571,834	653,237	761,329	—	—	—	—
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,793	123,949	118,077	130,378	153,470	144,736	113,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,646	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,727	177,364	2,260,142
1867	149,658	149,342	174,153	168,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	130,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	—	—	—	—	—	—	—
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	104,563	111,339	1,439,799
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,670	[illegible]	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	[illegible]	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	[illegible]	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329.078	304,810	309,591	364,724	382,996	406,766	[illegible]	335,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	—	—	—	—
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75.677	92,715	61,770	37,890	689,383
1866	45.102	35,005	39,301	43,332	86,913	02,918	85,276	66,698	84,462	100,313	78,248	54,456	814,025
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 288	79,431	44 719	774 607
1868	46,415	40,703	39,198	49,231	70,163	77,839	59,762	84,607	97,589	—	—	—	—

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Oct. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	.....
Loan of March 31, 1848 ..... registered		6	" "	1868	.....
" " " ..... coupon		6	" "	1868	.....
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	.....
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	114½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " " ..... coupon		5	" "	1871	126
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	114
" " " ..... coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " " yearly		6	July.	1881	.....
Loan of July 17, 1861 ..... registered	264,246,300	6	Jan. & July.	1881	114
" " " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ..... registered	1,564,883,600	6	May & Nov.	1882	106
" " " (5-20s) ..... coupon		6	" "	1882	108½
Loan of March 3, 1864 (5-20s) ..... registered		6	May & Nov.	1884	106½
" " " (5-20s) ..... coupon		6	" "	1884	105
Loan of March 3, 1865 (5-20s) ..... registered		6	May & Nov.	1885	105⅝
" " " (5-20s) ..... coupon		6	" "	1885	105
" " 2d series (5-20s) ..... registered		6	Jan. & July.	1886	109½
" " " (5-20s) ..... coupon		6	" "	1886	108½
" " 3d series (5-20s) ..... registered		6	" "	1887	108
" " " (5-20s) ..... coupon		6	" "	1887	107½
Loan of March 3, 1864, (10-40s) ..... registered	194,566,400	5	Mar. & Sept.	1904	104⅝
" " " (10-40s) ..... coupon	39,734,000	5	" "	1904	103
Pacific R. R. Bonds ..... (currency)		6	Jan. & July.	'95-'97	97
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	.....
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	.....
Matured Debt not presented	12,184,244	---	presentation.	.....	.....
Gold Certificates of Deposit	20,236,400	---	presentation.	.....	.....
Compound Interest Notes 1864 '65	5,251,930	6	At maturity.	3 y'rs	.....
United States Notes (greenbacks)	356,021,073	---	.....	.....	.....
Three per cent. certificates	62,230,000	---	.....	.....	.....
Fractional currency	32,933,614	---	.....	.....	.....
Navy Pension Fund	13,000,000	3	.....	.....	.....
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) ... "	1,941,000	5	" "	1883	.....
" — " " (funded coup.) "	437,850	5	" "	1887	.....
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	.....
" — " " (") ... "	688,000	6	" "	1876	.....
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	.....
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	.....
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	132
" — " " 1860 ..... "	198,500	7	" "	1880	.....
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861 ... "	2,000,000	6	" "	'72-'82	.....
" — " " Nov., 1863 ... "	2,000,000	6	" "	1883	100½
" — " " May, 1864 ..... "	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free). "	2,000,000	6	" "	1885	.....
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	.....
" — " " ..... "		7	" "	var.	.....
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	.....
" — " " (Railroad) ..... "	1,589,000	6	" "	'68-'74	81½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	.....
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	.....
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " ..... registered	1,229,667	6	" "	1870	.....
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	.....
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	.....
" — " " ..... "	3,829,936	5	" "	1866	95
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	.....
" —War Loan Bonds ..... "	300,000	7	" "	1881	.....
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	.....
" —War Loan Bonds ..... "	500,000		" "	'76-'81	.....
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	.....
" — " " ..... "	415,000	6	May & Nov.	1870	.....
" — " " ..... "	253,000	5	April & Oct.	'67-'73	.....
" —Military Bonds ..... "	635,000	6	various.	'80-'95	.....
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	.....
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	.....
" — " " (Levees) ..... "	1,000,000	6	various.	1886	.....
" — " " (New) ..... "	892,800	6	"	'86-'87	.....
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	.....
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	.....
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	.....
" —War Loan of 1861	800,000	6	"	1871	100
" — " " 1863 ..... "	625,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	.....
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	.....
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	.....
" — " " (R.R. various) "	120,000	5	" "	1889	.....
" — " " (") currcy.	159,974	5	" "	'89-'90	.....
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	.....
" — " " (C. and O. Can.) "	3,259,616	5	" "	1840	.....
" — " " (Ches. & Ohio Can.).	2,000,000	6	" "	1870	.....
" — " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	96½
" — " " (Bounty)	801,000	6	"	abt.'74	96½
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	.....
" — " " (Balt. & Susq. R.R.).	429,588	6	"	1890	.....
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	.....
" — " "	21,000	5	" "	1870	.....
—General Statutes Loan	150,000	5	Jan. & July.	1870	.....
—Funding Loan	17,000	5	June & Dec.	1872	.....

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	.....
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1892	.....
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	.....
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	.....
" —Coast Defense Loan	888,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " sterling .	3,996,000	5	" "	1894	.....
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	.....
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	.....
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	.....
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	111½
" — " " (stg.)	554,180	5	" "	'88, '90	.....
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	.....
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	96
" — " " "	250,000	7	" "	1868	.....
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	.....
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	.....
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	.....
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	.....	'41-'71	.....
" — " " (Union Bank)	5,000,000	6	.....	Var.	.....
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	89½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	90
" —Pacific R.R.	7,000,000	6	" "	'81-'87	.....
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	.....
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	.....
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	.....
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	.....
" —Platte County R.R.	700,000	6	" "	1887	.....
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	104½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	.....
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	6	J. A. J. & O.	1870	108
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " ..... registered	27,726,560	7	" "	1877	108½
" —General Fund Bonds	1,189,780	7	" "	pleas.	.....
" — " " "	500,000	6	" "	1868	.....
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " "	6,000,000	6	" "	1873	101½
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	.....
" — " "	442,960	5	May & Nov.	1868	.....
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	.....
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	.....
" — " "	167,000	5	" "	1871	.....
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	386,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	.....
" — " "	650,000	6	April & Oct.	'90-'91	.....
" — " " (new)	3,500,000	6	Jan. & July.	1900	65
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1876	.....
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	93½
" — " " ..... registered	5,083,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	.....
" —State Bonds, 1st series	92,850	6	Jan. & July.	1877	.....
" — " " 2d series	99,480	5	" "	1882	.....
" — " " 3d series	120,983	5	" "	1892	.....
" — " " 1st series	4,907,150	6	" "	1877	104½
" — " " 2d series	7,909,520	6	" "	1882	106
" — " " 3d series	9,270,017	6	" "	1892	108½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	795,898	5	J. A. J. & O.	'68-'70	.....
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	.....
" — " " (new)	1,210,803	6	" "	1887	.....
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	.....
" — " "	1,706,000	6	" "	1868	.....
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	.....
" —endorsement	2,207,000	6	" "	Var.	.....
" —New Bonds	6,000,000	6	" "	1882	67½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	.....
" — " " (sterling new)	466,250	5	" "	long.	.....
" — " " ..... registered	108,000	5	" "	long.	.....
" — " " ..... "	21,769,398	6	" "	long.	.....
" — " " ..... coupon	10,900,000	6	" "	long.	.....
" — " (new) ..... registered	1,379,500	6	"	1876	59½
" — " " (") ..... coupon	489,300	6	"	1886	.....
" — " " (")	39,600	6	"	1890	.....
Wisconsin—State Bond	405 100		Jan & July	'77-'89	.....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95
Loan of 1850	602,000	6	" "	"	1880	95
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	65¾
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98¾
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1887	93
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,400,000	6*	Jan. & July.	New York.	1896	103
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,400,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	93
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	7½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	74½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	95
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	96¼
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	104½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						94½
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	88½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	87½
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (June. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	128,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	75½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,600	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	928,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,000	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	93½
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						....
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	90
Greenville and Columbia:						77½
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	
1st Mortgage	1,000,000	7	" "	New York.	18—	37
Hannibal and St. Joseph:						....
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	
State Loan of 1855	1,500,000	6	" "	" "	1885	90
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						....
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	90
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						....
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	"	"	1885	....
Houston and Texas Central:						....
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	"	"	1891	....
Hudson River:						....
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,936,000	7	" "	" "	1870	105½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	....
3d Mortgage	183,000	7	May & Nov.	" "	1875	104½
Huntington and Broad Top Mt.:						....
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						....
Construction	5,080,500	7	April & Oct.	New York.	1875	116½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						....
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						....
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						....
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						....
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						....
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	459,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	95¼
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'78–'75	....
1st Mortgage, Bardstown Branch	30,000	7	— & —	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	— & —	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1t mort. for $3,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	91
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	74½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,505,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	"	New York.	1869	114
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	115
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	90
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	300,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	102¾
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	97
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	90½
Minnesota Valley:						
1st Mortgage $8,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	65
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	97
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	89
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	88–'91	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wn.:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	6,189,954	6	May & Nov.	New York.	1883	94
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	102¼
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	125¾
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'76	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	" "	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	90½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	108½
2d Mortgage	274,500	7	— & —	"	18—	92
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	433,000	6	Jan. & July.	"	1873	92½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	....
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67–'69	96½
Company Bonds	223,000	5	Various.	"	'77–'84	86½
Company Bonds	2,467,000	6	"	"	'75–'76	96½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	96
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	— & —	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	— & —	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	98½
1st Mortgage (General)	5,000,000	6	" "	"	1881	86
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	416,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	155
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	84
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1'87	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	75
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consol. Mortgage for $3,500,000		7	Jan. & July.	Philadelphia.	1890	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	71½
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Salt Works Branch Bonds	9,500	6	" "	" "	1861	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000		7	— & —	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98⅞
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.		7	— & —		18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State		8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000		7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'90	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)		7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	64⅝
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93
Convertible Loan	1,201,850	6	" "	"	1877	75
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	90
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	71
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	60
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14⅜
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by, C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	96½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,600	915,000	418,711	—	25.0	.....	161,901	127,192	18,495	o'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* .... Alabama.	2,401,766	*	364,075	142,248	951,300	1,537,100	420,280	—	114.0	.....	.....	.....	238,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ... New York.	4,976,083	439,846	666,825	—	1,774,824	2,486,000	230,767	354,549	104.5	247,176	6,252,741	3,500,119	484,228	220,216	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,761	.....	.....	183,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)	.....	.....	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,053	1,282,200	47,000	6,613	31,470	86.7	.....	.....	.....	251,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,893	29,999,901	1,070,100	—	565.7	.....	.....	.....	5,190,205	825,470	—	50	....
Dec. 31, 1867	230.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,256	447,708	404,447	5,824,000	1,562,396	712,155	—	285.0	4,230,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶ .N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me., N.H.& Vt.	5,978,892	*	.....	.....	2,394,900	3,483,992	.....	.....	139.5	914,567	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesco and Mount Morris ..N. Y.	198,396	18,568	2,000	12,710	194,225	22,000	8,598	6,646	15.5	19,770	4,000,000	45,000	27,702	12,743	4	100	....
Sept. 30, 1865	379.6	....	....	—	245	130	32	3,549	Baltimore and Ohio ¶. .... Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,239,992	16,151,162	9,756,011	1,090,222	16,084,929	379.6	3,798,333	.....	.....	10,096,706	4,437,984	10	100	117
Sept. 30, 1865	30.0	....	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,015	.....	1,650,000	25,000	.....	683,015	30.0	584,848	.....	.....	946,287	550,992	10	100	125
Sept. 30, 1865	103.5	....	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	536,729	.....	.....	758,885	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.* ... Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	584,717	165,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,787	592,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,046	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)	.....	.....	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	382,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)	.....	.....	44,129	5,899	—	100	....
Sept. 30, 1867	15.0	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)	.....	.....	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	147
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,500	400,000	20,784	.....	28.9	93,988	1,095,880	861,054	99,971	18,755	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,340	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart, and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,600	8,693,350	1,623,057	.....	108.3	297,657	9,582,968	2,532,217	369,577	50,770	—	100	27
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	66
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine ..... Mass., N. H. & Me.	4,128,758	658,019	506,205	280,752	4,299,724	—	206,973	976,0.7	119.4	894,661	42,096,255	12,886,085	1,565,462	435,786	10	100	134
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	602,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,265	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,896,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)	.....	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	....	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	559,040	600,000	208,511	.....	43.2	20,736	.....	.....	49,150	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,169,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,552,230	576,881	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)	.....	.....	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie .. New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)	.....	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,904	92.4	.....	.....	.....	3,508,511	781,801	10	100	128
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	15
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co.. New Jersey.	694,487	*	.....	.....	721,450	519,000	44,437	.....	12.5	46,165	.....	.....	78,263	21,396	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	88,388	4,107,030	1,122,038	197,981	61,251	6½	100	67
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	237,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,200	595,009	19,827	52,526	8,503	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Milliville ..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)	.....	.....	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,798	*	29,000	.....	289,225	.....	.....	.....	22.7	58,844	.....	.....	100,005	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	2,634,000	*	.....	.....	2,350,566	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	11
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)	.....	.....	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)	.....	.....	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9,777,000	.....	.....	.....	5,442,000	3,500,000	.....	.....	—	(Leased to Chic. and N. W.)	.....	.....	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia ..... Georgia.	4,472,000	*	1,586,246	524,377	4,666,800	786,000	65,913	86,808	282.2	585,328	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,158,200	13,768,600	1,500,000	663,564	980,460	80.0	1,549,446	27,284,263	107,577,415	3,581,244	1,617,268	10	100	120
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	8,100,000	*	.....	.....	5,000,000	2,500,000	66,031	.....	137.0	(Leased to Balt. and Ohio.)	.....	.....	888,080	.....	—	100	55
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	43.5	10	9	4	—	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,595	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)	.....	.....	50,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,000	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	83.6	432,050	4,485,187	12,551,876	688,560	167,462	3	100	70
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,500	500,000	.....	.....	—	(Leased to Phila. and Read.)	.....	.....	.....	.....	—	50	3
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	.....	591,608	715,095	6,511,982	2,944,000	402,975	924,352	280.0	1,072,905	.....	.....	3,892,861	1,224,608	10	100	150
Apr 30, 1868	370.0	30.0	100.0	—	122	55	39	2,421	Chicago, Burlington and Quincy .. Illinois.	14,777,344	3,205,408	644,445	1,158,580	12,544,000	5,488,750	1,261,029	491,969	400.0	2,048,594	39,781,829	132,435,027	6,197,729	2,721,851	15	100	170
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)	.....	.....	.....	.....	10	80	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,260	10	100	82
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,999,928	2,999,420	13,999,500	8,272,000	757,016	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	102
Jun. 30, 1867		Lease	ces	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern ..... Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	128	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton .. Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	78	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin and Laf.	.....	.....	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee .... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction .. O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,127	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin and Laf.	.....	.....	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,293	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., Ind and Day)	.....	.....	183,395	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,054	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	582,057	85,114	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,291,025	1,087,176	...	100	77
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	—	(Leased to Atl. & Gt. W n			.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	50
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,502	69,978,055	2,140,151	724,514	—	50	41½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,516	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	97½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	80
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	72½
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont.New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	91
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5 073,551	629,165	169,164	8	100	131½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Opened Dec.	1867.	.....	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania.Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,628	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	65
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,390	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissoge....New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	100
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,161	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	.....	.....	.....	34,600	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,284,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	118
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Reading.)	.....	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,000	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶.Tenn. & G.	3,466,211	*	273,910	138,944	2 369,730	1,319,986	121,938	97,401	140.8	.....	.....	.....	568,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northe	rn Central	.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport...Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,020,000	.....	.....	—	(Leased	to Northe	rn Centra	l.)	165,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	38
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97 0	....	....	....	....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	101,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	.....	21,759	.....	150,000	260,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	135
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	30,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶...S. Carolina.	2,692,554	362,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	200.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,000,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	89½
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	55½
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,886	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,037	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	137½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,056,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central* .....Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	144
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,486	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	23½
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	—	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*...Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased to Chicag	o and Alt	on.)	.....	152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michig	an Centra	l.)	.....	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	8	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	.....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna....Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	—	.....	.....	.....	(Open. J an.1,'68)	.....	—	100	.....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,730,800	7,990.285	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	.....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459.652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372.063	10	50	54½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	.....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	—	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8,267	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	45,700	6	100	.....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704.058	—	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	.....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	.....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	—	—	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	45
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	—	—	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	.....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	.....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	—	23.250	474,307	211,122	2,116.000	573,445	95,278	94.0	244,034	7,078.999	3,181,380	493,219	157,247	9	100	.....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4.538	185.179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	.....
Jun. 30, 1867	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469,757	3,969,285	334.0	830,181	23,078,589	27,504,911	2,158,875	810,469	8	100	.....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	—	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	.....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	75,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	.....	21,780	6	100	.....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	—	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	.....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862.803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94.046	288	—	100	.....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64.346	1,500,000	—	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	—	.....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Reading	g.)	.....	—	50	.....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	.....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	134
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	.....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	.....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	.....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	.....	—	(Leased	to Louisv	ille and Na	shville.)	.....	—	100	.....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999.000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	100	.....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	116
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358.549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	81½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	—	.....	.....	102,365	—	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	.....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	—	.....	.....	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	.....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	86
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	—	—	(Leased	to Phila. a	nd Readin	g.)	—	8	50	58
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	.....
Aug. 31, 1867	236.0	—	....	—	36	19	—	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151.574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	.....
Dec. 31, 1867	63.5	—	....	164.5	8	5	—	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	—	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	329,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	.....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	.....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	33
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	—	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	.....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	.....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110.232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	.....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶.Tenn. & Ky.	4,600,755	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	230,947	879,802	2,987,871	283,454	81,345	—	100	.....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176.321	4,709,851	.....	473,635	194,176	10	100	.....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	.....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	.....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	.....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	.....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,157	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	134
Nov. 30, 1867	206.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430.000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	.....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	282,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	—	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	—	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	121½
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	—	.....	.....	193,360	—	29,224	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124
Mar. 31, 1868	¢2.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	142
Aug. 31, 1867	59.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,825	2½	100	85
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	.....	60,000	6	100	.....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,000	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,840	209,167	6s	100	.....

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.													(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.																			
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	377,296	53	50	35½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,067,414	1,648,090	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	49½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,840	625,318	219,285	8	100	117
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,462,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	92
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*		(Owned by	Provincial Government.)				145.0			(9 mos.)	155.098	22,699	—	—	—
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	140,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	69½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0				4,459,319	1,063,529	—	100	28½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,599,246	599,882	—	50	40½
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	596,077	*	4,848,320	2,870,000	128,000	255,781	141.0	820,661	32,496,484	5,372,737	1,381,065	473,987	6	100	97
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—	....	....	....	—	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	—	—	—	222,987	716,000	3,387	—	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	—	112,320	482,400	573,500	4,875	—	36.3	101,544	3,747,263	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	—	3,614,515	9,349,000	806,281	—	283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	350
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.															—	100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	284,500	85,000	—	—	—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	—	—	—	—	400,000	—	—	—	—						—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,908,070	16,340,156	4,256,856	6	50	54½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	—	3,200,000	597,500	385,750	—	62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,690	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	—	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	....	....	....	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	—	—	—	550,000	550,000	—	—	71.0						—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,706	36,000	1,323,200	69,526	172,453	—	92.3				220,252	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	—	—	218,000	800,000	62,500	—	102.1	85,460	—	—	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*	—	—	5,996,700	13,000,000	22,473	—	287.6	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	26
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	—	605,590	275,442	10	50	67
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,350,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	46
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	—	287,418	—	1,090,120	200,000	—	—	33.3	—	—	—	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	—	—	2,432,591	890,730	9	50	55½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	—	—	1,983,141	6,739,000	—	—	201.0	—	12,861,340	—	1,275,161	91,352	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connelisville ¶.....Penn.	2,452,905	*	—	—	1,776,129	1,500,000	—	—	71.1	339,804	—	—	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,486,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	109½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville..Penn. & W. V.	2,500,000	*	—	—	1,000,000	1,500,000	—	—	—	(Leased to Pbg., Col. and Cincinnati)					—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	—	—	—	—	—	—	—	—	23.0	—	—	—	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	—	—	—	—	—	—	109.0	307,443	6,630,284	—	579,475	132,093	—	100	....
May 31, 1867	57.3	—	—	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,039	1,500,000	—	358,581	317,370	51.3	227,394	—	—	529,325	230,825	6	100	103
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	—	—	—	170,000	200,000	—	—	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	....	437,917	150,000	....	....	14.5	42,600	....	....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	....	....	....	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	—	—	2,530,700	1,524,800	—	—	82.3	—	—	—	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	—	48.0	158,533	—	—	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	—	—	2,500,000	1,500,000	—	—	174.9	547,225	15,223,532	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	—	—	1,141,080	616,300	353,222	—	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	—	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.	—	—	—	—	650,000	400,000	—	—	—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	....	....	....	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	....	....	....	22.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	....	....	....	—	Rock Island and Peoria.....Illinois.	—	—	—	—	—	—	—	—	12.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	....	353,643	221.0	....	....	....	1,215,471	449,003	10	100	114
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	....	....	2,233,000	3,177,500	....	....	143.3	612,563	....	....	840,855	....	—	100	34
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	—	209.0	(Leased June 1'67, I. & St.L.)			2,218,462	608,112	—	100	41
Dec. 31, 1866	80.9	—	....	—	....	....	....	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	—	—	700,000	1,400,000	....	....	—	(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	—	*St. Louis and Iron Mountain* ¶...Missouri.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.	—	—	—	—	—	1,500,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	'50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*	—	—	—	2,020,000	—	—	80.0	—	—	—	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	—	—	180,550	100,000	—	—	—	(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	—	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	—	6,679	243,305	226,900	487	—	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	—	—	2,534,596	1,362,873	—	—	—	(Leased to Cin., Dayton and Eastern.)				125,000	—	50	....
Dec. 31, 1867	116.5	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,016	901,341	2,109,800	21,544	—	116.3	241,284	—	—	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	—	—	1,269,150	97,000	149,218	—	54.0	143,124	—	—	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	5.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,067	—	—	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.5	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	—	—	990,050	796,830	—	—	119.5	—	—	—	312,577	12,999	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	—	—	—	—	2,481,062	1,079,100	—	—	135.0	164,118	1,922,936	5,093,900	363,684	—	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	—	—	—	869,450	700,000	—	—	—	(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	—	—	250,000	—	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	20.0	—	—	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	—	—	—	100,000	37,800	—	—	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	—	—	636,200	55,000	—	—	50.0	165,280	—	—	204,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	....	....	....	....	*Sioux City and Pacific*.....Iowa.	—	—	—	—	—	—	—	—	71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	—	—	—	250,000	500,000	—	—	—	(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	—	—	—	—	—	—	South Branch.....New Jersey.	458,300	—	—	—	458,300	—	—	—	—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	100.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,439	243.0	609,871	—	—	1,316,066	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	—	—	1,159,695	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	54.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*	—	—	450,000	750,000	—	—	34.0	—	—	—	—	—	—	100	....
Sept. 30, 1867	123.0	6.0	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,305,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,320,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	45.3	3	2	1	75	Southern Minnesota .....Minnesota.	—	—	—	—	—	—	—	—	30.5	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.	.....								91.0	.....	.....	.....	.....	.....	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	228,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....								.....	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000								68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	196,000	150,000	.....	.....	—	(Leased to Cinc., Dayton and Eastern.)					—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	.....	.....	448,700	.....	.....	.....	—	(Leased to Housatonic.)			.....	31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	—	.....	.....	267,300	.....	.....	.....	13.2	(Leased to Nashua & Lowell.			17,700	14.118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....								.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	.....	.....	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,926	287,126	30.6	124,206	.....	.....	262,569	111,618	8	50	45½
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	55½
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	204,908	—	.....	.....	274,400	.....	.....	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	—	(Leased to Hudson River.)			.....	19,208	7	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	—	(Operated by Vt & Mass., & T. & B.)			32,000	—	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	—	(Owned by railroads centring in Troy.)			.....	.....	—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Pennsylvania.)			.....	.....	—	—	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	.....	.....	1,000,000	3,200,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	5,000,000	11,392,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	831,300	.....	.....	.....	—	.....	.....	.....	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	12.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased to Vermont Central.)			.....	.....	8	100	103¾
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	77.3	199,126	3,837,794	3,281,426	461,424	62,595	1½	100	64
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,907,693	882,533	392,872	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	(Leased to Rutland.)									
Dec. 31, 1867	183	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	—	(In hands of receiver.)	.....	.....	.....	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	—	.....	.....	.....	.....	.....	.....	10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	23.0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,240,296	10	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	(Leased to Pennsylvania.)									
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	—	(Under construction.)	.....	200,000	.....	.....	.....	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	.....	.....	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford..N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	—	(Leased to Boston, Concord and Montreal.)					—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	134.0	.....	.....	.....	224,357	27,441	6	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶....N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	171.0	.....	.....	.....	463,280	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	203,333	.....	.....	—	(Leased to Balt. and Ohio.)				27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	293,230	—	.....	.....	317,050	52,000	24,180	.....	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
																		—	(Leased to Northern Central.)						50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal..Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	129
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5	.....	.....	.....	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,304,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,900	1,463,943	108.0	.....	.....	.....	.....	247,603	8	50	28½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	1,099,013	.....	6	50	10
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	169,506	.....	45.0	.....	.....	.....	155,872	42,170	—	50	15
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	33,921	4	50	30

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 4-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Funded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,366	6.6	....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,440	9.5	....	8½
30 Nov.'67	28.81	—	—	—	—	Cambridge	877,891	727,860	150,000	94	—	—	9.0	....	98
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	60,000	55,830	—	1,686	27,268	5,586	—	....	....
30 Nov.'67	12.60	—	196	32	—	Lynn and Boston	280,426	200,000	50,000	48,974	154,987	loss.	—	....	10
0 Nov.'67	3.00	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,609	21,000	8,000	—	22,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	106	—	Metropolitan (Boston)	1,520,225	1,250,000	—	183,193	226,709	129,685	10	....	64
30 Nov.'67	7.21	—	264	42	—	Middlesex (Boston)	499,685	400,000	41,880	73,694	188,085	10,687	—	....	67
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,515	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	308	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	63,424	57,592	28,228	loss.	—	....	....
30 Nov.'67	7.11	—	50	17	—	Salem and South Danvers	195,317	150,000	22,400	6,268	35,837	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75 000	—	—	4,560	4,560	6	....	22½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,500	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	0.84	—	—	—	—	Suburban	45,000	5,000	(Inc. in Mal. & Melrose.)					....	....
30 Nov.'67	—	—	440	62	—	Union (Transportation)	3 8,870	230,000	24,000	117,812	268,351	13 015	6	....	85
30 Nov.'67	2.70	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,309	3,867	4	....	....
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,500	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	2.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	....	71,861	15,873	—	100	....
30 Sep.'67	22.00	....	....	58	—	Bleeker St. & Fulton Ferry	1,746,441	900.000	894,000	44,749	208,418	56,543	—	100	....
30 Sep.'67	10.75	—	....	....	87	Broadway (Brooklyn)	265,561	200,000	25,000	10,015	107,736	28,744	8	100	....
30 Sep.'67	15.0	—	....	103	—	Broadway & 7th Ave., N. Y.	503,318	2,100.000	1500000	—	687,433	252,214	3½	100	....
30 Sep.'67	8.00	—	....	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,258	3,994	—	100	....
30 Sep.'67	70.00	—	....	207	—	Brooklyn City	1,800,813	1,500,000	300,000	....	1,131129	195,907	12	100	....
30 Sep.'67	11.00	—	....	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	2,587	129,267	14,852	—	100	....
30 Sep.'67	4.12	—	....	14	—	Brooklyn City & Rock. Beh	125,680	107,700	45,000	....	15,085	6,352	—	100	....
30 Sep.'67	21.0	—	....	57	22	Brooklyn Central & Jamaica	995,782	488,160	498,810	47,333	192,290	9,470	—	100	....
30 Sep.'67	3.00	—	....	....	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	....
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,635	4,786	8	100	....
30 Sep.'67	24.00	—	....	121	14	Central Park, N & E. Riv. (N.Y.)	1,629,963	1,051,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep.'67	4.62	—	....	....	—	Coney Island & Brooklyn	644,672	500.000	141,000	47 727	118,307	220	—	100	....
30 Sep.'67	24.09	—	....	203	—	D. Dock, E. B'dw. & Battery	678.114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep.'67	13.00	—	....	122	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	192,574	139 035	12	100	....
30 Sep.'67	10.24	—	....	4	—	42d st, & Grand st. Ferry	1,041,204	748,000	260,000	—	300,569	94,714	5	100	....
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5.000	74,420	18,793	6¼	100	....
30 Sep.'67	3.00	—	—	—	—	Genesee & Water s'. (Syr.)	42 197	42,500	—	—	8,765	419	—	100	....
30 Sep.'67	5.36	—	—	—	—	Greenpoint & Williamsb'g	144 000	44 300	100,000	3,900	—	—	—	100	....
30 Sep.'67	10.00	—	....	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	63,603	4,578	—	100	....
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,519	75,000	—	—	27,600	1 520	—	100	....
30 Sep.'67	7.00	—	....	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	21,961	4,000	—	100	....
30 Sep.'67	12.20	—	....	38	—	Ninth Avenue	466,265	297,320	167,000	—	92,671	16,881	—	100	....
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,983	80,950	40,000	1,247	66,870	3,345	—	100	....
30 Sep.'67	10.00	—	....	41	—	Rochester City & Brighton	286,661	133,400	160,000	13,000	45,259	150	—	100	....
30 Sep.'67	16.00	—	....	....	—	Second Avenue (N. Y.)	1,146,512	800.000	760,000	137,699	458,945	9,470	—	100	45½
30 Sep.'67	8.37	—	....	81	—	Sixth Avenue (N. Y.)	2,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	29,000	—	—	—	—	100	....
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	12,075	5 046	20	100	....
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondaga	31,000	31,000	—	—	6.598	1,176	5	100	....
30 Sep.'67	18.00	—	....	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50 000	1,183945	222,222	12	100	130
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,962	44,150	19,000	11 238	12 446	2,140	—	100	....
30 Sep.'67	15.50	—	....	....	—	Utica and Waterville	301,268	121,174	196,500	1,200	75,178	14,707	—	100	....
30 Sep.'67	2.25	—	....	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,264	—	100	....
30 Sep.'67	15.52	—	....	....	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec.'64	5.32	—	....	7	—	Hoboken and Hudson City	32,000	30,000	—	2.000	....	....	—	....	....
31 Dec.'62	5.05	2.50	....	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec.'62	5.80	—	....	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	220,480	166,000	56,300	7,709	144.008	59,180	24	50	....
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	....
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	128,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	55
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	264,514	63,582	26½	50	25
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	11 .204	15,978	12½	50	24
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	3½
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90 000	60,200	7,960	66 529	13,044	—	25	14
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,262	—	100	....
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50	48
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	38,871	9,452	12½	50	12
31 Oct.'67	5.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	240,307	—	—	93,888	23,343	3	50	24½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,515	110.000	35,600	24,916	138,501	22,495	10	50	....
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	....
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,742	6,725	2	50	....
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	457,930	339,007	114,200	68,088	408 156	105,448	18½	50	50
31 Oct.'67	5.62	—	100	13	4	17th & 18th st. (Phila.)	114,568	130,000	—	—	69,627	11.284	4½	50	13
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	73
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer tain		—	—	208,884	84 648	—	50	15½
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	45
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	65
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,422	—	50	....
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	760,000	670,000	....	31,549	232,059	21,058	—	18	....
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	....	....	....	....	—	....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	....	....	....	....	—	....	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc)	60,587	50,000	....	....	....	....	—	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1882	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	93,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Canal:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	....	....
Forty-second street:					
1st Mortgage	127,500	7	J. & J.	1873	....
Real Estate	15,500	7	J. & J.	....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia					
1st Mortgage	50,000	7	....	....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Grand st. & Coates St.:					
1st Mortgage	130,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	....	....
Hestonville Mantua & Fair mount:					
1st Mortgage	183,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	....	....	....
Middlesex:					
1st Mortgage	38,000	..	....	....	....
Malden & Melrose bonds	46,971	..	....	....	....
Real Estate	6,000	..	....	....	....
Ninth Avenue:					
1st Mortgage	112,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	....	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1851	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1879	....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100 000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	101
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	430,000	..	....	....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville:					
1st Mortgage	100,000	7	....	....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1879	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	21
Catawissa,* pref. and guar.	2,200,000	7	7	31½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	68
Chicago and Alton, pref.	2,425,400	7	10	156
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	84½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	95
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	40
Erie, preferred	8,536,910	7	7	64
Hannibal and St. Joseph, pref.	5,253,836	...	...	89
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23½
" " 2d pref.	4,051,744	6	...	10
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	87½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	101½
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	75¾
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	71½
Schuylkill Navigation, pref.	2,888,997	6	6	20½
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	35
Mariposa Mining, pref.	5,774,400	7	7	22

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	.42 — @ 44 40
Pig, American, No. 1 (good to best)	.41 — @ 43 —
Pig, American, No. 2	.37 — @ 39 —
Pig, American, Forge	.34 — @ 38 —
Bar, Refined, English and American	.90 — @ 92 50
Bar, Swedes, assorted sizes (gold)	.87 50 @ 90 —
	Store Prices.
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	— — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	.130 — @175 —
Ovals and Half-round	.125 — @155 —
Band	.130 — @ — —
Horse Shoe	.130 — @ — —
Rods, ⅜@3-16 inch	.105 — @165 —
Hoop	.135 — @190 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia, assorted No.'s (gold)	— 12½@ — 13½
Sheet, Single D. and T. Common	— 5½@ — 7½
Rails, English (gold) per ton.	51 — @ 52 —
Rails, American	79 — @ 81 —
Anvils, Eagle per lb.	— — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality) per lb.	— 18 @ — 23
English Spring (2d and 1st quality)	— 10 @ — 12½
English Blister (2d and 1st quality)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Nails	— — @ — 42
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 22½@ — 23

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold) per lb.	— — @ — 27½
Straits (gold)	— 25½@ — 25½
English (gold)	— 25½@ — 25½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 25 @ 8 50	11 25 @ 11 75
I. C. Coke	7 — @ 7 62½	9 50 @ 10 75
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 16½@ — 17
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 21½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 28 @ — —
Refined, Standard White (in ship'g order)	— — @ — 29½
Refined, prime White (in shipping order)	— — @ — —
Refined, S. W. (in merchantable order)	— — @ — 30
Naptha, Refined, (60 @ 63 gravity)	— 14 @ — —
Residuum per bbl.	3 50 @ 3 75

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 2 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @ 20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @ 23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	27½	....	....	....	....	....
California 7s (gold)	....	....	132	....	....	....
Canton Co.	49	49½	....	....	....	47
Central of N. Jersey	120	....	121	120½	121	121
Chicago & Alton	151½	....	....	150	151	150
" pref.	....	....	....	....	....	....
" 1 M.	....	....	101	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	170	....	....	170	....	....
" 8s, 1883	....	112½	....	112	112	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	74½	....
Chic. & Northwestern	91	91½	92	90½	90½	89½
" pref.	91½	91½	92½	90½	91½	89
" 1st M.	....	....	91	91	91	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	98½	....
Chic., Rock Isl. & Pac.	105¾	105¾	106½	104½	105½	103
Chicago & R. I. 7s, 1870	....	....	....	104½	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	95	....	....
Clev., C., C. and Ind.	75½	....	77	....	....	....
Clev. and Pittsburg	87½	87½	88½	86½	87½	85½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	77	....	77	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	102½	102¾	103	102	102½	101½
" S. F. 7s	....	....	....	....	....	....
Col., C. & Ind. C	....	....	....	....	....	....
" 1 M.	....	....	75½	75½	....	....
Cumberland Coal pref.	34½	....	35	....	35½	35
Del. & Hudson Canal	....	129½	....	130	129½	129½
Del., Lack. & Western	....	....	....	130	....	130
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	40	40½	41¼	40¾	41	39¾
" pref.	65	65	....	65	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	90½	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	81	....	....	....	77½x	....
Hudson River	137½	137¼	137	138	136	
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	145	....	144	....	....	....
" bonds	116½	....	....	116¼	116¼	
Lake Shore (C., P. & A.)	100¾	....	99¾	....	....	....
Marietta & Cin. 1st pref.	23½	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	119	....	....	....	116
" S. F. 8s, 1882	115	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	85½	86¼	86¾	85	85¾	84
" 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	105	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	101	100	102½	97½	....	91
" pref.	100	100¾	102¾	97¼	98¾	91
" 1st mort.	....	....	....	....	94	94
" 2d mort.	....	....	....	....	....	....
" 8s	103	....	....	....	....	102¾
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	89¼	90	90	90	90	89½
" H. & St. J. iss.	92	92	....	....	....	90
Morris and Essex	....	....	....	....	....	....
" 1st mort.	100¼	....	....	....	....	x97
" 2d mort.	89	89	....	....	....	89
N. Jersey R.R. & T. Co	....	....	....	....	....	....
New York Central	124⅞	126	126¾	125¼	126	124¼
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	125¾	....	....	....	....
" 6s, S.F. 1883	....	....	94x	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	103	....	....	....	....	....
N. Y. and N. Haven	....	....	....	....	....	....
N. Carolina 6s	67	67¾	67¼	67¼	67¼	67
" new	66¼	66¼	67¼	67¼	67¼	67
Ohio and Miss.	30¾	31¼	31⅜	30¾	....	29¼
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	125	126¾	126¾	123¼	122¼	119
Panama	....	....	330	....	....	....
Phila. and Reading	98¼	98¾	99¾	98¼	98¼	95⅞
Pitts., Ft. W. & Chicago	113	113	114¼	113¾	113	110
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	23½	24	....	....	22½
St. L., Alton & T. H.	....	40	....	....	41	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	84	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	70¼	70½	71¼	71¼	70	69¼
" new	70¼	70¾	71½	70½	69¾	69½
Tol., Wab. & Western	....	62¾	64	62	....	59½
" pref.	73¼x	....	74	....	75¾	....
" 1 M. ex	....	....	....	92	91½	....
" 2 M.	....	85½	....	82x	....	....
" Equipment	....	....	....	....	75x	....
Virginia 6s, ex-coupon	....	56½	56¼	....	56¼	....
" new	....	....	60	59	....	58

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	106⅜	106⅜	106⅛	106	106⅜	....
U. S. 5s, 10-40s, reg.	104¼	....	....	....	....	104⅝
U. S. 6s, 1881, reg.	113⅜	114	114	....	....	....
U. S. 6s, 1881, coup.	115	115	115¼	115⅛	115⅛	115
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	106⅛	107	....	....	....	106
U. S. 6s, 5-20s, c. 1862.	113⅛	113⅝	109¾x	109⅛	108⅞	....
U. S. 6s, 5-20s, reg. '64.	106⅛	106⅞	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	111¼	111⅛	....	108x	107⅜	106⅛
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	111	112¼	107⅜x	107⅛	106⅝	....
U. S. 6s, 5-20s, r. n. '65.	....	....	....	109¾	....	....
U. S. 6s, 5-20s, c. n. '65.	110⅜	110⅜	111	110¼	110¼	110
U. S. 6s, 5-20s, reg. '67.	....	....	111	....	....	110
U. S. 6s, 5-20s, c. 1867.	110⅛	110⅛	111⅛	110⅜	111	110
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	111	111⅞	111	110⅞	110⅛	....
U. S. 6s, Pac.R.R.issue	99⅜	99⅜	....	99½	99	99

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Catawissa	....	....	11	....	....	....
.. preferred ..	33	33	33	33½	....	....
Camden and Amboy	128½	128¾	....	128¾	128¾	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	88½	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	97	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	28⅝	28½	28½	29⅛	....	28½
.. 6s, 1884	....	84¾	84⅝	....	....	....
.. Gold L.	93¾	93⅜	93½	93½	....	93
.. R. R. L.	....	....	80½	....	....	....
Lehigh Valley R. R.	55¾	55½	55⅝	55⅝	55	....
.. 6s new	....	....	....	95¾	....	....
Little Schuylkill R.R.	46	....	....	45	45	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	57¾	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	90½	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	108	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	56	56½	56⅛	56½	56⅛	54
.. 1st M.	....	....	....	....	....	....
.. 2d M.	....	....	....	....	....	96
Penn. State, 6s, 1st series.	104¾	....	....	....	104½	....
.. 6s, 2d series.	....	....	....	....	....	....
.. 6s, 3d series.	108¼	....	....	....	108¼	....
.. 6s, W. L.	....	103	....	....	102½	....
Philadelphia City, 6s.	101⅛	101½	101½	....	101½	....
.. new	103	102⅝	102⅝	102⅝	102¾	103¾
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	48⅜	49½	49⅛	49½	49⅛	49¼
.. 7s, 1893	....	103	103	....	103¼	....
Philadelphia and Erie	26	....	....	26	....	....
.. 6s	....	86	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	21⅜	....	21½	....	....	....
.. 6s, 1882	....	....	....	71	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	90	90	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	11⅛
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	50½	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	15½	....	15½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Baltimore City 6s, 1875.	95	94¾	....	....	94¾	94
.. 1886	....	....	....	....	....	....
.. 1890	95¾	95¾	95¼	95⅜	95	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	117x	117	....	....	....
.. bonds, 1875.	....	....	....	....	95	....
.. .. 1880.	....	....	....	....	95	....
.. .. 1885. 94	....	....	....	94½	....	....
Marietta & Cin. 1st M.	....	....	....	....	91	....
.. 2d M.	77⅛	77⅜	....	....	....	....
Northern Central	49	....	....	....	49½	....
.. bonds, 1885.	85¼	....	....	....	....	....
.. .. 1900.	....	....	85½	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	18	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
Boston and Albany	148	....	147	....	147¾	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	134	....	....	....	....	134⅜
Boston and Providence	....	....	134½	....	....	134⅜
Boston, Hartford & Erie	27½	27⅜	28⅛	28	27½	27⅝
.. 7s, new	....	....	65¾	....	....	....
Cheshire, pref.	68	....	....	....	....	....
Concord	....	....	....	....	72½	....
Connecticut River	....	....	....	....	....	....
Eastern	....	118	118½	....	118	....
Fitchburg	135	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	134
Michigan Central	116½	....	117	....	118½	119
Northern, N. H.	....	117	....	....	....	....
Ogdens. & Lake Champ.	70	69⅜	....	....	....	69⅛
.. pref.	102⅞	101¾	101⅝	....	....	....
Old Colony & Newport.	98	97	97	97½	....	97
Phs, Wil. & Baltimore	56	56	....	55¾	....	55⅝
Portl'd, Saco & Ports.	103	103	....	....	....	....
Vermont & Canada	....	....	....	....	....	103¾
Vermont & Mass.	....	64	....	....	....	....
Vt.C. & Vt. & C. Eq. 8s	....	103	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	64¾	....	....	....	64
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	14	....	....	....	13	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	7¼	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....
Rockland ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Oct. 23.	Oct. 16.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	39 — 40	39½ — 40½
Detroit and Milwaukee 1st mort. 7s.	60 — 62	59 — 61
Do. 2d mort. 8 p. c.	62 — 65	62 — 65
Erie shares 100 dol. all paid	31½ — 31⅞	32 — 33
Do. sterlg. 6 p. c. convertible bonds	70 — 72	70 — 72
Do. 3d mort. 7 p. c. 1883	60 — 65	58 — 60
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —100	98 —100
Do. 7 per cent., 1875	78 — 80	76 — 78½
Do. 100 dol. shares, all paid	96¾— 97¼	95¾— 96½
Marietta and Cin. R. R. bonds 7 p. c.	72 — 74	72 — 74
Panama General mort. 7s, 1897	108 —110	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	94 — 98
Philadelphia and Erie 1st mort. 1881.	89 — 91	88 — 90
Do. with option to be paid in Phila.	89 — 91	88 — 90

American Railroad Journal.

Saturday, November 7, 1868.

Stock Exchange and Money Market.

The money pressure has been very severe all through the week. The city banks have been losing strength, partly through remittances in response to calls from the South and Southwest for currency. In their last weekly exhibit, they reported a falling off of over five millions in their legal tender reserve, and of over four millions in their deposit line. They were compelled to cut down their loans fully 1¼ millions, though they were enabled to return an increase of over a million in their specie; the latter resulting mainly from the coin interest disbursements of the Sub-Treasury. Though the banks have been exchanged their three per cent. certificates at the Sub-Treasury for legal tender notes, and though they have resolved to make use of their reserve of these certificates for Clearing House purposes, with a view to gaining power to afford some relief to the loan and discount market, they have not been in a position to make anything like free advances, even to their regular customers, either from the street or in the discount line. The banks now hold but 51½ millions of greenbacks, as against a trifle over 74 millions, week ending Aug. 8, showing a decrease in about three months of 22½ millions. This time a year ago, their legal tender reserve was nearly 57½ millions, or some six millions more than at the present time. Their deposit are now down to about 182 millions, against 231¾ millions on the 8th of last August, shewing a falling off of 49¾ millions, or little short of four millions a week. They now hold but 10⅝ millions of specie; on the 8th of August, they controlled 24¾ millions of specie. Their loan averages, on the other hand, are about 262⅜ millions, or only about 17 millions short of the aggregate thirteen weeks ago. The U. S. Sub-Treasury has reduced its cash reserves from 94½ millions on the 1st of October, to 83¼ millions on the morning of the 4th inst. The supply of money available through private channels has likewise been recently diminished materially. Call loans were quoted very stringent, closing at full 7 per cent. and a fractional commission, even on Government collaterals, and ⅛@¼ per cent. a day on the general run of Stock and Gold Board applications. In the discount line, there has been scarcely any business transacted. The best grades of business paper has been quoted at from 8@10 per cent. per annum. The Broadway Bank, as the depository of city monies, called in its loans on Saturday, preparatory to disbursing some three millions on city account, on interest and other obligations due on or about Nov. 1. Preparations for the payment of November interest and dividends have had not a little to do with the making of an unusually close market for money. These disbursements must be all completed in a short time, and in the ordinary course of things, should tend to restore the market to an easy working condition.

The specie reserve of the city banks is now $10,620,526, against $8,974,535 same time last year. The city bank deposits are now $181,948,547, against $178,209,724 week ending Oct. 26, 1867. The legal tender reserve amounts to $51,590,948, against $57,396,967 same time last year. The circulation now stands at $34,253,210, against $34,037,076 same time last year. The loans are now $262,365,869, against $247,227,488 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $134,908,757 a day, against a daily average of $141,262,407 the preceding week, and $105,919,400 the week ending with Oct. 15, 1868. The current week's exchanges average about $143,101,530 a day. The city banks, last week, gained $1,066,943 of specie, while they lost $4,104,300 of deposits, and $5,120,486 of legal tender notes. They reduced their loans, $1,213,264; and increased their circulation, $59,272.

The U. S. Sub-Treasury receipts, week ending with Oct. 31, were $13,613,777, including $1,995,996 from customs duties; payments $17,484,109, including $5,258,000 of coin interest; balance at the close of the week, $91,484,109, against $95,869,947, at the close of the preceding week, showing a decrease of $3,870,382. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,061,311 including $218,772 from customs; and payments, $9,306,172, including $2,870,000 of coin interest; on Tuesday, receipts $1,472,712 including $302,453 from customs, and payments, $3,011,154, including $1,150,000 of coin interest. The balance at the close of business on Tuesday stood

at $83,216,312, against $93,703,339, a week previous; and $95,848,230, on Oct. 14, 1868. The aggregate receipts of the office from all sources in October, were $56,749,293; aggregate payments, $59,249,680. The balance on the 1st of November was $91,999,615, or about 2½ millions more than on the 1st of October, which amounted to $94,499,990.

The New York Gold Exchange Bank reports for the week ending Saturday, the 31st day of October, 1868, the average amount of loans and discounts as $1,870,759; average amount of specie, $498,077; average amount of deposits, $1,605,206.

The outstanding amount of coin certificates on the 1st of Oct., was $20,236,400, against $25,161,620 on the 1st of Sept., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,809,000, and retired $1,900,996 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during October, reached $5,208,560.

National Bank notes to the amount of $53,490 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $310,367,276, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $10,478,601, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,888,675. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,205,700; and for the public deposits, $38,112,258—making a total of $380,317,958. The Treasury Department last week redeemed and destroyed $365,500 of worn and mutilated fractional currency, and issued $544,673 of new. The outstanding amount of fractional currency on the 1st of October, was $32,933,614.

Government revenues have been on a reduced scale since our last. The excises, last week, yielded about 3½ millions; customs at the port of New York, $1,995,996, and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to abou. $7,072,100 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $81,000,000.

Gold has declined from 134⅝ as the highest rate to 132⅞ as the lowest price of the week, on a more liberal offering and a less active call. The latest quotation on, Wednesday was 133⅛@133¼. The exports last week, were a little over a million thus far, this week, they have been less than half a million. Government has disbursed, through the local office, between nine and ten millions, on account of the November coin interest on the funded debt of the nation. Its aggregate disbursements, in the coin-interest form a part from the November claims, in October, were only $341,449.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,432,858, against $2,632,511 same time last year. The customs demand for Gold last week, averaged $332,666 a day; thus far, this week, it has been equal to $275,612 a day, or equal to a weekly aggregate of $1,653,672. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $239,903 and from California, $229,204. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $102,287,433, against $104,679,446 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $32,571,792, against $24,969,433 in 1867, showing an increase thus far in 1868, of $7,602,359. The exports of specie, from this port, last week, were $1,072,472, against $519,064 same week last year; total, since Jan. 1, 1868, $67,942,601, against $43,837,332 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $5,258,000; since Jan. 1, 1868, $69,069,547, against $51,816,681.

Government received $10,448,223 from customs at this port, in October, against $9,082,986 in October of last year.

Foreign Exchange has been quoted a trifle higher, on a moderate offering of bills. The demand, however, has been light as a rule. Bankers' prime sixty day bills on London closed on Wednesday at 109¾@110, and on Paris to 5.18¾c. @5.13¾; sight bills on London to 110⅛@110⅜, and on Paris to 5.12½c.@5.11¼. The offering of produce bills has been up to a fair average this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,121,997, against $4,597,023, same week last year; total, since Jan. 1, 1868, $138,621,082, against $156,808,171 in 1867.

Government securities have fluctuated more than usual, under the conditions and influences of the Money Market. Business in them has been on a restricted scale, and the closing dealings on Wednesday were at about the lowest figures of the week, the market having been decidedly heavy and irregular, the Money pinch operating very sharply against ruling values.

U. S. sixes of 1881 closed here on Wednesday at 115¼@115½; U. S. Five-twenties of 1862, (ex Nov. coupons) 108¾@108⅛; U. S. Five twenties of 1864 at 107⅜@107⅝; U. S. Five-twenties of 1865 at 107⅝@107¼; U.S. Five-twenties of 1865, consolidated, 110@110¼; U. S. Five-twenties of 1867, 109⅞@110; U. S. Five-twenties of 1868. 110¼@110½; U. S. Ten-forties at 105¾@106; U. S. Six per cent. currency bonds, 98@98½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 21.	Oct. 28.	Nov. 4.
Consols	94¾	94¾	94⅜
U.S. 5-20's of 1862	72⅞	73⅜	74⅞
Erie	31¼	28½	28
Ill. Central	96½	97¼	97¼

Despite the extraordinary stringency in Money, and the efforts of the *bear* operators to depress values, the railway and miscellaneous stock market has held its own remarkably well, on quite a brisk business, closing with considerable firmness on Wednesday.

There has been a lighter movement in domestic produce since our last, and there have been wider fluctuations in prices, the tendency at the close having been mainly in favor of purchasers. Middling upland cotton closed heavily on Wednesday at 25¼@25½ cents per lb. The stock of cotton now here is estimated at about 22,000 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 305,000 bales, against 176,000 bales same time last year; exports, same time 102,000 bales, against 51,000 bales same time last year; stock on hand at latest dates, 139,000 bales, against 118,500 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,871 pkgs., against 10,128 pkgs., same time last year. At the Live Stock market, this week, Beeves have been moderately dealt in at from 8@16c. per lb.; week's receipts, 6,064. Veal calves have been slow of sale generally at from 6@13c. per lb.; receipts, 1,574. Sheep and lambs in restricted demand, at 3½@6¼c., and 4½@6½c. respectively; per lb., receipts, 38,404. Swine dull and lower, closing 7⅛@8c. per lb., all live weight; receipts, 35,084.

The dealings in foreign merchandise have been on a moderate scale at irregular prices. The total imports of foreign dry goods, last week, were $1,073,811, and the total amount marketed $1,003,194. The value of foreign merchandise imported last week, was $2,537,852—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,611,663, against $3,497,014 same week last year; from Jan. 1, 1868, $217,729,178, against $222,086,333 same time in 1867. Freight have been moderately active, at somewhat irregular figures. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer, per bbl.; grain at 7@7¼d. by sail, and 7½d. by steamer, per bushel; cotton at ¼@$\frac{5}{16}$d. by sail, and ⅜@½d. by steamer, per lb.; and heavy goods 20s.@30s. by sail, and 25s.@40s. steamer, per ton. Total number of vessels in port on Wednesday, 576.

The New York exports, exclusive of specie, for the week ending Nov. 3, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,597,023	$3,121,997
Prev. reported	152,211,148	135,499,085
Since January 1	$156,808,171	$138,621,082

The imports for the week ending October 31, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,013,957	$1,073,811
Gen. merchandise	2,483,057	2,537,852
Total for the week	$3,497,014	$3,611,663
Previously reported	206,227,144	208,055,771
Since January 1	$209,724,158	$211,666,434

The balance in the Sub-Treasury on Wednesday was $82,832,211 34.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—American Dock and Imp. Co., 7s, 96½; Toledo, Peoria and Warsaw 1st mort., (W. D.) 85; Dubuque and Sioux City, 1st mort., 91; Pacific 7s, guar. by Mo., 96; Galena and Chicago 1st mort., 101; Stonington R. R., 85; Joliet and Chicago R. R., 95; Hannibal and St. Joseph, pref., 89; New York 6s, 1874, 101⅜; Brooklyn 6s, W.

L., 96; Georgia 7s, 92; Boston Water Power Co., 15½; Brunswick City Land, 12; Pennsylvania Coal, 220; Adams' Express Co., 47¼; Am. Exp., 43½; U. S. Exp., 46; Merchants' Union Exp., 20; Wells-Fargo Exp., 29; Mariposa pref., 22½; do., Tr. 10s, ctfs., 65; Western Union Telegraph, 35; Central National Bank, 110; Bank of America, 144; Fourth National Bank, 106; Corn Exchange Bank, 135; Bank of Commerce, 125; Buchanan Farm oil, 0.48; Consolidated Gregory, 4.95; Grass Valley, 0.41; La Crosse Gold, 0.19; Montana Gold, 0.50; New York Gold, 1.00; National, oil, 3.50; Quartz Hill Gold, 1.00; Rocky Mt. Gold, 0.15; Smith and Parmalee, Gold, 5.70; United States Oil, 2.10; Wallkill Lead, 0.11.

Philadelphia.—Phila. and Reading 6s, 1843-'80, 93; Oil Creek and Allegheny 7s, 80; Belvidere Delaware 3d mort., 80; Lehigh Coal and Nav. Conv. loan, 75; West Jersey R. R. 6s, 93¼; Elmira and Williamsport 5s, 60; Lehigh Valley pref., 70; Tenth and Eleventh streets R. R., 73; Keystone Zinc, 1⅜; Feeder Dam Oil, ⅝; Big Mt. Coal, 6⅜; N. Y. and Middle Coal Fields, 5½; New Creek Coal, ⅜; Clinton Coal, ⅞; Green Mt. Coal, 7½; Fulton Coal, 6⅝; Coal Ridge, 7. The latest quotations are: City 6s, 101@101½; do., free of tax, 102⅝@102¾; State 5s, reg., 100@100¼; do., coupon, 95@98; do., 6s, W. L., 102@103; do., 1st series, 104¼@104½; do., 2d series, 105@106; do., 3d series, 108½@109; Reading, 47⅞@48; do., 7s, 1893, 103@104; do., 6s, 1880, 93@93¼; Camden and Amboy, 128½@129; do., mort. 6s, 1889, 93¾@94; do., 1883, 88@89; Penn. R. R., 54@54¼; do., 1st mort., 101¼@101; do., 2d mort., 96@96¼; Little Schuylkill R. R., 44¼@44½; Morris Canal, 30@34; do., pref., 72@72½; do., bonds, 83@87; Wyoming Valley Canal, 32@34; do., 6s, —@80; Susquehanna Canal, 14½@15; do., 6s, 59@60; Sch. Nav., 10½@12; do., pref., 20½@21½; do., 6s, 1882, 71@71½; Delaware Div. Canal, 45@50; do., bonds, 80@81; Elmira and Williamsport, 30@31; do., pref., 40@45; do., 7s, 1873, 94@94½; do., 5s, 60@62; Lehigh Coal and Navigation, 27⅜@28½; do., 6s, 1884, 84½@85½; do., R. R., Loan, 85@86; do., Gold Loan, 92⅞@93; North Pennsylvania, 34¾@35¼; do., 6s, 89@90; do., Chattle 10s, 108½@109; Philadelphia and Erie, 25@26¼; do., 6s, 86@86¼; Minehill, 57¾@58¼; Catawissa, 9@12; do., pref., 30½@31; Lehigh Valley, 54⅜@54⅝; do., 6s, new, 95½@96; Fifth and Sixth streets, (horse,) 34@36; Second and Third, 50½@51; West Philadelphia, 65@66; Spruce and Pine, 22@23; Green and Coates, 30@32½; Chestnut and Walnut, 47@49; Thirteenth and Fifteenth, 15½@16¼; Girard College, 23@24; Tenth and Eleventh, 72@74; Union, 41@43; Hestonville, 11½@13.

Boston.—Vermont Central 1st mort., 7s, consol., 77¼; do., 2d mort., 38; Central Pacific R. R. 6s, gold, 99⅛; Old Colony and Newport 7s, 1877, 102⅛; do., 5s, 1884, 86¾; Burlington and Missouri River R. R. 7s, 1893, 89; Ogdensburg and Lake Champlain Equipment 8s, 102; Boston and Lowell 6s, 1879, 98¾; Western R. R. 6s, 1875, 98¾; Eastern R. R. 6s, 1874, 96¼; Michigan Central 8s, 1869, 114; Essex R.R. 6s, 1876, 89½; Summit Branch R. R., 25; Rutland R. R., 34; do., 1st mort. 7s, 155; Conn. and Pass. Rivers R. R., 91; Cary Imp. Co., 8¾; Boston Water Power Co., 16; Short Mt. Coal, 19; Ophir (N. S.) gold, 90c.; Connecticut 6s, 1884, 100; Rhode Island 6s, 1894, 100; Maine 6s, 100; New Hampshire 6s, 1870, 100; Massachusetts 6s, 1875, gold, 119; Cincinnati 7 3 10s, 10 20s, 103¼; Hartford 6s, 1879, 99; Portland 6s, 1882, 95¼; do., 1887, R. R., 92¼; do., Water Works, gold, 100; Salem 6s, 10-50s, W. L., 100½; Boston 6s, 1875, currency, 100; Chicago 7s, River Imp., 99; Boston Gas, 822½; Atlantic National Bank, 123¼; Bay State National Bank, Lawrence, 88; Columbian National Bank, 119¼; Eliot National Bank, 110; Globe National Bank, 124; Hide and Leather National Bank, 96¾; Merchants' National Bank, 110¼; National Bank of Commerce, 124¼; National Bank of North America, 106¾; National Bank of Redemption, 119½; New England National Bank, 131; State National Bank, 113¼; Shoe and Leather National Bank, 128¾; Webster National Bank, 110; Washington National Bank, 129; Allouez Mining Co., 6⅛; Concord, 1; Phœnix, 8½.

Baltimore.—Virginia 6s, old, reg., 48; do., 1866, 51½; do., 1867, 49½; Midlothian Coal, 55; Atlantic Coal, 2.80; National Exchange Bank, 101¼; Farmers' and Merchants' Bank, 50⅛. The latest quotations are: Balt. and Ohio, 117@120; do., 6s, 1875, 95¼@96½; do., 1880, 95¼@96½; do., 1885, 94¼@95; Northern Central, 49@50; do., bonds, 1885, 85@86; do., 1900, 85@85; Parkersburg Branch, 22@25; N.W. Va. 1st mort., 96@97; do., 2d mort., 90@94⅛; do., 3d mort., 1873, 90⅛@92½; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91@91½; do., 2d mort., 74¼@74½; Central Ohio, 84¾@35; do., 1st mort., 84@85; Western Md. 6s, 1890, 80@81¾; do., guar., 92@94⅞; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 69¼@70; Baltimore 6s, 1875, 93@94; do., 1886, 96@96¼; do., 1890, 94¾@95; do., 1893, 93@—; do., 5s, 1838-'70, 80@82; City Passenger R. R., 18@18; George's Creek Coal, 58@70; Santa Clara, 1.50@3.00; Atlantic Coal, 2.70@2.90.

☞ Six Per Cent. Gold Interest, Principal also Repayable in Coin.—First Mortgage Bonds, based upon the valuable franchises, grants, railroad, equipment, &c., of the Central Pacific Railroad Company, now nearly completed, and forming one of the most assured and productive lines of traffic in the world. The way traffic alone is large and remunerative, independently of the immense through business soon to follow.

A portion of this loan is offered to investors at 103 per cent., and accrued interest, in currency. The bonds have semi-annual gold coupons attached, payable January and July, in New York city.

Information, &c., to be had of

FISK & HATCH,

Bankers, &c., 5 Nassau street, N. Y.

Norway Iron Co.

The Wheeling *Intelligencer* says that the Norway Iron Manufacturing Company have undertaken a contract to furnish the wrought iron work for the St. Charles bridge over the Missouri river, to be erected by the North Missouri Railroad Company, and of which the well-known C. Shaler Smith, of Baltimore, is civil engineer. The cost of the required material will not vary greatly from $100,000, and the company hope to complete the contract within three or four weeks. The rolling department of the Norway Company is running night and day.

☞ Seven per cent. interest in gold.—The First Mortgage Seven per Cent. Sinking Fund Bonds of the Rockford, Rock Island and St. Louis Railroad Company, pay both Principal and Interest in GOLD COIN, Free of Government Tax.

Each Bond is for $1000 or $200 Sterling, and is convertible into stock at the option of the holder. The coupons are payable Feb. 1st and Aug. 1st, in New York or London, at the option of the holder.

The Road runs from Rockford in Northern Illinois to St. Louis, a distance including tracks to Coal Mines, &c., of about 400 miles, and traverses the finest district of Illinois.

The Bonds have 50 years to run, and are a lien of $21,000 per mile upon the Company's railroad franchises, its coal lands—of which it has 20,000 acres containing A HUNDRED MILLION TONS OF COAL—its rolling stock, and property of every sort.

A Subscription of $8,800,000, at par, to the Capital Stock of the Company, furnishes a large part of the means required to construct and equip the road.

Nearly half the entire length of the road is graded and substantially ready for the iron; the rails are now arriving upon the line. The first division, giving an outlet to the coal, will be in operation in 60 days, and track-laying will from this time be prosecuted with the utmost energy till the last rail is in position. The Company intend to have the whole road in readiness for the Autumn business of 1869.

The Bonds are for sale at 97½ and accrued interest in currency, and may be obtained through bankers and brokers throughout the country, or at the office of the Company, 12 WALL STREET, New York.

Governments and other securities received in exchange at market rates.

The Trustees for the Bondholders is the UNION TRUST COMPANY of New York.

Pamphlets giving full information sent on application.

H. H. BOODY, Treasurer.

☞ The work on the Queen Anne's Railroad is progressing rapidly, and the whole road graded, except about eight miles. As soon as the Delaware Branch is built from Townsend to Massey's Cross roads, the contractor, Mr. Stearns, will commence laying the track. Iron for the branch is now being delivered at Townsends.

☞ Joshua Motter, Esq., has been elected President of the Emmettsburg Railroad Company, and Edward McIntyre Secretary. The directors decided to use the utmost dispatch, and claim that with such assistance as they expect, passenger trains will be run to the town by the 15th of June next.

☞ The September product of the South Pewabic Copper Mine was 102 tons, 907 lbs.; Huron 90 tons, 186 lbs.; Shelden Columbian, 31 tons, 785 lbs.; Grand Portage, 12 tons, 1,057 lbs.; Quincy, 75 tons, 1,340 lbs.; Franklin, 81 tons, 1,741 lbs.; Phœnix, 40 tons; Copper Falls, 62 tons; National, 28 tons, 1,543 lbs.

☞ The Newtown *Gazette* says that nearly half a mile of the Worcester and Somerset Railroad is ready to receive the ties, and that they contemplate having the whole road graded by Christmas.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool.....	$818,472	$1,062,035
" cotton...	447.570	585,419
" silk	1,158,702	1,432,882
" flax	529,073	637,084
Miscellaneous dry goods..	343,262	420,432
Total entered for consump.	$3,297,079	$4,137,852

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool.....	$932,678	$907,935
" cotton...	162,439	106,485
" silk	367,736	238,457
" flax	800,086	254,382
Miscellaneous dry goods..	88,654	76,221
Total withdrawn from warehouse	$1,851,593	$1,583,480
Add entered for consump.	3,297,079	4,137,852
Tot. thrown on the market..	$5,148,672	$5,821,332

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool.....	$1,010,073	$688,952
" cotton...	226,803	154,673
" silk	286,025	232,155
" flax	509 006	362,763
Miscellaneous dry goods..	53,807	125,794
Total entered for wareh'g..	$2,085,714	$1,564,337
Total entered for consump.	3,297,079	4,137,852
Total entered at the port..	$5,382,793	$5,702,189

The imports of foreign dry goods at New York for ten months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$15,506,156	$13,616,007
" cotton..	9,555,770	8,935,665
" silk	11,530,268	15,576,317
" flax	7,345,087	7,231,036
Miscellaneous dry goods.	5,229,592	5,030,950
Tot. entered for consump.	$49,166,873	$50,389,975

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$15,750,569	$10,829,810
" cotton..	5,938,782	3,535,262
" silk	6,386,678	3,705,665
" flax	5,854,332	4,075,911
Miscellaneous dry goods.	1,411,191	1,392,755
Total withdrawn from warehouse	$35,341,552	$23,539,403
Add entered for consump.	49,166,873	50,389,975
Total thrown on the market.....	$84,508,425	$73,929,378

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	$14,105,819	$9,849,540
" cotton..	5,100,754	3,193,068
" silk	4,858,407	3,742,180
" flax	4,165,620	3,298,177
Miscellaneous dry goods.	1,376,422	1,401,994
Total entered warehouse.	$29,607,022	$21,484,959
Add entered for consump.	49,166,878	50,389,975
Total entered at the port..	$78,773,895	$71,874,934

☞ A correspondent of the St. Paul *Dispatch*, writing from Superior Wis., says that the charter of the Superior and State Line Railroad has been sold for $3,250. Mr. James Stinson, the largest property holder in and about Superior, is the leading purchaser. The work is to be commenced at the lake, and driven with sufficient force so as meet the St. Paul and Superior Road at or near Twin Lake by the time that road shall be finished to that point.

Journal of Railroad Law.

LIABILITY OF COMMON CARRIERS FOR BAGGAGE—LOSS OF VALISE BY PASSENGER—WHAT CONSTITUTES DELIVERY TO A BAGGAGE MASTER.

The facts in the recent case of Benjamin F. Mudgett *vs.* The Bay State Steamboat Company just decided are as follows:

The plaintiff sued to recover the value of a valise, which he as a passenger upon the defendants' steamboat, running from New York to Fall River, had deposited in his stateroom. The plaintiff testified that he took stateroom No. 9, and paid for the same; that he had a valise with him, containing some clothing and other articles, which he took into the stateroom with him. A key was furnished him by the clerk of the boat. He locked his stateroom and went down to the saloon; in his absence the valise was taken from the state room.

The defense was, that the luggage was not delivered by the plaintiff to the defendants, who had a regular baggage master to receive and care for the luggage, and consequently they were not liable.

The justice gave judgment for the plaintiff, and the defendants appealed to this Court. The following is the opinion of the Court by BRADY, J.—The defendants in this case claim exemption from liability, on the ground that the plaintiff's valise was never placed in their custody. The liability of a carrier is like that of an innkeeper. Hollister *vs.* Nolan, 19 Wend., 236; Cohen *vs.* Frost, 2 Duer., 341; and it was declared in Caylis Case, 8 Co., 33, that it is no excuse for the innkeeper to say that he delivered the guest the key of his chamber in which he lodged, and that he left the door open, but he ought to keep the goods and chattels of his guest there in safety. This doctrine has been frequently recognized and approved, (Burgess *vs.* Clements, 4 M. & Sel., 310; Hollister *vs.* Nolan, *supra*,) and cannot be questioned, as resting on acknowledged, just and reasonable duties and obligations. A distinction is admitted to exist where the traveler assumes the charge of his goods *animo custodiendi*, and the jury on the facts disclosed, find such intention to have existed. Burgess *vs.* Clements, *supra*; Tower *vs.* Utica and Schen. R. R. Co., 7 Hill, 47. The innkeeper would then be excused. The mere act, however, of taking the key of the room in which the guest lodged, his goods having been placed therein, would not discharge the innkeeper.

The only case which seems to be in conflict with the rule here suggested is Cohen *vs.* Frost, *supra*. In that case, the plaintiff, who was a passenger on a sea voyage, took his trunk into the steerage and tied it with ropes to his berth. During a violent storm the ropes were cut, and the trunk stolen. The plaintiff had a verdict, but the general term set it aside, on the ground that the trunk had never been delivered to the defendants, the defendants' possession being exclusive. The Court say, in delivering the opinion, that the case is not to be distinguished from that of a guest at an inn, who, when he takes his luggage to his own chamber, of which he keeps the key, discharges the innkeeper, and this is declared to be the law, on the authority of Burgess *vs.* Clements. The learned judge who delivered the opinion in Cohen *vs.* Frost, must have confounded Burgess *vs.* Clements with some other case, because the King's Bench did not declare any such rule. The plaintiff was defeated because his goods were not received *causa hospitandi*. He had asked for, and obtained a room in which to show his merchandise for sale, not as a guest, but as a vendor, and his property was, under the circumstances, held not to have been within the rule which required the innkeeper to protect it. The opinion, therefore, in Cohen *vs.* Frost, is not sustained by the authority on which it is based, so far as it relates to the legal effect of the innkeeper's giving the key to his guest; and the general doctrine which seems to be declared by it, that a traveler on a sea voyage must place his luggage in the special charge of the officers of the ship, is disclaimed, in effect, in Van Horn *vs.* Kirmit, E. D. Smith, 453; the reasons assigned why a contrary rule should provail are well settled.

So far as the adjudications which bear upon this question have been discovered, they sustain the rule that a mere supervision of one's baggage, or the means of entering the place of its deposit, is not sufficient to discharge the carrier. There must either exist, the *animo custodiendi* on the part of the traveler to the exclusion of the carrier, or he must be guilty of such negligence as discharges the latter from his general obligation. Robinson *vs.* Dunsmore, 2 B. & P., 416. Burgess *vs.* Clements, *supra*; Tower *vs.* Utica and Schen. R. R. Co., *supra*; East India Com. *vs.* Pullen, 1 Strange Rep., 694.

It was pretended in this case that the plaintiff was guilty of negligence, and so far as it may be necessary to consider the question whether the plaintiff retained the custody of his valise or not, it is only necessary to say that the finding of the justice is against the defendants upon that issue. I do not understand upon what process of reasoning it can be maintained, that giving the key of a room on board of a vessel to a traveler, in which he is permitted to deposit his baggage, is not in fact, an assumption of the possesssion of all that is therein packed. The whole vessel is in the possession, and subject to the control of the owners. The custody of the vessel, and the general government of the room given the traveler, continues with them. The use of it is a convenience for which the traveler pays, and if its employment absolves the carrier from vigilance, the security of property succumbs to the ease or pleasure of the journey. Such cannot be the law. The defendants can protect themselves if they wish, by notifying their patrons that no goods can be placed in the stateroom hired, except at the risk of the owner, and thus advise them of the consequences of the act. But as long as they permit a traveler thus to deposit his baggage without notice, the mere circumstances of his taking a key will not be considered sufficient to relieve them from their duty to protect him against theft.

The judgment should be affirmed.

☞ One third of the grading on the railroad from Woodstock to White River Junction is completed. The contractors need more laborers, and offer good pay and constant employment during the winter.

Personal Luggage.

A case of importance to railway travelers was heard at the Exeter County Court, England, on the 9th ult. The question raised was, "What can be deemed the correct definition of the term 'personal luggage,'" with respect to the obligations of railway companies in the event of luggage being lost by them? The case arose on a suit for damages against the South Devon, on account of the removal by the company of a box containing photographic apparatus from the train at Teignmouth, instead of at Bovey Tracey, where the plaintiff was going. The judge, referring to Mr. Marshall's work on the liabilities of railway companies, said it was there laid down that "the obligation to carry the luggage of a passenger, and the responsibility for its safety as common carriers, does not apply to goods unconnected with the personal use, comfort or convenience of the passenger." In the case of "Phillips vs. the London and Northwestern," it was decided that a solicitor's documents in an action in which he was professionally engaged could not be regarded as personal luggage; and in a case against the Midland, argued in the Court of Exchequer, it was held that an artist's pencil sketches were not his personal luggage. The test, therefore, was whether the articles were necessary for the personal use and convenience of the traveler. If they did not fall within that description the owner was not entitled to seek compensation, and he must decide unequivocally that a mechanical apparatus used for the purpose of photography could not fall within the description of personal luggage. Plaintiff nonsuited accordingly.

Gold Product of Nova Scotia.

The Halifax *Mining Gazette* contains the following statement of the gold product of Nova Scotia during the following years:

	ozs.	dwts.	grs.
1 July, 1860, to 31 Dec., 1861 (est).	6,000	0	0
1 Jan. to 31 Dec., '62 (official) ...	7,275	0	0
1 Jan. to 31 Dec., '63 "	14,001	14	17
1 Jan. to 31 Dec., '64 "	20,022	18	13
1 Jan. to 31 Dec., '65 "	25,454	4	8
1 Jan. to 31 Dec., '66 "	25,204	13	2
1 Jan. to 31 Dec., '67 "	27,294	11	11
1 Jan. to 30 June, '68 "	10,411	9	12
	135,664	11	15
Allow for gold stolen and not reported, at least	135	8	9
	135,800	0	0

This represents a gross value of $2,716,000, Nova Scotia currency. The quantity of gold at present reported for the month of September amounts to 1046 oz. 19 dwts. 17 grs.

Chatham (N. C.) Railroad Bonds.

The Wilmington (N. C.) *Journal* states that the bill authorizing the Chatham Railroad Company to extend its road to the South Carolina line, and making an appropriation for that purpose, to be raised by selling State bonds, was protested against by fourteen Senators as unconstitutional, but that it was passed by the North Carolina Legislature, nevertheless. The Journal intimates that the State will hereafter repudiate these bonds, and warns purchasers to be on the lookout before buying.

☞ The contract for building the Cairo, Mound City and Vincennes Railroad has been award to Messrs. Dodge, Lord & Co.

Union Pacific Railroad.—Eastern Division.

The ninth section of the act of July 1, 1862, authorized the Union Pacific Railway, Eastern Division, to construct a railroad and telegraph line from the Missouri river to connect with the Union Pacific Railway at the one hundredth meridian, and that the route in Kansas west of Fort Riley be subject to the approval of the President of the United States to be determined by him on actual survey. By the first section of the supplemental act of July 3, 1866, the company received the privilege of changing their route, but were restricted to the same amount of government bonds they would have been entitled to by the original route. This change of route rendered it necessary that the exact distance from Fort Riley to the one hundredth meridian should be ascertained in order to determine what amount of bonds the company would be entitled to; and Major Howell, of the United States Army, was in June last assigned to the duty of making the survey. Major Howell has completed the survey, and finds the distance to be a fraction over 258 miles. The distance from the initial point on the Missouri river to Fort Riley is 135 miles. The survey has been approved by the President, who has ordered that the distance for which the company may become entitled to the subsidy of the government on the completion of its railroad and telegraph line is a fraction over 393 miles.

Canadian Railroads.

The earnings of these roads for the month of September, 1867 and 1868, have been as follows:

	1867.	1868.
Great Western Railway	$334,988	$355,810
Grand Trunk Railway	603,632	624,108
London & Port Stanley R.W.	5,219	4,404
Welland Railway	12,459	13,101
Northern Railway	41,175	49,019
Port Hope, Lindsay and Beaverton Railway and Peterborough Branch	31,990	30,119
Brockville & Ottawa Railway	14,893	17,085
St. Lawrence & Ottawa R. W.	8,628	8,732
New Brunswick and Canada Railway	7,185	8,541
European and North American Railway	14,028	16,167
Nova Scotia Railway	22,913	29,179
Total	$1,097,110	$1,156,265

☞ The following gentlemen have been elected directors of the Western Maryland Railroad Company: Granville S. Haines, John Welty, Isaac Motter, Joshua Biggs, P. P. Pendleton. The city interest in the road is represented by D. J. Foley and J. C. Baugher.

☞ The managers of the Pleasant Valley Railroad are contemplating, we understand, the extension of their line from its present terminus at City Hall, Allegheny, to the Custom House in Pittsburg.

☞ A meeting of the citizens of Salisbury, Md., was held on the 22d ult., for the purpose of taking some measures to secure the extension of the Wicomico and Pocomoke Railroad, to some point on the Wicomico river.

☞ The Colombia and Port Deposit Railroad is advaancing. The track is laid to Rock Run, and the bed of the road pretty nearly completed for the cross ties up to where the junction with the central road will be made.

Railroad from Rochester to Salamanca.

A corps of engineers is now engaged in Wyoming county making the preliminary survey for a railway from Perry to Warsaw, to bring the former village into railway communication with the Buffalo and Hornellsville division of the Erie Railway. This section of a few miles will probably be constructed ere long, but it is intimated that it is only a beginning of a road to run from Rochester to Salamanca, so as to establish broad gauge communication between this city and Cincinnati.

The route suggested for the road is through the towns of Chili and Wheatland in this county, Le Roy, Genesee county, and so on direct to Perry and Warsaw. From Warsaw the road will take a tolerably direct course to Salamanca, the junction of the Erie and Atlantic and Great Western Railways.

The proposed road would cross several railways, including the Buffalo and Washington Road, which is to an important coal road. The new road would be open to Rochester a large market at the Southwest, and bring us within easy reach of rich coalfields. The project is one which ought to commend itself heartily to the favor of our citizens. We are not advised that any organization has been undertaken, but no doubt a move will be made ere long to consummate this enterprise.—*Rochester Union.*

Pine Grove and Lebanon Railroad.

The *U. S. R. R. and Mining Register* says that the Pine Grove and Lebanon Railroad, about 22 miles long, will be put in operation early next spring. Much progress has been made in the work of graduation, on which a large force is employed. It is the intention, also, to push forward the twenty miles of road between Lebanon and Manheim, which when opened, will fill out a continuous line from Pine Grove to Columbia.

A connection is being made between the railroads in the Pine Grove region and the railroad which hitherto has had its only outlet on the Susquehanna at Millersburg. Another new link of road is located, and will be built, to connect the Treverton Railroad with the coal roads in the Mahanoy region. In very short time the Philadelphia and Reading Railroad Company will have a connected communicating net work with all the coal basins between the Schuylkill and Susquehanna rivers.

Taxes upon Traveling in Great Britain.

In the financial year ending March 31st, 1868, the duty on fares received from railway passengers was paid on £9,702,725, and amounted to £485,136. The stage carriage duty of one farthing for every mile traveled was paid for 34,428,057 miles, and amounted to £35,857, and the license duty produced £9,843. 10,695 licenses for keeping post horses were taken out in Great Britain, 1,968 in Ireland, and produced £139,089. The twenty shillings license duty for hackney carriages (London) produced £5,774, and the weekly duty of 7s. (or 6s. if not used on Sunday) produced £103,153.

☞ At a recent meeting of the directors of the Turner's Falls Company and of the Vermont and Massachusetts Railroad Company, it was voted to build a branch railroad from the station in Montague to Turner's Falls, to be completed on the first of July next. The cost of the branch is estimated at $100,000 and the distance is 5¼ miles.

☞ The Selma, Rome and Dalton Railroad was completed to Rome Ga., on the 31st ult.

Pittsburg and Connellsville Railroad. The graduation, masonry and ballasting upon the following sections of this road have been allotted to the following parties:

To Alexander & Ruff, sections 59, 60, 61, 62, 63, 64, 65, 66, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87; to Jas. H. Hoblitzell & Bro's, sections 88, 89, 90, 91, 92; to John C. Howley & Co., section 106; to McCue & Hoover, section 110, 112; to P. & T. Collins & Co., sections 115, 116, 117, 122, 133; to J. M. Campbell & Bro's, sections 118, 119, 130; to John Humbird, sections 128, 129; to John C. Brodhead & Co., section 140. Sections 59 to 87, inclusive, embrace that part of the road lying west of Ursina and east of Connellsville. Sections 88 to 140 embrace that part of the road lying east of Ursina, extending to Cumberland. Section 106 takes in the newly laid out town of Garrett. Some of the contractors are already on their portions of the line making preparations for commencing work at once, and the road will be in running order within two years.

☞ The City Council of St. Paul have granted $100,000 twenty years six per cent. bonds to the Chicago and St. Paul Railroad, on condition that the cars will be running to Hasting by November 1869; and also $50,000 to the Minnesota Valley Railroad, to enable the latter company to bridge the Mississippi at that city, and establish their depot on the St. Paul side of the river. These appropriations will be submitted to the voters of the city for their ratification in April next.

☞ The Union Pacific Railroad is completed 900 miles west from Omaha, leaving 135 miles to Salt Lake City. The road is graded nearly all the distance and the iron for the track is all shipped. It is expected that the road will be completed to Salt Lake this year.

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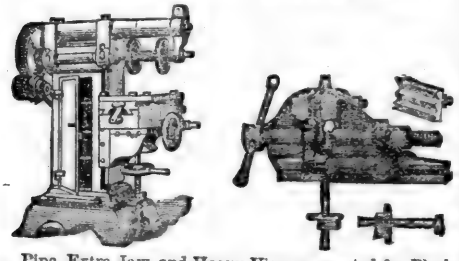
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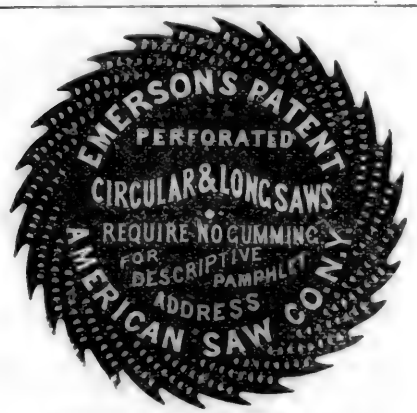
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SECOND QUARTO SERIES, VOL. XXIV., No. 46.] SATURDAY, NOVEMBER 14, 1868. [WHOLE No. 1,700, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 14, 1868.

McGregor and Sioux City Railway.

Our readers may remember that we called their attention last winter to the efforts of the McGregor and Sioux City Railway Company, both in our state Legislature and in Congress, to secure such aid as would warrant them in undertaking the construction of a line of railway through the undeveloped portion of Northern Iowa, from some point on the McGregor Western Railway, running directly West to the Missouri River.

Their efforts at that time to secure the desired point were only partially successful, and therefore the company were not warranted in attempting to construct the road beyond the Cedar River, to which point, or St. Charles, it was put under contract in Sept. last, since which time a force of nearly one thousand men have been at work, it being the purpose of the company to complete the grade over this part of the line before winter sets in, with a view of having the cars running to St. Charles, in time to market the next year's products of the Cedar Valley, in the city of Milwaukee.

To our mind this is one of the most important railroad projects yet attempted in the Northwest, and we trust that the representatives of the people, both in our State Legislature and in Congress, will do all in their power, consistent with the public good, to promote the early extension of this work, and its completion, at an early day, to its proposed terminus on the Missouri river.

We understand that it is the purpose of the McGregor and Sioux City Railway Company, which, we may here remark, is substantially the same as the Milwaukee and St. Paul Railway Company, whose President is Alexander Mitchell, of Milwaukee, a gentleman known to the entire northwest for his financial ability and sound business qualifications, to make application at an early day for such land grant as will enable them to resume the work beyond the Cedar as soon as possible, and push it to final completion.

We are not much in the habit of bestowing unmerited compliments in these columns, either on individuals or corporations, but we cannot forbear to express our gratification at the quiet and determined energy with which Mr. Mitchell has developed the Railway system of the Northwest since his acceptance of the Presidency of the Milwaukee and St. Paul Railway Company; and we, here at McGregor, as well as the people throughout all northern Iowa, feel that to him we are mainly indebted for the reasonable prospects of direct communication with the Missouri river; and we trust that in his efforts to prosecute this work, Mr. Mitchell will be supported as we have no doubt he will be, by the united influence of every person, both in Congress and out of Congress, who takes pride in the growth and development of this Northwestern country of ours.

With this work completed to the Missouri River, there will be an unbroken line of nearly 500 miles running west from Milwaukee, over which the products of Wisconsin, Northern Iowa, and a large part of Minnesota, together with the vast trade of the upper Missouri, extending to the foot of the Rocky Mountains, will pass to her market, to say nothing of the immense amount of merchandise from the East—from the markets of New York and Boston—and the traffic of the intermediate cities that will be forwarded over the same road. The completion of this work will retain to Milwaukee her ascendancy as the great grain market of the West. Hence we assume that the people of that city must feel a profound interest in the success of the enterprise.—*North Iowa Times.*

Oregon Branch of the Pacific Railroad.

From the northern end of Salt Lake, where the Central Pacific Railroad will pass, to Portland, in Oregon, is 645 miles, of which distance 315 miles may be traversed by steamers in the Snake and Columbia rivers, leaving only 330 miles of railroad to be built in order to open up a line for freight and passenger transportation between these points. All Eastern Oregon, and a considerable part of Idaho, would be made accessible to this route. In the winter season, however, the above streams would be closed to navigation. Yet this seems to be the favorite route with those who take an interest in the matter. The Central Pacific route was laid at the northern end of Salt Lake for the purpose of securing the most favorable starting point for this northern feeder.

Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem and Branches for the year ending June 30, 1868:

	Memphis Branch.	Lebanon Branch.	Main Stem.
Passengers..	$89,228 51	$83,377 00	$672,497 27
Freight.....	92,935 98	86,965 91	1,025,712 06
Express	8,020 81	8,672 36	73,023 35
Mails.....	5,100 00	6,395 00	27,990 00
Miscell'neous	399 96	485 37	24,540 65

Total Main Stem	$1,823,768 33
" Lebanon Branch	185,895 64
" Memphis Branch	195,685 26
" Bardstown Branch	23,051 52
" Richmond Branch	218 69

Total Main Stem and Branches, viz:

From passengers	$856,818 89	
" freight	1,215,702 96	
" express	90,586 57	
" mails	40,025 00	
" miscellaneous ...	25,476 02	
		2,228,609 44

Running expenses, viz:

Repairs of road	$246,352 57	
" bridges	53,426 41	
" depots, etc..	27,573 72	
" cars	143,987 21	
" engines....	79,616 81	
Transportation	367,704 45	
Motive power	88,138 44	
Fuel account	107,892 88	
Oil and waste	13,855 02	
Water supply	13,321 59	
General expenses	33,493 41	
Reconstruction	18,618 83	
Improvement	34,986 05	
Salary account	22,883 04	
Watchmen	5,689 61	
Stationery	1,805 11	
Insurance....	1,292 50	
Internal revenue tax...	48,005 48	
Revenue stamps	871 70	
		1,309,514 83

Net earnings (41.24 per cent.)	$919,094 61
Interest account	227,208 21
Balance	$691,891 40

The following is a comparative statement of the earnings, expenses, etc., during the past and preceding years:

	1866–'67.	1867–'68.
Gross earnings	$2,158,874 57	$2,228,609 44
Operating expenses	1,348,405 90	1,309,514 83
Net earnings	$810,468 67	$919,094 61
Interest	182,912 71	227,203 21
Balance	$627,555 96	$691,891 40

This shows an increase in gross earnings over the previous year of $69,734 87, with a decrease in expenses of $38,891 07—making the increase in net earnings, $108,625 94.

At the date of the last annual report, June 30, 1867, the bonded debt of the company was $2,965,000 for the Main Stem and Branches, (exclusive of the Lebanon Branch Extension.) On the 30th of June, 1868, it was $2,883,500—showing a

Redemption of bonds during the year of	$81,500 00
Added to construction during the fiscal year	28,090 85
Interest paid during the same time	227,203 21
	$336,794 06

By reference to the annexed statements it will be seen that the mortgage debt of the Lebanon Branch Extension is placed at $600,000 and the amount of Louisville City bonds (borrowed) at $600,000 more, making a total of $1,200,000. Of the mortgage bonds, 88 had been sold, also 333 of the City bonds—leaving 512 of the mortgage, and 267 of the City bonds unsold. In compliance with a resolution of the Board, July 14, 1868, (as stated in a note by the Secretary,) all the unsold bonds have been canceled and destroyed; and $6,000 of the Main Stem mortgage bonds, due January 1, 1869, have been redeemed—leaving the mortgage debt of the company, September 1, 1868, $2,449,500. The President in his report says:

The Board of Directors, under the virtual instructions of the stockholders, have continued the work on the Lebanon Branch Extension between Crab Orchard and London at the usual speed, most of the line between those points having been let to contract before your last annual meeting, and no part of it has been put under contract since that time. It has been the purpose of the Board to keep that work in such a state of forwardness as to be able to meet the Knoxville and Kentucky road at the State Line, connecting at Knoxville with the Blue Ridge Railroad, or to meet the Virginia roads from Norfolk through Bristol to Cumberland Gap, or to meet both of said lines at the points designated, if hereafter deemed advisable by the stockholders, together with the Ashville, Morristown, Cumberland Gap, and Charleston line, now being built in East Tennessee, and completed within three miles of the North Carolina State line and within forty miles of Cumberland Gap. This line, completed as contemplated by its projectors, will connect us at Cumberland Gap with the interior of East Tennessee, North and South Carolina, and some of the most important points on the Atlantic seaboard; and it is sincerely hoped that these connections will speedily be made. A few years of prosperity for the country will insure their accomplishment.

We report the favorable progress of the work on the Richmond Branch. It is believed that it will be completed and in running order by the 15th of November of the present year. From the character of the soil and productions of that portion of the State, and the wealth, industry and energy of the people of the counties through which the road passes, coupled with the fact that it will serve as a feeder to seventy-five miles of the Lebanon Branch and thirty miles of the Main Stem, it is earnestly hoped that the company will be more than repaid for the outlay in its construction.

In September, 1867, the Board of Directors leased for the term of ten years the Memphis and Ohio Railroad, leading from Memphis to Paris, Tennessee, since which time it has been run by this company. The road was, of course, out of order, as were all other southern roads at the close of the war. But since the lease it has been put in good running order, and no doubt is entertained that the arrangement will result favorably to your interests. The Memphis, Clarksville and Louisville Railroad is still in the hands of a receiver of the State of Tennessee, and your company is now running it under and as the agent of the receiver, by which arrangement, and by our lease and possession of the Memphis and Ohio road, we operate the line from Louisville to Memphis as one line, making the whole length of road run by this company 561½ miles.

We have pleasure in stating that the affairs of the company generally are in a healthy and safe condition, with bright prospects of rapidly increasing prosperity in the near future. Our connections in all directions will doubtless be speedily completed. We have now uninterrupted connection by our Main Stem with Nashville, and through that point to Middle and East Tennessee, and Virginia, North Alabama, Charleston, S. C., and North and Middle Georgia, by the Nashville and Chattanooga and Nashville and Decatur Railroads—with Mobile and South Alabama, from Humbolt, on the Louisville and Memphis line, by the Mobile and Ohio road—with Western Tennessee, Central Mississippi, Louisiana, and Texas, by our Memphis line, and from Humbolt by the Mobile and Ohio, Mississippi Central, and the New Orleans, Jackson and Great Northern Railroads and their connections; and there is now a daily line of sleeping cars from Louisville to New Orleans and from New Orleans to Louisville without change of cars.

The work on the Railroad Bridge at Louisville is progressing favorably, and the entire structure will probably be completed by the 1st of September of next year, which will secure direct and uninterrupted connection with all points north, north-east, and north-west of Louisville. The Louisville, Cincinnati and Lexington road from Lagrange, on the Louisville and Frankfort road, to Covington or Newport, opposite Cincinnati, a direct line from Louisville to Cincinnati, will be completed and in operation in the Spring of 1869, giving us additional facilities for all connections north and north east of Louisville.

By the Louisville and Frankfort and Lexington and Frankfort roads, we have direct connection with Frankfort, the capital of the State, and with Lexington and the adjacent country, perhaps the finest in the State of Kentucky; and after the construction of the road from Lexington to the mouth of Big Sandy, which will doubtless be accomplished within a very few years, our road will connect with the Baltimore and Ohio Railroad and its connections by the Big Sandy route. And by our Lebanon and Richmond Branches we have and will have connections with the finest mineral region of Kentucky, and little inferior, if any, in agricultural resources to the best portions of the State; and by the Lebanon Branch Extension and its connection with the Virginia, North and South Carolina, and East Tennessee roads, as already indicated in this report, we will have all the desired eastern connections.

At Memphis we have connection with the finest agricultural portion of the State of Mississippi, by the Mississippi and Tennessee Railroad, which runs from Memphis to Grenada, Mississippi, there connecting with the Mississippi Central Railroad. And at Memphis also we will doubtless shortly be connected with the most fertile portion of Arkansas by the reconstruction and completion of the Memphis and Little Rock Railroad. That company was greatly crippled by the war, and is struggling to reclaim its losses by finishing the road to Little Rock, which can only be a question of time. Its early completion is, of course, a matter of more than ordinary interest and concern to your company.

And at Elizabethtown, on our road, and from that point by way of the projected Elizabethtown and Paducah Railroad, we will penetrate another portion of this State, as yet without railroad facilities, and not surpassed in the great elements that make up the wealth of a State by any portion of the Southwest. The stock in the company has not yet been subscribed for, but in the energy, industry, and perseverance of its President, Samuel B. Thomas, Esq., we have guaranty of final success.

And with all these various connections in almost every direction, now completed and speedily to be completed, by judicious management on our part, there can be no reasonable ground to doubt that a few years of prosperity in the country will make the Louisville and Nashville Railroad all that the stockholders should desire.

The half million of bonds of the Louisville, Cincinnati and Lexington Railroad Company, for which this company subscribed in aid of the construction of the road from Lagrange to the Ohio opposite Cincinnati, have been sold without loss to our company.

Under the amendment to our charter, accepted by the stockholders on the 31st of March, 1868, the Board of Directors have made preparation for the issuance and sale of the bonds contemplated by the amendment, and have caused to be executed a mortgage upon the property of the company to secure the payment of the bonds and interest, and are now offering for sale a limited amount of the bonds in New York and Louisville.

It was the purpose of the retiring Board to sell the bonds only as the proceeds were needed, for the preservation of the property, and the objects contemplated by the amendment, and with this purpose steadily adhered to by our successors the wisdom of the amendment will very shortly be made practically obvious. The property cost the company more than $13,000,000, and is now worth certainly over $15,000,000, with a mortgage debt upon it less than two millions and a half; and by the proper use of the proceeds of the bonds issued under the amendment in the acquisition of additional property, the debt of the company will not certainly increase more rapidly than will the property increase in amount and value, and it is believed that much better than this may be done for the company.

We have made arrangements for the registration of our bonds, and in such manner as will protect the holders against loss by fire, theft, or other casualty, and all persons who may desire a safe security for themselves or others dependent upon them, may accomplish this purpose by a purchase and proper registration of our bonds. Our company is a home institution of growing prosperity and undoubted solvency and permanency, and will continue to increase in value as the country continues to develop and prosper.

The total length of the Main Line (Louisville, Ky., to Nashville, Tenn.,) is 185 miles; sidings, 19.81 miles—total, 204.81 miles. Length of Bardstown Branch (Junction to Bardstown) 17.30 miles; sidings, 0.81 mile—total, 18.11 miles. Lebanon Branch (Junction to Lebanon,) 37.30 miles; Knoxville Extension, (Lebanon to Brodhead,) 54.90 miles; sidings, 8.88 miles—total, 101.08 miles. Richmond Branch, (Junction with Knoxville Branch to Lancaster,) 7.75 miles; sidings, 0.67 mile—total, 8.42 miles. Memphis Branch, (Junction to Tennessee State Line,) 46 miles; sidings, 3.55 miles—total, 49.55 miles. Total length of road and branches, 348.25 miles. Total length of sidings, 33.72 miles. Total miles of iron, 381.97.

The following statement, from the report of the

General Superintendent, contains in a condensed form the general results of the operations of the Main Line and Branches during the years ending June 30, 1867 and 1868:

	1866–'67.	1867–'68.
Gross earnings	$2,158,874 57	$2,228,609 44
Operating expenses	1,348,405 90	1,309,514 83
Net earnings	$810,468 67	$919,094 61
Proportion of expenses to earnings	62.46 per ct.	58.76 per ct.
No. of miles run by trains	760,843	772,867
Earnings per mile of train	$2.84	$2.88
Expenses " "	1.77	1.69
Net earnings " "	$1.07	$1.19
Length of road in operat'n.	333.3m.	336.3m.
Earn'gs per mile of road.	$6,477 26	$6,626 84
Expenses " "	4,045 61	5,893 88
Net earnings " "	$2,431 65	$2,782 96
Mileage of freight cars	5,640,917	6,182,132
" passenger cars	2,194,208	2,130,712
Number of tons carried	222,937	243,918
Do. carried one mile	27,504,811	29,321,009
No. of passengers carried	358,747	365,646
Do. carried one mile	23,078,589	21,420,247

The results of the operations of the Main Stem and Branches are shown separately in the annexed statement:

	Main Stem.	Bardstown Branch.	Lebanon Branch.	Memphis Branch.
Gross earnings	$1,823,767 33	$28,051 52	$186,109 83	$195,666 26
Operating expenses	1,008,592 34	12,554 49	132,279 97	146,088 13
Net earnings	$815,171 09	$497 03	$53,829 86	$49,597 13
Proportion of exp. to earnings	55.30 per cent.	97.84 per cent.	71.07 per cent.	74.65 per cent.
Number of miles run by trains.	578,080	12,264	85,513	97,060
Earnings per mile of train	$3.15	$1.88	$2.17	$2.01
Expenses per mile of train	1.74	1.84	1.54	1.50
Net earnings per mile of train	$1.41	$0.04	$0.63	$0.51
Length of road in operation	185 miles.	17.3 miles.	88.3 miles.	46 miles.
Earnings per mile of road	$9,858 18	$1,332 45	$2,114 87	$4,254 02
Expenses per mile of road	5,451 85	1,303 82	1,503 18	3,175 83
Net earnings per mile of road	$4,406 33	$28 73	$611 69	$1,078 19
No. of passen. carried one mile.	16,951,202	289,522	2,058,679	2,120,843
Tons of freight carried one mile	25,190,442	195,548	1,755,231	2,178,788

In 1866–'67 the earnings of the Main Stem were $1,790,197 24, the expenses $1,045,519, and the net earnings $744,678 05, showing an increase in earnings of $33,566 09, with a decrease in expenses of $36,926 95—making the increase in net earnings, $70,493 04.

The earnings of the Bardstown Branch in 1866–'67, were $20,961 67, and the expenses, $24,370 67—showing a loss of $3,409. This year the net earnings are $497 03, an improvement of $3,906 03.

Only 85 miles of the Lebanon (Knoxville) Branch, were in operation in 1866–'67, the earnings upon which were $189,108 53, the expenses, $141,130 05, and the net earnings, $47,978 48. In 1867–'68, 88.3 miles were in operation. A comparison of the business of this branch during the past and preceding year shows a decrease in earnings of $2,999 20, with a decrease in expenses of $8,850 08—making the increase of net earnings, $5,850 88.

The earnings of the Memphis Branch in 1866–'67, were $158,607 13, and the expenses, $137,385 99—leaving as net earnings, $21,221 14. Comparing this with the business of the past year, shows an increase in earnings of $37,078 13, with an increase in expenses of $8,702 14—making the increase in net earnings, $28,375 99.

Statements are given showing the profits accruing to the main line from the operations of the several branches thus: the freight business transacted at the stations of the Bardstown Branch amounted to $36,794 53; the proportion due the branch was only $9,981 92—leaving for the Main line $26,812 61. The total earnings from passenger business which originated on the same branch was $24,343; $11,609 51 of which was due to the branch, and $12,733 49 to the Main line—making the gross revenue from business brought to the Main line from the Bardstown Branch, $39,546 10, and the net revenue derived therefrom, $18,338 87.

The total earnings from freight received at and forwarded from all stations on the Knoxville Branch, were $150,066 19, of which only $87,073 were due the branch—leaving for the Main Stem and other branches, $69,993 19. The earnings derived from the passenger business were $120,894 34; the proportion due the branch was $99,036 83—making the gross earnings of the Main Stem and other branches, $21,858 01. The total gross earnings were therefore $84,851 20, and the net revenue, $38,475 95. To which add net revenue of the branch, $53,829 36—making a total net revenue derived from the branch directly and indirectly, $92,305 31.

The estimated value of the Memphis Branch as a feeder to the Main Stem and other branches is as follows: earnings from freight received at and forwarded from stations on the branch, $328,343 26; proportion due the branch, $92,935 98. Earnings from passenger business which originated on the branch, $203,848 90; proportion due the branch, $89,228 51. The amount due the Main line from both passenger and freight business being $350,027 67, and the net revenue therefrom $157,842 93. The net revenue of the branch was $49,592 13. Total net earnings, $207,435 06.

The company have 66 locomotives, 45 passenger, 15 baggage, 8 express, 362 box, 110 rack, 43 gondola, 136 flat, 82 stone, 11 boarding and 1 wrecking cars. There have been added during the year, 14 box, 12 rack, and 17 flat cars. Miles run by locomotives with passenger trains, 438,804; with freight trains, 412,754; distributing trains, 71,913—total, 923,471.

Number of local passengers carried north, 158,683; do., south, 148,816—total, 307,499. Number of through passengers carried north, 27,834; do., south, 30,313—total, 58,147. Total local and through, 365,646. Total mileage of through passengers, 10,241,393; do., local, 11,178,854—total, local and through, 21,420,247. Miles traveled by each passenger, 58.58; do., by each local passenger 36.35. Revenue from through passengers per mile, 3.87 cents; do., local, do., 4.11 cents. Number of tons of freight carried, 243,918; do., carried one mile south, 17,468,694; do., north, 11,852,315—total tons carried one mile, 29,321,009.

Statement showing cost, resources and liabilities of Main Stem and Branches, exclusive of Lebanon Branch Extension, and Richmond Branch.

Total cost of road to June 30, 1867.		$10,168,330 43
Added during last year		28,090 85
Total cost of road		$10,196,421 28
Due from transportation department & U. S. Gov't.	$121,886 75	
Due for mail service	10,006 25	
Lebanon Branch extension mort. bonds	512,000 00	
City of Louisville b'ds, L. B. extension	237,669 98	
Lebanon Br. extension.	1,18.,961 69	
Richmond Branch	387,461 65	
Sundry railroad and State bonds	40,504 51	
Railroad, bank, and bridge stock	234,641 00	
Real estate, timber & quarry lands	29,032 65	
Due by sundry persons	7,125 42	
City Treasurer	29,700 00	
M., C. & L. R. R. Co., old account prior to Feb. 17, 1868	19,434 93	
Receiver M., C. & L. R. R., since Feb. 17, 1868	31,412 86	
Memphis Division	90,150 91	
M. & O. R. R. Co.	373,073 05	
Shop and fuel stock	408,808 83	
Cash	74,974 39	
		3,795,844 87
		$13,992,266 15

LIABILITIES.

Capital stock		$7,770,186 36
Suspended stock		99,000 00
		$7,869,186 36
Bills payable	$385,639 55	
Due sundry persons	5,361 88	
Due bills and pay rolls for June	148,331 67	
Due Richmond Branch stock account	369,410 30	
Due back interest	13,016 83	
Back dividends up to and including Jan., 1868, uncalled for	87,895 83	
July, 1868, dividend due August 1st	233,105 59	
		1,242,761 65
First mortgage bonds Main Stem	1,515,000 00	
First mortgage bonds Memphis Branch	267,000 00	
First mortgage bonds Bardstown Branch.	27,500 00	
City of Louisville b'ds to Main Stem (loan)	849,000 00	
City of Louisville b'ds to Lebanon Branch.	225,000 00	
		2,883,500 00
Profit and loss account		1,996,818 14
		$13,992,266 15

Statement showing cost and liabilities of Lebanon Branch Extension.

Construction—total cost to date....		$2,454,379 82
Coal and timber lands....		3,615 05
		$2,457,994 87
Liabilities:		
Due sundry contractors (retained percentage)....		$68,221 06
Due sundry persons....		1,812 12
Due Main Stem....		1,187,961 69
City of Louisville bonds bonds borrowed....	$600,000 00	
Mortgage bonds....	600,000 00	
		1,200,000 00
		$2,457,994 87

Statement showing cost and liabilities of Richmond Branch.

Construction—total cost of road		$412,124 44
Liabilities:		
Due sundry contractors (retained per centage)		$24,662 79
Main Stem		387,461 65
		$412,124 44

CONSOLIDATED STATEMENT.

Total cost of road:		
Main Stem, B. B., L. B., and M. B.		$10,196,421 28
Lebanon Branch extension (south of Lebanon)		2,454,379 82
Richmond Branch		412,124 44
		$13,062,925 54
Resources:		
Main Stem....	$2,220,421 53	
Lebanon Branch Ext.	3,615 05	
		2,224,036 58
		$15,286,962 12
Liabilities:		
Stock and stock liabilities and suspended stock Main Stem....		$7,869,186 86
Richmond Branch stock account, Main Stem		$369,410 30
Bills payable, Main Stem....		385,639 55
Bills and pay rolls for June and sundries, M. S....		166,710 38
Back and July, 1868, dividends, Main Stem....		321,001 42
Sundry contractors and persons, L. B. Extension....		70,033 18
Sundry contractors, Richmond Br.		24,662 79
Bonded debt:		
Main Stem....	$2,883,500 00	
Lebanon Branch Ext.	1,200,000 00	
		4,083,500 00
Profit and loss account, Main Stem		1,996,818 14
		$15,286,962 12

President.—H. D. NEWCOMB.

Directors.—James Guthrie, H. D. Newcomb, W. H. Smith, R. A. Robinson, Geo. W. Norton, John G. Baxter, James Whitworth.

Secretary.—WILLIS RANNEY.

Gen'l Superintendent.—ALBERT FINK.

Debt of Illinois.

In the year 1840 the State of Illinois, having then a population of 500,000, owed a debt of fourteen millions of dollars. A large portion of this debt was incurred for stock in the State Bank, in which the State was a stockholder. When the bank failed the stock became worthless, and the State received nothing for its subscription. The remainder of the debt was incurred under the old system of internal improvement, and for the Illinois and Michigan Canal. All that the State has to represent its then large debt is the canal. The debt was enormous, and the State seemed financially ruined. Its bonds had gone to holders for ninety, fifty, and even thirty cents on the dollar. In 1847, bills for funding the principal of and arrears of interest upon the debt were passed, and by the Constitution of 1847 a sinking fund, known as the two mill tax, was provided. The State, up to 1857, was able to pay only a part of its accruing interest. In 1857 a bill for funding the arrears of interest accruing between 1847 and 1857 was passed, and the State then, for the first time, began to pay its interest in full. The debt had, by its own increase, grown to some eighteen million dollars. In 1861 the debt was still further increased two million and fifty thousand dollars, for expenses of placing troops in the field, and for other war expenses.

By the application of the two mill tax fund and the receipts from the Illinois Central Railroad, and receipts from canal revenues, the debt has been continually decreased. With the fund raised for interest purposes, all the accruing interest has been paid. On the 1st day of December, 1866, the debt, excluding a nominal amount of scrip outstanding and unfunded, of $42,209 10, was $8,638,252 21. On the 15th of October, 1868, the debt was (excluding the old scrip, which was probably lost or destroyed) $5,999,603 50; showing a reduction of $2,638,648 68 in two years, represented as follows:

Internal improv't b'ds (old) due 1870	$2,000.00
New internal improv't stock, due '70..	1,635,953.74
Interest bonds of 1847, due 1877....	996,149.44
Interest stock of 1857, due 1860....	134,311.46
Liquidation bonds, due 1865....	193,400.00
Refunded stock, due 1862....	213,000.00
Refunded stock, due 1865....	9,000.00
Refunded stock, due 1869....	69,000.00
Refunded stock, due 1870....	396,000.00
Refunded stock, due 1876....	67,000.00
Refunded stock, due 1877....	334,000.00
Refunded canal stock, due 1860.....	8,000.00
Normal University bonds, due 1879..	48,000.00
Thornton loan bonds, due 1879.....	108,000.00
$1,000 war bonds, due 1879....	324,000.00
$500 war bonds, due 1879....	165,000.00
$100 war bonds, due 1879....	69,200.00
Canal bonds, dated July 1,'41, due '70	19,000.00
Canal bonds, registered, due 1870...	8,400.00
£225 canal bonds, payable in London, due 1870....	697,000.00
£225 canal bonds, registered, due '70	181,300.00
£300 canal bonds, payable in London, due 1870....	57,333.33
£300 canal bonds, registered, due '70	256,200.00
£100 canal bonds, payable in London, due 1870....	12,888.89
£100 canal bonds, registered, due '70	63,466.67
£225 canal bonds, payable in New York, due 1870....	25,000.00
£225 canal bonds, registered, due '70	7,000.00
Total interest bearing bonds.....	$5,939,603.53

Called in for payment, money appropriated to pay and to be paid as soon as surrendered by the holders:

1 refunded stock bond, due 1860....	$1,000
20 canal bonds of July 1, 1837, due 1860..	10,000
1 canal bond of July 1, 1837, registered, due 1860....	350
2 canal bonds of 1847, due 1860....	2,000
7 interest stock bonds, due 1860....	7,623
Total....	$20,978

On the first day of January next there will be in the Treasury, applicable to the payment of the debt:

Estimates State debt fund of 1867, collected in 1861....	$900,000
Estimates Illinois Central Railroad payment, to be made to Oct. 8, 1868.....	200,000
Total....	$1,100,000

The Canal Trustees will, in January next, probably make a payment upon the registered canal debt, from the canal revenues of 10 per cent., or $140,000, so that the debt of the State, after January next, will be about $4,700,000, mostly due in 1870. The registered canal debt, which is a lien upon the canal, is something over $516,316.67.

The following table shows the receipts from the Illinois Central Railroad Company for the percentage upon its gross receipts since its organization:

To Oct 31,'56	$29,721.59	For six months, ending	
For six months, ending		Ap'l 30, 1862	$74,465.34
April 30, 1856	31,529.00	Oct. 31, 1862	137.709.26
Oct. 31, 1856	46,102.66	Ap'l 30, 1863	126,634.83
April 30, 1857	59,196.82	Oct. 31, 1863	178,759.75
Oct. 31, 1857	86,449.02	Ap'l 30, 1864	170,055.08
April 30, 1858	60,255.76	Oct. 31, 1864	235,458.96
Oct. 31, 1858	71,749.77	Ap'l 30, 1865	240,553.84
April 30, 1859	51,137.68	Oct. 31, 1865	255,936.00
Oct. 31, 1859	73,966.78	Ap'l 30, 1866	205,501.70
April 30, 1860	89,612.56	Oct. 31, 1866	221,574.05
Oct. 31, 1860	96,944.66	Ap'l 30, 1867	207,169.70
April 30, 1861	84,934.36	Oct. 31, 1867	236,838.04
Oct. 31, 1861	92,323.65	Ap'l 30, 1868	194,603.01
Total			$3,345,213.67

The war debt incurred by the State has already been refunded to the State by the United States Government, and the money so received has been appropriated to and used for purposes of revenue or for defraying the ordinary expenses of the State Government, so that, in effect, the war debt has been paid. The war bonds now outstanding, amounting, as above, to $558,200, would long ago have been paid, if presented, but the holders do not seem to desire their payment, and they do not become due until 1877.—*Waukegan Gazette, Oct. 24.*

Intercolonial Railway.

The *Canadian Monetary Times* gives the following particulars in reference to the various proposed lines which have been examined with a view to obtaining the best and shortest route. The one selected by the Government is the No. 15, or Major Robinson route, which, all things considered is probably the best. The line is very straight to Halifax, being 560 miles from Riviere du Loup, the terminus of the Grand Trunk Railway. Halifax is 316 miles nearer to Liverpool than Portland, 373 nearer than Quebec, 357 nearer than Boston, and 550 miles nearer than New York. It is claimed for this route that it will best secure the largest European passenger traffic, the carriage of mail matter and express freight, and could accommodate, next to the frontier line, the largest amount of local freight. The *Times* says:

For the sake of presenting at one view the comparative distances (of the different lines projected) from Riviere du Loup to St. John and Halifax, and the number of miles of railway already built, we give this table:

	To St. John.			To Halifax.		
No. Rail-line.	of way built.	Not built.	Total.	Railway built.	Not built.	Total.
FRONTIER ROUTES.						
1	27	292	319	184	401	585
2	45	305	350	202	414	616
3	00	301	301	157	410	567
CENTRAL ROUTES.						
4		326	326	157	435	592
5		328	328	157	437	594
6	37	343	380	120	452	572
7	77	349	426	80	458	538
8	37	307	344	120	416	536
9	77	313	390	80	422	502
10	96	326	422	61	435	496
11	37	323	360	120	432	552
12	77	320	406	80	438	518
BAY CHALEURS ROUTES.						
13	37	387	424	120	496	616
14	96	377	473	61	486	547
15	96	390	486	61	499	560

The shortest frontier route to St. John is 301 miles, and to Halifax 567 miles; the shortest Central route to St. John is 326 miles, and to Halifax 496 miles; and the shortest Bay Chaleurs route to St. John is 424 miles; and to Halifax 547 miles.

The average number of inhabitants for each mile of railway by the different routes is given as follows:

Frontier line	260	per mile of railway.
Central	122	" "
Bay Chaleurs	235	" "

The route recommended by Major Robinson as the best general direction for the proposed railway is from Halifax to Truro, at the head of the Bay of Fundy, passing over the Cobequid Hills, and on and near to Amherst and Bay Verte crossing from these over to the River Richibucto and Miramichi; then by the valley of the northwest Miramichi and Nipisguit River to Bathurst; then along the shore of the Bay Chaleurs to the Restigouche River; then by the valley of the Matapedia over the River Metis; then along the banks of the St. Lawrence, at a distance of eight or twelve miles from the south shore to Riviere du Loup. The line is No. 15 in the above table. The distance to St. John and Halifax by this line are estimated as follows:

RAILWAY TO ST. JOHN.

	Miles.
From Riviere du Loup, to Metis and Matapedia, to Dalhousie	196
From Dalhousie to Bathurst	53
From Bathurst to E. and N. A. railway	141
Along E. and N. A. railway to St. John, constructed	96
Total	486

RAILWAY TO HALIFAX.

From Riviere du Loup, by Metis, Matapedia, Dalhousie, and Bathurst, to Moncton	390
From Moncton to Truro	109
From Truro by railway to Halifax, constructed	61
Total	560

Wooden Railways.

There are many parts of the country that suffer from a lack of railway facilities, without any prospect of bettering their condition in that respect, unless they can secure a road less costly than an iron railway. The advantages to be derived from wooden railways seem to have impressed themselves very forcibly on the minds of such as have taken the trouble either to inspect the wooden railways at work near the United States border or to go through the estimates and calculations furnished respecting their cost, working expenses and earnings. Lines of wooden railway are "projected" in both Provinces, Quebec and Ontario; in the former, there are three in embryo—from Lennoxville to Lake Megantic; from Arthabaska to Upton, and from Quebec to Gosford; in the latter, from Meaford to Collingwood, and from North Douro to Haliburton.

Some time ago, we published an interesting letter from Mr. C. J. Bloomfield, the representative of the Canadian Land and Emigration Company, giving the result of a personal inspection by himself and others of the wooden railway which runs to the Clifton Iron Mines, near Ogdensburgh a distance of twenty-four miles.

These gentlemen are of opinion that such railways would be of great service to Canada as feeders to main lines, and likely to prove active agencies in the development of remote settlements, or such sections of county as do not enjoy the advantage of lines running near them. In the back country the materiol is ready to hand. A saw mill, a blacksmith shop, plenty of maple, and a comparatively small amount of capital are all the requisites. As to the cost, estimates, of course, must be based on the character of the country through which a line would run and the price of timber. At any rate, from two to four thousand dollars per mile may be taken as about the probable cost. The solid maple rails 4×6 inches are wedged every three feet into heavy notched ties, the notch being made by machinery, and the wedges, two at each notch, from the waste of the maple rails. A few minutes suffice to unwedge the rails and lay down new ones. Being tightly notched in, the rails cannot warp sideways. It is said that the wood is made to make a curve in a way that would be found impossible with iron. Fine sand and dust which get on the rails are soon crushed into the wood by the car wheels and form a hard and gritty surface, which does not wear, and greatly facilitates the traction. The maple rail, if sound, will last a number of years, the average life being according to a good authority, five years, as the wet weather does not materially affect it. Good, broad wheels are essential; where the rolling stock is heavy, the wheels have a rim five inches in width. The sleepers are not adzed. A speed of ten miles an hour for freight trains, and twenty miles an hour for passenger trains, may be attained on these roads without any more risk, where the road is properly built, than would be incurred by running at the same speed on iron rails. This rate is higher than is generally supposed as capable of attainment on wooden railways, and certainly is as much as is realized on some of our iron railways. One of the requisites for the successful working of wooden railways is that the locomotives shall be light, and also the goods carried. We have already given the estimate per mile for costs of superstructure, but we reproduce it now for the sake of those who may not have given the subject attention:

1,760 ties delivered at 10 cents	$176 00
21,120 feet b. m. maple rail	316 00
Wedges, say	40 00
Notching ties and track laying	468 00
	$1,000 00

—*Canadian Monetary Times.*

Hoosac Tunnel.

There has perhaps been no time during the whole of these long past years of indecision, doubt and struggle, when the hope of ultimate success have been so steady, so probable, so alluring, as at present. With Mr. Farran at the head, management has become progressive at a rate that we have never known before. Already he has opened a passage through at the West end, four thousand feet in length, by which the vast labor of raising the debris through the shaft and pumping out the water will be obviated, as both can now be conducted through the opening, thus saving time, labor and money, in a way which should give confidence to the most doubting, and a fresh impetus to every one interested in the success of the enterprise. Of this four thousand feet, eight hundred is already completed tunnel, arched with brick, and the four hundred feet remaining heads to the point of communication with the heading of the West shaft. From here, twelve hundred feet more brings you to the West shaft, and East of this sixteen hundred feet have been pierced into the mountain. From the West end to the West shaft there remain twenty-four hundred feet which, with the exception of two or three hundred feet, will require to be built up with masonry, and then after that, Eastward from the shaft, the work is through the solid rock.—*Hoosac Valley* (North Adams) *News.*

St. Paul and Lake Superior Railroad.

The corps of engineers under Mr. DeKosta are now at work locating the line of the St. Paul and Lake Superior Railroad from the Dalles down to the navigable waters of Lake Superior.

Such a number of lines have been run that the country in the neighborhood of the Dalles is represented as nearly cleared. They have about thirty men at work, a majority of whom are choppers, and per consequence the timber has been brought low.

One line is being located into the village of Fondulac; on this route they come down the valley close to the river with an average grade of fifty feet to the mile. On this line there must necessarily be some very heavy curves.

The other line pointing to the head of the lake, starts from the Dalles and runs nearly east, crossing the Reserve road near its crossing of Midway river; from there it tends a few degrees to the south and passes about four miles back of Fondulac, and from there making as near as practicable an air line for Rice's Point, or Duluth; either of which may by this means be made the objective point.—*Superior Gazette.*

☞ LOUISVILLE AND NASHVILLE RAILROAD FIRST MORTGAGE 30-YEAR 7 PER CENT. BONDS, INTEREST PAYABLE APRIL AND OCTOBER, AT THE BANK OF AMERICA, IN NEW YORK.

INCOME ACCOUNT NO. 7 FISCAL YEAR ENDING 30TH JUNE, 1868:

Gross earnings		$2,228,609 44
Running expenses	$1,309,514 83	
Int. account same time	227,203 21	
		1,536,718 04
Net earnings		$691,891 50

Road and branches finished and running 367 miles, with monthly increasing earnings, and a mortgage debt of only $2,450,000.

For the purpose of retiring the above OLD indebtedness, and of extending its connections Southward, the Corporation has executed a mortgage to JAMES PUNNETT and JUNIUS B. ALEXANDER, of the city of New York, as Trustees, upon its entire lines of Road, with all its rolling stock, property, franchise and INCOME, to secure the prompt payment of its bonds for eight millions of dollars, in denominations of one thousand each, payable thirty years from 1st of April, 1868, and bearing seven per cent. interest—Coupons payable April and October, at the Bank of America, in New York. This mortgage provides for the *registering* of these bonds on the books of the Company, and at its agency in New York, by any holder who may desire this security against loss by theft or otherwise; and also that $2,500,000 of the Bonds shall be set apart for the *express purpose* of retiring at maturity the present indebtedness—thereby making this the *only* and *first* mortgage, on a road costing *double the amount.*

There is no Railroad Corporation in America whose bonds should more fully command the entire confidence of capitalists than this, which has never faltered in the payment of its obligations, of every description.

The net earnings of the Road are more than fourfold the interest on its present bonded indebtedness, and the stockholders have received eight per cent. cash dividends.

It is the purpose of the Company to issue, at present only a small portion of their Bonds secured under this mortgage, which we are now authorized to sell, in lots to suit purchasers, at ninety and accrued interest. Personal knowledge of this property, and its management, fully warrant us in unhesitatingly recommending these Bonds as in *all respects* a *first-class* security.

J. B. ALEXANDER & CO.,
No. 19 Nassau Street.

New York, November 10, 1868.

Baltimore and Potomac Railroad.

We are pleased to learn that this much-needed public work is progressing as rapidly as it is possible. The right of way in most cases has been secured and paid for, and through the efforts of Gov. Bowie, the worthy president, we doubt not that the whole work will be completed in a shorter period than its most sanguine friends anticipated. —*Annapolis Republican.*

☞ The Debt of Kentucky has been reduced $992,000 during the past year, and now stands at $8,619,191 46.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,660,000	A. & O.	Oct. 68 5
Baltimore City Passenger....	670,000	----------	Jan. '68 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Oct.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,100	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,900	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '68 4
Boston and Maine.....100	4 076,974	J. & J.	July '68 5
Boston and Providence ...100	3,360,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J.A J.O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	M'y'68 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921 412	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 50	721,926	J. & J.	Jul.'68 2½
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jul.'68 4½
Central of Georgia.....100	4,666,800	J & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A J&O	Oct.'68 2½
Central Ohio.....100	2,600,000	J. & D.	Jun.'68 3
Do. pref.....100	400,000	J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Charlotte & S Carolina...100	1,500,000	----------	----------
Chemung*.....100	380,000	----------	Oct. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago, Iowa & Nebras*.100	2,000,000	----------	Jul.'68 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,566,676	June	J'n'68 10s
" " pref.100	16,356,287	June	J'n'68 10s
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin , Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68$2
" Street.....	----------	J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,676,846	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,055,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	8,750,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J AJ &O	Oct. '68 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jul.'68 3½
Col., Ohi. & Indiana Cen.100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord 50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jul. '68 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*.....100	594,260	J. & J.	Ju'. '68 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,678,641	----------	----------
Do do. pref.100	1,987,351	----------	Jul.'68 3½
Eastern (Mass.).....100	3,883,300	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	664,600	----------	----------
East Tenn. and Georgia...100	2,389,730	----------	----------
East Tenn. and Virginia...100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers & Canand*..100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	39,500,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	----------	----------
Evansville & Crawfordsv.100	1,143,445	----------	----------
Fitchburg 100	3,540,000	J. & J.	July '68 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '68 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	4,156,000	J. & J.	July '68 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	----------	Sept.'68—
Green and Coa ... 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Oct. '68 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,258,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top .. 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,781,400	J.A J&O	Oct.'68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'68 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jul.'68 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,492,638	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000	----------	Apl.'68 4
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov,'68 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	8,477,366	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	10,059,400	August.	Aug.'68 4
" " guaranteed.100	586,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 3
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	2,956,081	----------	----------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	----------
" " pref.....100	3,050,892	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,103	J. & D.	Dec.'67 4
Morris and Essex 100	3,616,350	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul.'68 4
New Haven & N. London..100	788,538	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	6,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	Nov, '68 2
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,000,400	J. & D.	Dec. '68 4
Northern of N. Jersey 100	159,100	----------	----------
North Pennsylvania..... 50	3,150,150	----------	F'b.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,024,000	F. & A.	Feb. '68 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct.'68 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '68 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	2614,515	----------	----------
Panama.....100	7,000,000	J.AJ&O.	Oct. '68 6
Paterson and Ramapo.....100	248,500	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '68 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,069,450	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J. & J.	Jul. '68 3
Philadelphia and Dar'ty... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Oct.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec...100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga .100	2,500,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'68 5
Rutland preferred.....100	----------	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	901,841	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,264,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line.....100	656,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul.'68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Staten Island.....100	660,000	J. &J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref..100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vicksburgand Meridian...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	----------	Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,147,018	----------	----------
Wilm. and Weldon.....100	1,463,776	----------	----------
Warren.....100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jun'68 $4

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'68 6
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation.....	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....	----------	J & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000	----------	Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000	----------	Sep.'68 2½
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,000 000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000	----------	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	5,000,000	FMA&N	May,'68
Merchants Union Express..100	20,000,000	----------	----------
United States Express ... 100	6,000,000	MJ &D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	477,795	456,886	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	490,212	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,220	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	586,403	599.549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963.859	8,400.334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024.649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13.429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,776
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359.463	3,445.827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823.901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76 248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302.543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495.072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352.218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,806
1868	302,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	517,820	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,606
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693.244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13.357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117.858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346.243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302.426	281.613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454.826	4,088,837
1863	335,685	361,834	396,771	429,929	595,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812.178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702.685	10,033,026
1866	738,061	725,987	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249.419	277,380	397,525	401.299	364,334	370.963	3,745.310
1863	337,350	366,598	461,955	462,987	427,094	395,845	350,753	407,077	463,509	505.814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120.466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143.748	162.921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162.694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177.364	2,250.142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	156,388	130,545	140,408	143,987	204,597	196,910	210,473	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120.595	151,052	134,563	111,339	1.439.798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220.209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717.386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,268	79,431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,007	97,338	97,600	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	258,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	114½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " " ..... coupon		5	" "	1871	126
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	113
" " " ..... coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,300	6	Jan & July.	1881	113
" " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,602,312,250	6	May & Nov.	1882	105⅝
" " " (5-20s) ..... coupon		6	" "	1882	109½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	106⅜
" " " (5-20s) ..... coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	105⅝
" " " (5-20s) ..... coupon		6	" "	1885	107½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	109
" " " (5-20s) ..... coupon		6	" "	1886	110½
" " 3d series (5-20s) ... registered		6	" "	1887	109⅜
" " " (5-20s) ..... coupon		6	" "	1887	110⅜
Loan of March 3, 1864, (10-40s) ... registered	194,566,400	5	Mar. & Sept.	1904	104
" " " (10-40s) ..... coupon		5	" "	1904	105½
Pacific R. R. Bonds ..... (currency)	42,184,000	6	Jan. & July.	'95-'97	99
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	9,497,742	---	presentation.	------	----
Gold Certificates of Deposit	19,716,840	---	presentation.	------	----
Compound Interest Notes 1864 '65	-------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,075	---	----------	------	----
Three per cent. certificates	58,325 000	---	----------	------	----
Fractional currency	33,413,985	---	----------	------	----
Navy Pension Fund	14,000,000	3	----------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) ... "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... cupon	3,727,500	7	Jan. & July.	1877	132
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free) ..	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	81½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " ..... registered	1,229,687	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	95
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945	---	Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000	---	" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	6	April & Oct.	'67-'73	----
" —Military Bonds ..... "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'89-'99	63½
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.) ..	315,000	3	J. A. J. & O.	1890	95½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,607	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " ( ) cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	99½
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	99½
" — " " (Bounty)	501,000	6	"	abt '74	----
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,888	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	150,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1888	114
" —Bounty Fund Loan	200,000	5	" "	1889	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	110½
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	89
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	90
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " ..registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " "	6,000,000	6	" "	1878	101½
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909 807	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	65½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	103
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	6	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	98½
" — " " ..... registered	5,083,052	5	" "	'68-'70	100½
" —Inclined Plane Bonds	400,000	6	April & Oct.	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	----
" — " " 2d series	7,909,520	6	" "	1882	104½
" — " " 3d series	9,270,017	6	" "	1892	106½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	108½
Rhode Island—State War Bonds of 1851	468,500	6	April & Oct.	1871	102½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	6	J. A. J. & O.	'68-'70	100
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	6	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	69½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,469,398	6	" "	long.	----
" — " ..... coupon	10,900,000	6	" "	long.	----
" — " (new) ..... registered	1,379,500	6	" "	1876	57
" — " (") ..... coupon	489,300	6	" "	1886	----
" — " (")	39,600	6	" "	1890	----
Wisconsin—State Bond	405,100	6	Jan & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95
Loan of 1850	602,000	6	" "	"	1880	95
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	65½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,000	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1880	85
Consol. Mortgage for $5,000,000	4,437,200	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$250,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	93
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	103½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	103
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	93
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	101
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	April & Oct.	New York.	1895	73
1st Mortgage (convertible)		7	" "	" "	1895	
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	92
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	
1st Mort. (Gal & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1899	90
Chicago, Rock Island and Pacific:						
1st, Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	104½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1896	88½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	195,000	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,180,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	74
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,880	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	76½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	90
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	105½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	114½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	800,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	95
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'78–'75	....
1st Mortgage, Bardstown Branch	30,000	7	— & —	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	— & —	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1t mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	100,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	91
1st Mortgage, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	74½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1890	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	114
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	115
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	90
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	95
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	101½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	96
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	90
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	65
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	92
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	88½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	94
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	166,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	125½
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	220,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	" "	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	90½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	108
2d Mortgage	274,500	7	— & —	"	18—	92
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1878	92½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	....
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67–'69	96½
Company Bonds	223,000	5	Various.	"	'77–'84	86½
Company Bonds	2,467,000	6	"	"	'75–'76	96½
Orange, Alexandria & Manas.:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	77½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	96
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	98½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85½
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	102½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	18:6	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	6½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,508	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	155
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	84
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	.....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	.....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	.....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	$38,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	81½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	75
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	74
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	76½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consol. Mortgage for $3,500,000	.....	7	Jan. & July.	Philadelphia.	1890	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	71½
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Salt Works Branch Bonds	9,500	6	" "	" "	1861	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	— & —	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	100½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,980	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	600,987	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93
Convertible Loan	1,201,850	6	" "	"	1877	75
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	90
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	71
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	59
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	97
Consolidated (Md.) Coal:						
1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: H. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ... New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,382,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 18[illegible]	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris .. N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶ ..... Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	117
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.* ... Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	....
Jun. 30, 1867	64.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	—	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	146
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg .... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,665	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	66
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine ..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306,973	976,017	119.4	583,661	42,096,255	12,886,085	1,565,462	435,780	10	100	134½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,659	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	—	—	—	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,886,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	15
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co.. New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	07½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	11
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	636	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	119½
Jun. 30, 1867	137.0	—	17.0	—	28	28	8	417	Central Ohio ..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	—	137.0	(Leased	to Balt. and Ohio.)		888,080	.....	—	100	33½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	976	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....]	—	13	9	7	115	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	209	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)		.....	.....	—	50	3
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	141
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy .. Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	169
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)		.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	.....	.....	12,614,846	4,741,200	10s	100	81½
Mar. 31, 1868	405.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	102½
Jun. 30, 1867		Less	ees	of 8	an.	&	Cin.		Cincinnati, Dayton and Eastern ..... Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton ... Ohio.	3,945,870	999,196	1,354,231	217,252	3,500,000	2,000,000	667,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentucky.)		.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction .. O. & Ind.	3,462,004	*	.....	.....	1,862,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,462	700	9,973	374,100	560,000	15,258	—	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	1323	—	7.7	—	16	11	11	598	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	187.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,460,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	..	100	77
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash. Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	49
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	42
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	82,121,284	61,20€,114	2,492,215	932,497	14	100	98½
Feb. 12, 1868	588.0	12.0	....	—	—	—	—	—	Col., Ohio. & Ind. Cent...Ohio, Ind & Ill.	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	89
Nov. 30, 1867	64.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	.....	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	72½
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont.New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.6	185,392	3,518,057	3,712,070	481,809	171,914	6	100	91
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	131½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania.Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	—	6	100	....
Oct. 31, 1867	118.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	64½
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.4	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	(Leased	to Boston	& Maine.)	.....	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	663,956	153,124	139.4	319,880	4,874,691	.....	805,271	365,527	—	100	100
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	.....	.....	.....	84,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	.....	(Leased	to Penney	lvania.)	.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	118
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	.....	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	100	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶.Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Northe	rn Centra	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Centra	l.)	165,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	38½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97 0	....	....	....	....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶.N. Brunsw.	4,743,777	(C	onstructe	d by the	Provin	cial Gov	ernment.)		108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	.....	21,759	.....	150,000	200,000	27,460	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	134
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	816,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	*	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural..N.J.	280,258	*	.....	.....	280,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	52.0	—	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	*	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984,808	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	16,668,080	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶....S. Carolina.	2,692,554	368,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	89½
Aug. 31, 1867	200.0	13.0	15.8	52.0	48	27	12	584	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	55½
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	.....	(Leased	to Penney	lvania.)	.....	133,284	7	50	55½
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,324	589,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.0	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	125
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*.....Illinois.	31,328,473	*	8,468,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	141½
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	*	.....	.....	.....	—	50	22
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	....	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	....	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	496,139	1,496,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	.....	13,792	.....	.....	75,263	32,186	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	286	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	1	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	.....	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	.....	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	534,154	193,776	6	50	....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	3,580,764	1,372,063	10	50	54
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	38,718	5,642	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8,267	—	(Operat	ed by Lou	isv., Cine.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704.058	—	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint). O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	.....	—	6.6	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	44
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	—	23.250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,350	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5.519	1,108,594	282.520	4,538	185.179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Jun. 30, 1867	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469,757	3,969,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810,469	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200.000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415.000	222.174	—	50.0	.....	.....	(11 mos.)	94.046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250.000	.....	.....	—	(Leased	to Phila. a	nd Reading.)	.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	130
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	654,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999.000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	117½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind. O., M., I. & I	16,358 549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	83
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15.128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490.366	.....	.....	.....	405,020	.....	.....	.....	—	(Leased	to West J	ersey.)	59.329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	70
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	.....	8	50	58
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missies. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411.714	143,722	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	96.0	827,530	.....	.....	1,382,840	264,547	3½	50	33
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	.....	.....	.....	.....	98.0	.....	.....	.....	283,454	81,345	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶. Tenn. & Ky.	4,600,' 55	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744,092	79,781	26,289	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	18,294	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	1,344,000	650,000	142,167	.....	33.8	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	62.0	.....	.....	.....	.....	.....	—	100	5½
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	698,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	46
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North. N. Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N. Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	143
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	85
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6½	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)			12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																							
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,198,701	13,691,447	892,057	377,206	53	50	35½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	49
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	116
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	401	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	90
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Gover	nment.)			145.0			(9 mos.)	155,098	22,699	—		
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	69½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,633	122,225	340.0				4,459,319	1,063,529	—	100	29½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,269,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	40
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	686,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	96½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—					Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	700	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	330
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark.....New Jersey.																100	....
Dec. 31, 1867	15.1	—	....	—					Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0					Peninsular .....Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	54½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,643,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—					Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,706	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent..Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	25½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	67
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,008	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	48½
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	55
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	150.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	26,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	107½
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati.)					—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	25.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	103
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.6	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—					Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—					Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,365	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9 2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Fredericksburg and Potomac ¶..Va.	2,248,557	*		.....	1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	28.3	—	....	—					Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0					Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0							100	....
Dec. 31, 1867	12.0	—	....	78.0					Rock Island and Peoria.....Illinois.									12.0							100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	15	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	114
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	34½
May 31, 1867	—	—	—	133.0					*St. Croix and Lake Superior*.Minn. & Wis.																100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1, '67, I. & St. L.)			2,218,402	608,112	—	100	38
Dec. 31, 1866	80.9	—	....	—					St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1867	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.6	18	....	....	....	*St. Louis and Iron Mountain* ¶....Missouri.																100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000										100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—					Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—					Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,395	226,900	487			(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—					Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000	—	50	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,269,150	97,000	149,218		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,260	542,585	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,624		—	100	....
Oct. 31, 1867	28.0	—	6.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0							100	....
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9					*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec.....Maine.	800,000				250,000	560,000				(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—					South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	100.0	29.1	—	43	29	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	123.0	¶	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec 31, 1867	30.5	—	....	43.3	3	2	1	75	Southern Minnesota .....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	....	....	200.0	....	....	....	....	*Southwest Pacific* †.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Cinc., D	ayton and	Eastern.)	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	196,000	150,000	.....	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	660,000	200,000	95,000	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	1,983,141	6,739,000	.....	.....	.....	(Leased	to Housat	onic.)	.....	31,409	7	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	448,700	.....	.....	.....	.....	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	267,300	.....	.....	.....	13.2	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	45½
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western.O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	3,809,353	1,022,471	—	100	58
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield †.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operat	ed by Vt	& Mass., &	T. & B.)	.....	19,208	7	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned	by railroa	ds centrin	g in Troy	.)	32,000	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	.....	—	....	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	....	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	(Leased	to Vermo	nt Central	.)	.....	8	100	103½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	62½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	—	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee †.....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	.....	.....	.....	.....	.....	.....	.....	18.3	.....	.....	.....	458,606	155,928	7	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western †.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	....	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	.....	.....	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased	to Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon †...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	.....	13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300,000	203,333	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	293,230	.....	.....	.....	317,050	52,000	24,180	.....	.....	(Leased	to Northe	rn Central	.)	.....	—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,600	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	39
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,220,594	.....	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	—	—	(Leased	to Le	high Nav.	Co.)	.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	—	—	108.0	—	—	—	.....	.....	16	100	128½
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	—	—	—	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	—	—	—	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	—	—	—	.....	247,603	8	50	29½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	—	—	—	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,155	7,775,720	489,316	136,275	109.2	—	—	—	1,099,013	.....	6	50	10
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	—	—	—	155,872	42,170	—	50	14
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	—	—	—	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	—	—	—	132,037	33,921	4	50	30

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	58½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	98½
30 Nov.'67	3.99	—	43	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	289,428	200,000	50,000	48,934	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	2,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,655	10	—	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	57
30 Nov'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	35,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	103,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep. '67	19.76	—	—	—	37	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	15.0	—	—	103	—	Broadway & 7th Ave., N. Y.	608,218	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep. '67	5.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep. '67	21.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.00	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	280,000	—	300,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,600	3,900	—	—	—	100	—
30 Sep. '67	10.60	—	—	21	3	Harlem Br., Morris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191.500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,570	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	40½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73.564	10	100	—
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453,404	1,170,000	1,280000	50,000	1,18945	222,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	—
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep. '67	2.25	—	—	4	—	V. Brunt st. & Erie Basin Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35
31 Oct '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26⅔	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	24
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408.156	105,448	18½	50	60
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	73
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	16½
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	65½
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,337	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway: 1st Mortgage	25,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	59
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg] 1st Mortgage	66,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	—	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D	1867	—
Second and Third Street: 1st Mortgage	160 000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt st. & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	80,000	7	M. & N.	1878	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1880	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	21
Catawissa,* pref. and guar.	2,200,000	7	7	31⅝
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	68
Chicago and Alton, pref.	2,425,400	7	10	142
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	83½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	95
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	40
Erie, preferred	8,536,910	7	7	64
Hannibal and St. Joseph, pref.	5,253,836	...	...	89
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23½
" " 2d pref.	4,051,744	6	...	10
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	82
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	20
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	35½
Mariposa Mining, pref.	5,774,400	7	7	22

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton.	41 — @ 45 —
Pig, American, No. 1 (good to best)	41 — @ 43 —
Pig, American, No. 2	37 — @ 39 —
Pig, American, Forge	34 — @ 38 —
Bar, Refined, English and American	90 — @ 92 50
Bar, Swedes, assorted sizes (gold)	82 — @ 87 —
Store Prices.	
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	— — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	130 — @175 —
Ovals and Half-round	125 — @155 —
Band	130 — @ — —
Horse Shoe	130 — @ — —
Rods, ½@3-16 inch	105 — @165 —
Hoop	135 — @190 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia, assorted No.'s (gold)	— 11½@ — 13
Sheet, Single D. and T. Common	— 5½@ — 7½
Rails, English (gold) per ton.	51 — @ 52 —
Rails, American	79 — @ 81 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 18 @ — 23
English Spring (2d and 1st quality)	— 10 @ — 12½
English Blister (2d and 1st quality)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Nails	— — @ — 42
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 22½@ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 27½@ — 27½
Straits (gold).	— 25½@ — 25½
English (gold).	— 25½@ — 25½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 25 @ 8 50	11 25 @ 11 75
I. C. Coke	7 — @ 7 50	9 50 @ 10 50
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	7 75 @ 8 —	11 — @ 11 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— 14 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 20 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 27
Refined, Standard White (in ship'g order).	— 27½@ — 27½
Refined, prime White (in shipping order).	— — @ — —
Refined, S. W. (in merchantable order)	— — @ — 27
Naptha, Refined, (60 @ 63 gravity)	— 11 @ — —
Residuum per bbl.	— — @ 3 75

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	....
Canton Co.	46	....	....	47	....	....
Central of N. Jersey...120½	119	119	119	119½	119	
Chicago & Alton.....142	138	140	140	142	141	
" pref.	....	....	145	145	142	
" 1 M. .101	101	....	101	100½	101	
" S. F.	....	....	100½	....	....	
" Inc. bds.	....	....	....	....	....	
Chicago, Burl. & Q.	170	....	169	....	....	
8s, 1883	....	....	....	112	....	
Chi. & Gt. Eastern 1st m.	74	....	73	....	....	
Chic. & Northwestern . 84½	79	81½	83	81	81½	
" pref. 85½	83	83½	84½	82½	82½	
" 1st M.	....	....	90	90	90	
" Interest	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Consol. 95x	92	92	....	92	92	
Chic., Rock Isl. & Pac..102⅝	102⅜	104	104¼	103½	102½	
Chicago & R. I. 7s, 1870	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1896 94½	....	....	94¾	....	94½	
Clev., C., C. and Ind.	....	78	....	77	77	
Clev. and Pittsburg..... 84½	83¾	85½	84¾	83½	84½	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M.	....	77	....	....	....	
" Con.	....	....	....	....	....	
Clev. and Toledo..... 99	98¾	99	100	99	99½	
" S. F. 7s.	....	....	....	....	....	
Col., Col., & Ind. C.	....	....	....	....	....	
" 1 M.	....	....	74	....	....	
Cumberland Coal pref.. 34½	34	34½	35	35⅛	....	
Del. & Hudson Canal...129	128½	128	128	128	128	
Del., Lack. & Western.....	....	130	....	....	129	
" 1 M. 7s.	....	....	....	....	....	
" 2 M. 7s.	....	....	....	....	....	
Erie Railway..... 39	39¾	40	39⅝	38⅞	38⅞	
" pref..... 64	61	....	....	....	64	
" 1 M. 7s, 1867....	101	....	....	....	101	
" 2 M. 7s, 1879.	....	....	....	....	....	
" 3 M. 7s, 1883.	....	....	....	....	....	
" 4 M. 7s, 1880.	....	....	....	....	....	
" 5 M. 7s, 1888.	....	....	....	....	....	
Great Western 2d mort.	76	....	....	76¾	....	
Hudson River 127	124	....	....	126	123⅛	
" 1 M. 7s, 1869.	....	....	....	....	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M. 7s, 1875.	....	....	....	....	....	
Illinois Central 141	142	143	....	....	141¼	
" bonds	....	114	....	....	114½	
Lake Shore (C., P. & A.)	....	98	....	....	....	
Marietta & Cin. 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central	....	....	117	....	....	
" S. F. 8s, 1882.	....	....	....	....	....	
" conv. 8s, '69	....	....	....	....	....	
M. S. and N. I. 82¼	82	83	83½	82½	82½	
" 1 M. S. F.	....	....	....	....	....	
" 2 M. 90x	....	....	....	....	....	
Mil. and P. du Chien	....	....	....	....	....	
" 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Milw. and St. Paul..... 86¾	66½	68	71	70	70	
" pref..... 87½	78	80	82	80½	82½	
" 1st mort.	....	....	....	96	....	
" 2d mort.	....	....	....	....	....	
" 8s..... 102	102	101	101½	101½	....	
" 7 3-10s con.	....	....	....	96	....	
Missouri 6s 89½	86	89	89	89	....	
" H. & St. J. 1ss.	....	....	....	....	....	
Morris and Essex	....	....	....	....	....	
" 1st mort.... 96½x	96½	....	96	....	96	
" 2d mort.... 88½	....	....	....	88½	....	
N. Jersey R.R. & T. Co.	....	134	....	....	....	
New York Central.....122½	120	121½	122⅜	119½	119½	
" 7s, S.F. 1876.	....	....	....	....	....	
" 7s, conv. '76	....	....	....	....	....	
" 6s, S.F. 1883.	....	....	....	....	....	
" 6s, S.F. 1887.	....	....	....	....	....	
N. York and Harlem	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873.	....	90x	....	....	....	
N. Y. and N. Haven	....	143	....	....	....	
N. Carolina 6s 65	64	66½	65⅞	66	....	
" new 64½	63	66	65	65½	65⅝	
Ohio and Miss..... 29½	28½	29½	29⅝	29½	29⅝	
" pref.	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Pacific Mail S. S. Co....116½	116	118½	118½	117⅝	116	
Panama	....	....	....	....	....	
Phila. and Reading..... 94⅜	94½	96	97	97½	97½	
Pitts., Ft. W. & Chicago.109½	107½	108	109½	108	107⅝	
" 1 M.	....	....	....	....	....	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
Quicksilver Mining Co.....	20	21½	22	22	21⅝	
St. L., Alton & T. H.... 38	....	....	....	....	....	
" pref.	....	....	....	....	61	
" 1 M.	....	....	....	....	....	
" 2 M. pref.	....	....	....	....	....	
" Income bds.	....	....	....	....	....	
Tennessee 6s..... 68	....	70	69	69½	69	
" new..... 67½	66	69½	68½	69	68¾	
Tol., Wab. & Western.. 57	56½	56⅞	58½	58	57½	
" pref.	....	....	....	73½	73	
" 1 M. ex.... 91½	....	....	91½	....	91½	
" 2 M.	81½	....	81½	....	....	
" Equipment	....	....	74	....	....	
Virginia 6s, ex-coupon.. 54	52	....	56	55⅝	55⅝	
" new..... 55½	....	56	57	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..104	....	104⅜	104½	105½	105	
U. S. 5s, 10-40s, reg....102½	102⅝	103	103½	....	103⅞	
U. S. 6s, 1881, reg	112	112½	112⅝	112⅞	112⅞	
U. S. 6s, 1881, coup...112½	112½	112⅝	114½	113½	113⅝	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.105½	104	104⅝	105½	105⅞	105⅝	
U. S. 6s, 5-20s, c. 1862.106⅝x	106½	107⅝	106⅞	109	108⅞	
U. S. 6s, 5-20s, reg. '64	....	....	105⅞	106	106½	
U. S. 6s, 5-20s, c. 1864.106x	106½	106½	107½	106⅞	106⅝	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.105⅞	106½	106½	107⅜	107	107	
U. S. 6s, 5-20s, r. n. '65	107½	109	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.108⅜	108⅝	109⅜	109½	109⅜	109⅜	
U. S. 6s, 5-20s, reg. '67	....	109½	....	....	....	....
U. S. 6s, 5-20s, c. 1867.108	108¾	109	110	109¾	109⅞	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..109	108⅝	109½	110⅝	110⅜	110⅜	
U. S. 6s, Pac.R.R.issue 97	....	98⅜	99¼	99	99	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 10.

	W. 4.	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu.10
Catawissa	....	11	....	....	....	
.. preferred .. 31½	29	28¾	30	31	31⅝	
Camden and Amboy	....	128	128	128	128½	
.. 6s, 1870	....	....	....	....	....	
.. 6s, 1875	....	....	....	....	....	
.. 6s, 1883	....	....	....	....	....	
.. 6s, 1889	....	....	....	....	....	
.. mort. 6s, '89 94	....	....	....	93½	....	
Elmira & Williamsport	....	....	....	....	....	
.. pref.	....	....	....	....	....	
.. 7s	....	....	94	....	94	....
Lehigh Navigation..... 28½	27½	27⅛	27⅞	28⅛	29⅛	
.. 6s, 1884	....	....	....	....	....	
.. Gold L..... 93	....	....	92	93½	93⅛	
.. R. R. L	84	....	84	....	....	
Lehigh Valley R. R..... 54⅞	54½	54	54½	55	55	
.. 6s new..... 95¾	....	....	....	95	95	
Little Schuylkill R.R	....	44½	44	....	....	
.. 7s	....	....	....	....	....	
Minehill 58	....	58	58	....	....	
Morris Canal	....	....	....	....	....	
.. pref	....	72	....	....	72	
.. 6s, 1876	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1880	....	....	....	....	....	
.. 7s	....	....	....	....	....	
.. 10s, 1887 ...108⅛	108⅛	108	....	....	....	
Northern Central	....	....	....	....	....	
Pennsylvania R. R..... 54⅛	54	53½	53⅛	53⅜	54⅛	
.. 1st M	....	101½	101½	....	....	
.. 2d M	....	96	96¼	....	....	
Penn. State, 6s, 1st series	....	....	104½	104⅛	104½	
.. 6s, 2d series	106½	....	....	105⅛	105⅜	
.. 6s, 3d series.108⅛	108⅜	....	108⅛	....	....	
.. 6s, W. L	....	....	....	102⅛	....	
Philadelphia City, 6s	....	....	....	....	....	
.. new 102⅜	102⅛	102	102¼	102⅛	102¼	
Philad., Germ. & Nor	....	67	....	67	....	
Phila. & Reading 48⅛	47⅜	46⅞	48⅛	48⅞	49	
.. 7s, 1893	....	....	....	103⅜	....	
Philadelphia and Erie	....	24½	25¼	....	....	
.. 6s..... 86	....	86	85⅞	....	....	
Schuylkill Navigation	....	....	....	....	....	
.. pref..... 20⅛	20⅜	20	....	....	....	
.. 6s, 1882 71	....	....	....	71	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
Susq. Canal	14	....	....	....	59	
.. 6s, 1878	....	....	....	....	....	
Union Canal, pref	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Wyoming Valley Canal	....	....	....	....	....	
.. bonds	....	....	....	....	....	
Hestonville, (Horse).. 11½	....	11	11	....	....	
Chestnut & Wal. ..	46	....	....	....	....	
Green & Coates ..	....	....	....	....	....	
2d and 3d streets ..	50½	....	....	50½	....	
Spruce and Pine ..	....	....	....	....	....	
13th and 15th sts. ..	....	16	16	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 10.

	W. 4.	Th. 5.	F. 6.	Sat. 7.	M.9.	Tu.10
Baltimore City 6s, 1875	....	93¾	93½	....	93½	94
.. 1886	....	....	....	....	....	....
.. 1890 95	95	94¾	94½	94½	95	
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	117½x	117	....	....	....
.. bonds, 1875. 95½	95½	....	....	....	....	....
.. .. 1880. 95½	....	....	....	....	....	....
.. .. 1885. 95½	....	....	94	....	....	....
Marietta & Cin. 1st M.. 91	....	....	....	90	....	
.. 2d M..... 74x	....	73¾	73¾	....	....	
Northern Central	....	....	49	....	....	....
.. bonds, 1885	....	....	85	85	....	....
.. .. 1900	....	....	....	84¾	....	....
N. W. Va. 1st mort..... 96½	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu.10.	W.11
Boston and Albany 147½	....	146	145½	145½	146	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....135	135	135	....	134½	....	
Boston and Providence	....	....	....	134½	....	
Boston, Hartford & Erie 27	27	27	27½	27½	27½	
.. 7s, new	....	....	....	....	....	....
Cheshire, pref	....	68	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern 118½	118½	118	....	....	....	
Fitchburg	135	....	134½	134	....	
Manchester & Lawr'ce	....	130x	....	....	....	....
Michigan Central.....117½	....	....	....	117	117½	
Northern, N. H.....116	....	....	....	....	....	....
Ogdens. & Lake Champ	....	....	....	68½	69½	
.. pref	....	....	....	102	....	
Old Colony & Newport..... 97	97	....	....	....	96½	
Ph., Wil. & Baltimore	....	....	....	....	55	
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada	....	104	....	....	103¾	
Vermont & Mass	....	62¾	....	....	....	....
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge 98	....	....	....	....	98	
Metropolitan 64½	....	65	....	....	64¾	
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	16	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....
Rockland ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Oct. 23.	Oct. 30.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	39 — 40	38½ — 39½
Detroit and Milwaukee 1st mort. 7s..	60 — 62	59 — 61
Do. 2d mort. 8 p. c.	62 — 65	60 — 63
Erie shares 100 dol. all paid	31½ — 31¾	27½ — 28½
Do. sterlg. 6 p. c. convertible bonds	70 — 72	70 — 72
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —100	98 —100
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	96¾— 97½	96¾— 97½
Marietta and Cin. R. R. bonds 7 p. c..	72 — 74	72 — 74
Panama General mort. 7s, 1897	108 —110	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct..	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	89 — 91	89 — 91
Philadelphia and Erie 1st mort. 1881.	89 — 91	89 — 91
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, November 14, 1868.

Stock Exchange and Money Market.

The Money Market has been extraordinarily close and oppressive to borrowers since our last. The offerings of capital on Thursday and Friday, the 5th and 6th insts., were on an extremely limited scale, and usurious rates of interest were exacted from even first class street houses, for such aid as they stood in urgent need of. The effect of this remarkable stringency was discernable in the panicky dealings in the public funds, as also in railway and miscellaneous shares, and, to some extent, in produce and merchandise, the ruling values of which were all more or less seriously depressed, and characterized by frequent and violent fluctuations. On Saturday, advices were received from Washington, intimating that Secretary McCulloch contemplates an early issue of a portion of the reserve of fifty millions of legal tender notes, and also a re-issue of retired but uncancelled greenbacks; further that the Secretary would presently issue a fresh batch of three per cent. certificates, with a view to the relief of the loan and discount market, and the benefit of legitimate business interests. These advices led to a partial subsidence of the distrust and feverishness previously so prevalent in the street, and to a corresponding improvement in fund and stock values, on a more confident purchasing demand. On Monday and Tuesday, there was a much improved tone in the money market, and a greatly diminished pressure for accommodation has been noted, on the part of nearly all classes of street borrowers. To the Government houses as well as to the leading stock firms, money has been quite freely offered, especially toward the close of Tuesday, at 7 per cent. in currency; and this, too, although the street was considerably agitated by a variety of rumors, more or less conflicting, relative to the probable financial action of the Secretary of the Treasury in the immediate future, and to the financial and commercial situation at the West and Northwest, whence rather discouraging reports were received during Tuesday. On Wednesday the 10th, the market was decidedly in favor of borrowers, whose wants were generally supplied at the legal rate on first class collaterals. Discounts were quoted at from 8 to 10 per cent. per annum, for the best names, and were much more animated on the final day than on any preceding day, of the week under review, which, taken as a whole, was one of the most critical for the business of the city, state and nation, as far as regards financial influence that we can recall to memory. The city banks made a discouraging exhibit, in their last weekly returns reporting a loss of $4,423,721 of legal tender notes, and a gain of $5,826,215 in specie, with a reduction of $5,753,678 in loans. The deposits have been cut down $6,391,889, and the circulation increased $100,427. Secretary Mc Culloch's statement of the public indebtedness, for Nov. 1, has been generally regarded as favorable to the public credit. It shows a decrease of $7,514,166 in the net aggregate obligations of the Government, since October 1. The cash in the Treasury on the 1st inst., was $113,873,019 (including $10,465,033 of currency, and $103,407,985 of coin) $110,257,841 (of which $13,365,994 currency and $96,891,847 coin) on the 1st ult. The net debt is now $2,527,129,552, of which the sum of $2,107,557,950 bears coin interest.

The specie reserve of the city banks is now $16,446,741, against $12,816,984 same time last year. The city bank deposits are now $175,556,718, against $177,849,809 week ending Nov. 2, 1867. The legal tender reserve amounts to $47,167,207, against $55,540,833 same time last year. The circulation now stands at $34,353,637, against $24,069,903 same time last year. The loans are now $256,612,191, against $247,719,175 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $146,095,267 a day, against a daily average of $134,908,757 the preceding week, and $141,262,407 the week ending with Oct. 22, 1868. The current week's exchanges average about $130,187,185 a day. The city banks, last week, gained $5,826,215 of specie, while they lost $6,391,829 of deposits, and $4,423,721 of legal tender notes. They reduced their loans, $5,753,678; and increased their circulation, $100,427.

The New York Gold Exchange Bank reports for the week ending Saturday, the 7th day of November, 1868, the average amount of loans and discounts as $1,683,864; average amount of specie, $697,759; average amount of deposits, $1,553,243.

National Bank notes to the amount of $89,60[illegible]

were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $310,450,876, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $10,515,001, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,935,875. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,495,600; and for the public deposits, $38,060,350—making a total of $379,555,950. The Treasury Department last week redeemed and destroyed $365,500 of worn and mutilated fractional currency, and issued $544,673 of new. The outstanding amount of fractional currency on the 1st of November, was $33,413,985, against $32,933,614 on the 1st of October, 1868.

The U. S. Sub-Treasury receipts, week ending with Nov. 7, were $27,266,903, including $1,887,810 from customs duties; payments, $36,902,855, including $10,707,000 of coin interest; balance at the close of the week, $82,363,664, against $91,484,109, at the close of the preceding week, showing a decrease of $9,635,952. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday $3,471,146 including $329,469 from customs; add payments, $3,480,257, including $1,104,000 of coin interest; on Tuesday, receipts, $1,220,747 including $317,000 from customs, and payments, $1,337,301, including $596,250 of coin interest. The balance at the close of business on Tuesday stood at $82,237,998, against $83,216,312, a week previous; and $93,703,339, on Oct. 21, 1868. The aggregate receipts of the office from all sources in October, were $56,749,293; aggregate payments, $59,249,680. The balance on the 1st of November was $91,999,615, or about 2½ millions more than on the 1st of October, which amounted to $94,499,990.

The outstanding amount of coin certificates on the 1st of Nov., was $19,716,840, against $20,236,400 on the 1st of Nov., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $2,860,000, and retired $1,801,810 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during October, reached $5,208,560.

Government revenues have been unfavorably affected by the pressure in the money line, and have yielded only very moderately, since our last. The excises, last week, yielded about four millions; customs at the port of New York, $1,887,810, and at the outports about $630,000 (in coin) more, making the grand total income for the week equal to about $7,651,100 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $85,000,000.

Gold has fluctuated rather widely, during the week, influenced more or less directly by the course of the loan and discount market. The dealings have been extensive, mainly on speculative account. The extreme figures have been 135⅞, and 132, and the closing quotations on Wednesday, were 134⅛@134¼, on a more liberal offering and a less confident inquiry, particularly from speculative sources. The export call has fallen off, and the customs drain has been on a reduced scale. According to the November debt statement, there were $103,407,985 of coin, and $10,465,033 of currency in the Treasury on the 1st inst., making an aggregate cash reserve of $113,873,019, against $110,257,841 on the 1st of October. Of the coin in the Treasury at the beginning of the current month, $83,691,145 belonged to the Government, and $19,716,840 to holders of an equivalent amount of outstanding coin certificates of deposit. On the 1st of October private depositors owned $20,236,400 of the $96,891,847 of coin then in the Treasury vaults.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,436,919, against $2,701,000 same time last year. The customs demand for Gold last week, averaged $312,968 a day; thus far, this week, it has been equal to $323,235 a day, or equal to a weekly aggregate of $1,939,410. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $53,861 and from California, $58,438. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $104,258,433, against $106,722,466 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $32,630,230, against $25,302,796 in 1867, showing an increase thus far in 1868, of $7,327,434. The exports of specie, from this port, last week, were $264,829, against $298,112 same week last year; total, since Jan. 1, 1868, $68,207,430, against $44,135,444 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $10,707,000; since Jan. 1, 1868, $74,577,609, against $54,540,681 same time in 1867.

There has been a decidedly weaker market reported for foreign exchange, partly influenced by the money pinch, on a reduced business. The later dealings indicated a little more steadiness in rates, but were not of any notable magnitude. Bankers' prime sixty day bills on London closed on Wednesday at 109¼@109½, and on Paris to 5.20c.@5.16¼; sight bills on London to 109⅝@110, and on Paris to 5.15c.@5.13¾. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,943,195, against $4,663,445, same week last year; total, since Jan. 1, 1868, $141,564,277, against $161,471,616 in 1867.

There has been unusual excitement in the market for Government securities, which have fluctuated violently on a very active trade. The closing transactions were on a less extensive scale, but were indicative of a strong and buoyant temper in the market. The official report of the public indebtedness on the 1st inst., shows a net decrease of $7,514,166 in the aggregate of the national obligations since Oct. 1. The net total is given at $2,527,129,552, against $2,534,643,718 on the 1st ult. Of the debt, the coin interest bearing portion is now up to $2,107,577,950, or $7,423,650 more than a month before. The increase is altogether in the form of five-twenty six per cent. bonds, of which there are outstanding $1,602,312,250 of all issues, including $514,771,600 of the issue of 1862, and $1,087,540,650 of the subsequent issues of 1864, 1865, (old and new,) 1867 and 1868. In the currency interest bearing portion of the debt, a reduction is noted of $11,156,930, consisting of retired compound interest notes and three per cent. certificates, and in the matured debt, not presented for payment, a decrease is shown of $2,686,520. Of the six per cent. currency interest bearing bonds, issued in aid of the several Pacific Railroad enterprises, $2,560,000 were put out by the department in October, making the outstanding aggregate of these bonds $42,194,000, against $39,634,000 a month ago.

U. S. sixes of 1881 closed here on Wednesday at 113¾@114; U. S. Five-twenties of 1862, (ex Nov. coupons) 108⅝@108¾; U. S. Five-twenties of 1864 at 106⅝@108⅞; U. S. Five-twenties of 1865 at 105¾@107; U. S. Five-twenties of 1865, consolidated, 109⅝@109⅞; U.S. Five-twenties of 1867, 109⅝@109⅞; U. S. Five-twenties of 1868, 110¼@110⅜; U. S. Ten-forties at 104⅛@104⅞; U. S. Six per cent. currency bonds, 99@99½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 28.	Nov. 4.	Nov. 11.
Consols	94¾	94⅜	94⅜
U.S. 5-20's of 1862	73⅜	74⅞	74¼
Erie	28½	28	27
Ill. Central	97¼	97¼	96½

Railway and miscellaneous shares have been very heavily dealt in, most of the week, but on the basis of much lower and unusually variable prices. Toward the close, the demand for the favorite stocks of the street operators was fairly active, and the market wound up in favor of sellers, though rather feverishly withal.

There has been less animation in the produce line at generally easier prices. Breadstuffs and provisions closed heavily. Middling upland cotton closed weak on Wednesday at 24@24½ cents per lb. The stock of cotton now here is estimated at about 28,500 bales. The receipts at the port this week, have averaged about 6,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 374,000 bales, against 217,000 bales same time last year; exports, same time 126,500 bales, against 71,000 bales same time last year; stock on hand at latest dates, 155,000 bales, against 115,000 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,871 pkgs., against 10,128 pkgs., same time last year. At the Live Stock market, this week, Beeves have been moderately active at from 10@16c. per lb.; week's receipts, 5,490. Veal calves in fair request at from 8@13½c. per lb.; receipts, 1,154. Sheep and lambs less inquired for at 4@6¼c., and 6½@8c. respectively; per lb., receipts, 34,705. Swine, saleable at 8@8½c. per lb., all live weight; receipts, 23,504. Foreign merchandise has been less sought after, and less buoyancy has been noted in prices of nearly all imported articles. The total imports of foreign dry goods, last week, were $1,137,381, and the total amount marketed $1,098,141. The value of foreign merchandise imported last week, was $2,725,930—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,863,311,

against $5,102,722 same week last year; from Jan. 1, 1868, $221,592,489, against $227,189,555 same time in 1867. The ocean freight market has been somewhat brisker, but rates have been irregular. For Liverpool we quote flour at 2s. 6d. by sail, and 3s.@3s. 3d. by steamer, per bbl.; grain at 7d. by sail, and 8@8½d. by steamer, per bushel; cotton at ¼d. by sail, and ⅜@½d. by steamer, per lb.; and heavy goods 22s. 6d.@30s. by sail, and 30s.@40s. steamer, per ton. Total number of vessels in port on Wednesday, 517.

The New York exports, exclusive of specie, for the week ending Nov. 10, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,663,445	$2,943,195
Prev. reported	156,808,171	138,621,082
Since January 1	$161,471,616	$141,564,277

The imports for the week ending November 7, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,381,967	$1,137,381
Gen. merchandise	3,720,755	2,725,930
Total for the week	$5,102,722	$3,863,311
Previously reported	209,724,158	211,667,434
Since January 1	$214,826,880	$215,530,745

The balance in the Sub-Treasury on Wednesday was $82,337,301 22.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Long Dock bonds, 95; Buffalo, N. Y. and Erie 1st mort., 91; Chicago and Milwaukee 1st mort., 90; Mil. and St. Paul 1st mort., Iowa Div., 90; American Dock and Imp. Co., 7s, 97; Hannibal and St. Joseph, pref., 89; Norwich and Worcester R.R., 90; Brooklyn 6s, W. L., 97; N. Y. State 7s, Bounty loan reg., 109⅛; Ohio 6s, 1881, 103; Adams' Express Co., 46¾; Am. Exp., 42; U. S. Exp., 45; Merchants' Union Exp., 19; Wells-Fargo Exp., 27½; Mariposa Mining, 6¼; do., pref., 19½; do., Tr. 10s, ctfs., 60; Boston Water Power Co., 15; Manhattan Gas, 225; Western Union Telegraph, 35¼; Am. Ex. Bank, 113; Bank of Commerce, 122¼; Park Bank, 152; Fourth National Bank, 105; Phœnix Bank, 110; Corn Exchange Bank, 134; Bank of America, 145; Central National Bank, 101; Nassau Bank, 106; Bank of Commonwealth, 115; Ocean Bank, 111; Ninth National Bank, 111; Buchanan Farm oil, 0.46; Consolidated Gregory gold, 4.95; Grass Valley, 0.42; Montana Gold, 0.41; Northern Light oil, 0.22; Quartz Hill Gold, 0.87; Rutland Marble, 16.00; Smith and Parmalee Gold, 4.30; United States petroleum, 2.00; Wallkill Lead, 0.10.

Philadelphia.—Philadelphia and Erie 7s, 80; Belvidere Delaware 2d mort., 84; West Phila. R. R., 65⅞; Pittsburg 5s, 70; Chesapeake and Delaware Canal, 39; Big Mt. Coal, 6⅝; N. Y. and Middle Coal Fields, 5; Locust Mt. Coal, 50; Clinton Coal, 0.81; New Creek, ½; Feeder Dam Oil, 0.56; Bank of North America, 244; Central National Bank, 121; Mechanics' Bank, 32½; Commercial Bank, 57½. The latest quotations are: City 6s, 100¾@101¼; do., free of tax, 102⅛@102⅝; State 5s, reg., 100@101½; do., coupon, 95@98; do., 6s, W. L., 101⅛@102; do., 1st series, 104¼@104½; do., 2d series, 106⅜@106¾; do., 3d series, 108⅛@108¾; Reading, 48⅝@48¾; do., 7s, 1893, 103½@104; do., 6s, 1880, 93@93¼; Camden and Amboy, 128@128¼; do., mort. 6s, 1889, 93@93½; do., 1883, 87@88; Penn. R. R., 53⅛@53¼; do., 1st mort., 100¼@101¾; do., 2d mort., 95½@96½; Little Schuylkill R. R., 44⅞@45⅛; Morris Canal, 30@34; do., pref., 72@72¼; do., bonds, 83@87; Wyoming Valley Canal, 30@35; do., 6s, —@80; Susquehanna Canal, 14@15; do., 6s, 59@60; Sch. Nav., 10@12; do., pref., 20@21; do., 6s, 1882, 70@71; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@31; do., pref., 40@45; do., 7s, 1873, 93@94; do., 5s, 60@63; Lehigh Coal and Navigation, 27⅞@29¼; do., 6s, 1884, 84@84½; do., R. R., Loan, 84@85; do., Gold Loan, 93@93⅛; North Pennsylvania, 34@35¼; do., 6s, 88@90; do., Chattle 10s, 107¾@108¾; Philadelphia and Erie, 25@26; do., 6s, 86@86¼; Minehill, 57@58; Catawissa, 9@11; do., pref., 31@31¼; Lehigh Valley, 55@55; do., 6s, new, 95@95¾; Fifth and Sixth streets, (horse,) 34@35; Second and Third, 50@50¼; West Philadelphia, 65@66; Spruce and Pine, 22@23; Green and Coates, 30@32½; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 163⅜@163¾; Girard College, 23@24; Tenth and Eleventh, 72@73; Union, 41@43; Hestonville, 10½@11.

Boston.—Old Colony and Newport 7s, 1877, 102¼; Western R. R. 6s, 1875, 100¼; Boston and Lowell 6s, 1879, 98⅞; Eastern R. R. 6s, 1874, 96½; Cedar Rapids and Missouri R. R. 7s, 1916, 92½; Hartford and New Haven 6s, 1873, 94; Vermont Central 1st mort., 7s, consol., 76¾; Essex R. R. 6s, 1876, 89½; Indianapolis and Cin., R. R., 22; Granite Railway, 56¾; Vermont Central, old, 87½c.; Rutland R. R., 34¼; Boston and Lowell, new, 112; Cary Imp. Co., 8⅝; Boston Water Power Co., 15¼; Massachusetts 6s, 5-20s currency, 101⅞; do., 1871, gold, 120; do., 1866, 116; do., 5s, 1893, gold, 110¼; New Hampshire 6s, 1870, 100; Maine 6s, 1889, 100; Rhode Island 6s, 100; Cook Co., Ills., 7s, 96; Chicago 7s, River Imp., 98¾; Portland 6s, 1882, 95; do., 6s, Building Loan, 96¼; Salem 5s, 1887, 98; do., 6s, 1877, W. L., 100⅛; Cambridge 6s, W. L., 96¾; Bath 6s, 1891, 91¾; St. Louis 6s, 1886, 83¼; Boston 6s, 1875, currency, 100½; Boston Gas, 805; Bunker Hill National Bank, 125¼; Eliot National Bank, 109¼; Freemans National Bank, 138¾; Globe National Bank, 124; Hide and Leather National Bank, 97; Mt. Vernon National Bank, 116½; National Bank of Commerce, 124; National Bank of Redemption, 120¾; New England National Bank, 130; Revere National Bank, 136; State National Bank, 112; Union National Bank, 130⅛; Webster National Bank, 109⅜; Allouez Mining Co., 6¾; Aztec, 1⅜.

Baltimore.—Virginia 6s, old, reg., 47½; do., 1866, 52; Richmond and Danville bonds, 68¾; Orange and Alexandria 1st mort., 6s, 77½; Atlantic Coal, 2.75; Baltimore Copper, 0.50; Bare Hill, 0.30; Bank of Baltimore, 116½; Mechanics' Bank, 11¼; Union Bank, 58¼. The latest quotations are: Balt. and Ohio, 117@117⅛; do., 6s, 1875, 95@96; do., 1880, 95¼@96; do., 1885, 94@95; Northern Central, 48@48¼; do., bonds, 1885, 85@86; do., 1900, 84¼@85¼; Parkersburg Branch, 22@25; N.W. Va. 1st mort., 95@97; do., 2d mort., 90¼@94⅛; do., 3d mort., 1873, 89½@91½; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 89½@90; do., 2d mort., 73½@74½; Central Ohio, 83¾@84; do., 1st mort., 84@84½; Western Md. 6s, 1890, 80@81¾; do., guar., 92@94⅞; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 68@69¼; Baltimore 6s, 1875, 93½@94; do., 1886, 96@96¼; do., 1890, 94¾@95; do., 1893, 94¼@96½; do., 5s, 1838–'70, 80@80; City Passenger R. R., 17¼@18; George's Creek Coal, 60@75; Santa Clara, 1.50@3.00; Atlantic Coal, 2.70@2.75.

☞ Six Per Cent. Gold Interest, Principal also Repayable in Coin.—First Mortgage Bonds, based upon the valuable franchises, grants, railroad, equipment, &c., of the Central Pacific Railroad Company, now nearly completed, and forming one of the most assured and productive lines of traffic in the world. The way traffic alone is large and remunerative, independently of the immense through business soon to follow.

A portion of this loan is offered to investors at 103 per cent., and accrued interest, in currency. The bonds have semi-annual gold coupons attached, payable January and July, in New York city.

Information, &c., to be had of

FISK & HATCH,

Bankers, &c., 5 Nassau street, N. Y.

Hudson River Railroad.

A meeting of the stockholders of the Hudson River Railroad Company will be held on the 30th inst., for the purpose of authorizing, if they see fit to do so, an increase in the capital stock of the company, $2,100,000, as recommended by the directors, at their meeting on the 4th inst., for the purpose of providing for the payment of the bonded debt of the company maturing in 1869. No portion of the stock is to be issued at less than par; the same to be first offered to stockholders at the time of the issue at par.

Fort Wayne, Richmond & Cincinnati R.R.

The City Council of Fort Wayne have adopted a resolution that whenever the Fort Wayne, Richmond and Cincinnati Railroad Company shall complete the whole line of said railroad, and the cars shall be running thereon and in connection therewith from Cincinnati through Richmond into Fort Wayne, the said city will provide by ordinance for a subscription by said city to the capital stock of said company of $100,000, and will issue the bonds therefor payable to said company in an equal amount and with like interest as the bonds authorized to be issued to the Fort Wayne, Muncie and Cincinnati Railroad. Both of these roads will be put under contract in a short time.

☞ The town of Middlefield, Ct., has voted to issue bonds to the amount of five per cent. of its grand levy, to aid the air line railroad, to be secured by second mortgage on the road, as provided by the legislature. The amount thus voted will be about $25,000.

☞ The President has accepted the twenty mile section of the Central Pacific Railroad commencing at the 370th mile and ending at the termination of the 390th mile east of the initial point at Sacramento City, California.

☞ The Cerro de Pasco Railroad Company has been formed in Lima and the greater part of the capital subscribed. This will be the first railway made in the interior of Peru.

Journal of Railroad Law.

CONSTRUCTION OF A BILL OF LADING.—RAILROAD COMPANY BOUND BY THE ACTS OF ITS AGENT.

The facts in the late case of LeSage *vs.* The Great Western Railway Company and The Detroit and Milwaukee Railroad Company, [1 Daly 306] are as follows:

The action was brought to recover the value of five bales of cordage and rope, received by the defendants for shipment from New York to Milwaukee. The goods were delivered by the plaintiff to the Hudson River Railroad Company at New York, and on presentation of the receipt of that company at the office of one Beach, the joint agent of the defendants in New York, the agent gave a bill of lading as follows:

"New York November 15, 1860.

"Received of S. & L. (Receipt of H. R. R. R.,) three bales cordage, two ditto rope, which goods the Great Western, and Detroit and Milwaukee Railways agree to transport over their lines to Milwaukee, at the rates herewith mentioned," &c., &c.

In the margin of the bill of lading it was declared that "no liability is assumed for miscarriage or wrong delivery of goods that are not properly marked, and as directed by bills issued at this office."

The goods were marked, as stated by the Hudson River Railroad receipt, "E. S. Barrows, Janesville, Wis., *via* M. D. R. R." It was admitted on the trial that the goods were carried by the Hudson River Railroad to Albany, where they were delivered by that company to the New York Central Railroad, and consigned by the latter company, as per its way bill, to Buffalo, where the goods were shipped on board of the propeller Dacotah for Milwaukee, by Lakes Erie and Michigan. The propeller and her cargo were lost on Lake Erie in a storm.

The defense was that by the defendants' rules and regulations, which they allege were known to the plaintiff's, all goods and property delivered or to be delivered to them, to be transmitted over their roads, should be distinctly marked "*via* G. W. & D. & M.," or "D. & M. all rail;" and if the plaintiff's goods had been so marked, they would have been delivered to the defendants at Suspension Bridge, and by them transported over their roads to Milwaukee.

At the trial the plaintiff's agent who procured the bill of lading, testified that no questions were asked as to how the goods were marked, and nothing was said to him in reference thereto by the defendants' agent.

The jury rendered a verdict for the plaintiff. The opinion of the court was delivered by Judge DALY.—By appearing and pleading to the merits, the defendants waived all objections to the form of the summons. (Gosling *vs.* Broach, 1 Hilt., 49.)

The receipt or bill of lading is in the name of both of the defendants and is signed by Beach as their agent. Upon its face it is an acknowledgment of the receipt by them of the five bales, marked as in the margin of the bill, to be transported over their lines to Milwaukee. The clerk who obtained it declared that nothing was said to him as to the manner in which the goods were marked; that he presented the receipt of the Hudson River Railroad Company at Beach's office, Beach not being there, and gave it to a young man who gave him the bill of lading; and that no questions were put to him as to how the goods were marked. Beach and the young man Haight testified to a very different state of facts which, if true, would have exempted the defendants from all responsibility for the loss of the goods. The jury having found for the plaintiff, they must have discredited the statements of Beach and Haight, and their finding upon such a point is conclusive.

The bales were not in the actual custody of either of the defendants at the time of their loss upon the propeller on Lake Erie. Their mutual agent received the receipt of the Hudson River Railroad Company. He or the holder of the receipt was alone entitled to receive them in Buffalo; and if they were sent on a different route from the road of either of the defendants, it was upon the defendants to show how that occurred, and that it was under circumstances that would relieve them from responsibility. Their mutual agent by taking the receipt and giving a bill of lading assumed the control and transportation of the property from Buffalo to Milwaukee. He engaged to transport it first by the Great Western and afterwards by the Detroit and Milwaukee road, as marked and directed, charging the full freight for its carriage by their connecting routes; and it is now well settled that an agent of a railroad corporation may bind his principal by such a contract, (Hart *vs.* The Rensselaer and Saratoga R. R. Co., 4 Seld., 37; Quimby *vs.* Vanderbilt, 17 N. Y. 312 Mallory *vs.* Burnitt, 1 E. D. Smith, 234) I see nothing in the case to disturb the judgment. Judgment affirmed.

Illinois Central Railroad.

The statement of this Company for the month ending October 31, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	18,015.14 for	$179,119 02
Acres Int. Fund Lands sold	1,241.48 for	14,299 00
Acres Free Lands sold	3,735.65 for	56,393 29
Total sales during month of September, 1868	22,992.27 for	$249,811 40
To which add Town Lot Sales		850 00
Total of all	22,992.27 for	$250,661 40
Cash collected in September		$428,750 64

TRAFFIC DEPARTMENT.

Receipts from Freight		$492,498 00
do. Passengers		154,366 24
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		110,000 00
Total Receipts in September, 1868		$767,222 57
Total Receipts in September, 1867		$732,220 92
Estimated earnings in the month of September, on the D. & S. C. R. R., not included above		$134,408 63
Corresponding month of 1867		$142,485 44

☞ The Board of Directors of the Chesapeake and Ohio Railroad, at a meeting recently held in Richmond, Va., resolved that the Chief Engineer be authorized at once to make surveys and estimates for connecting the Chesapeake and Ohio Road with tide-water, and the York River Railroad by horse-power; also estimates and plans for new depots at Richmond.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States October 1, and November 1, 1868:

DEBT BEARING COIN INTEREST.

	Oct. 1, 1868.	Nov. 1, 1868.
Five per cent. bonds	$221,588,400.00	$221,588,400.00
Six per cent. bonds of 1881	283,677,300.00	283,677,300.00
Six per cent. Five-twenty bonds	1,594,888,600.00	1,602,312,250.00
Total	$2,100,154,300.00	$2,107,577,950.00

DEBT BEARING CURRENCY INTEREST.

Six per cent. Pacific R. R. bonds	$39,634,000.00	$42,194,000.00
Three-year compound interest notes	5,251,930.00	.....
Three per cent. certificates	65,230,000.00	58,325,000.00
Navy pension 3 p. ct.	13,000,000.00	14,000,000.00
Total	$123,115,930.00	$114,519,000.00

MATURED DEBT NOT PRESENTED FOR PAYMENT.

Three years Seven-thirty notes, due Aug. 1, 1867, June and July 15, 1868	$3,537,000.00	$2,956,950.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, Aug. 1, and Sept. 1 and 15, 1868	6,322,070.00	5,128,310.00
Bonds (Texas indemnity)	256,000.00	256,000.00
Treasury notes, (acts July 17, 1861, and prior thereto)	154,111.64	151,611.64
Bonds April 15, 1842, Jan. 28, 1847, and March 31, 1848	967,650.00	487,500.00
Treasury notes, March 3, 1863	445,492.00	445,492.00
Temporary loan	744,920.00	314,860.00
Certificates of indebtedness	13,000.00	13,000.00
Total	$12,440,243.64	$9,753,723.64

DEBT BEARING NO INTEREST.

United States notes	$356,021,073.00	$356,021,073.00
Fractional currency	32,933,614.17	33,413,985.42
Gold certificates of deposit	20,236,400.00	19,716,840.00
Total	$409,191,087.17	$409,151,898.42
Total debt	$2,644,901,560.81	$2,641,002,572.06

AMOUNT IN THE TREASURY.

Coin	$96,891,847.10	$103,407,985.77
Currency	13,365,994.76	10,465,033.47
Total	$110,257,841.86	$113,873,019.24
Debt less cash in the Treasury	$2,534,643,718.95	$2,527,129,552.82

By comparing this with the statement of October 1, it is shown that the debt bearing coin interest has increased $7,423,650; the debt bearing currency interest has decreased $8,596,930; the matured debt not presented for payment has decreased $2,686,520; and the debt bearing no interest has decreased $39,188 75—making the decrease in the total debt since October 1, 1868, $3,898,988 75. The amount of coin in the Treasury during the same period has increased $6,516,138 67, and the amount of currency has decreased $2,900,961 29—leaving the amount of debt less cash in the Treasury November 1, $7,514,166 13 less than on October 1st.

☞ The Directors of the Chesapeake and Ohio Railroad Company, at a meeting recently held in Richmond, resolved that the Chief Engineer be authorized at once to make surveys and estimates for connecting the Chesapeake and Ohio Railroad with tide water, and the York River Railroad by horse power; also, estimates and plans for new depots at Richmond.

Louisville and Portland Canal.

We have already mentioned the fact that Brevet Major General G. Weitzel has established his headquarters in our city, and is vigorously pushing forward the improvements of the Tennessee river and the enlargement of the Louisville and Portland canal.

The plan of General Weitzel, which was adopted by the Government, for the improvement of the canal, provides for the construction of a strong crib dam across the crest of the rocks, at the head of the falls, in front of this city, to raise the low water mark three feet, and another strong crib dam across the head of Falling Run pool, to raise the low water mark between it and the foot of the falls, so much that at no stage will there be less than six feet of water between them. Both of these dams are to be provided with suitable sluices; the lower one will have a sluice way next to the Indiana shore, two hundred feet wide, in which the water shall be confined by a return of the crib dam parallel to the Indiana shore. This return will be 1 200 feet long, as the fall produced by this dam, in extreme low stages of the river, would be about four feet. Boats could navigate up this sluice in the very lowest stages.

The upper dam improves Grassy Flat shoals, one of the worst obstructions in low water between this city and Cincinnati, while the lower dam improves the river up to Big Eddy. Neither will raise the high water mark more than two inches.

The two dams will reduce the fall, in extreme low stages, to twenty-five feet, thus diminishing the lift of the locks by one foot. It is estimated that the upper dam will cost about seventy-five thousand dollars and the lower one about a hundred and seventy-five thousand dollars. The upper dam saves three feet of solid rock excavation along the whole line of any canal that could be built. This item, in the extension of the Louisville and Portland canal, amounts to $270,500. The lower dam saves, in the same work, all the channel rock excavation below the locks, amounting to $190,000. Thus deducting the cost of these two dams from the amount they save, there is a clear gain of $235,500 on this route alone. On the Indiana side the gain will be much greater, because on that side they make a route which comes out just below the falls, as suitable as the longest one, coming out at Falling Run. The lower one, furthermore, gives an unobstructed ferry communication, all the year round, between New Albany and Portland, as well as to Louisville, which will be a great benefit to the intercourse between these points.

The work of surveying the upper dam has been completed, and the lower dam will soon be located. During this winter Gen. Weitzel proposes to get all the materials in readiness, so as to give out the contracts next spring. Owing to the high stage of the river for some time past, the work of surveying the upper dam has been delayed. The importance of this great work cannot be overestimated.—*Louisville Courier.*

James River and Kanawha Canal.

The annual report of the James River and Kanawha Canal Company shows that the actual tonnage moved on the canal last year was 175,482 tons—an increase of 16,000 tons over the previous year.

The receipts from sources other than loans were $175,024 39.

The receipts from tolls were.....	$115,139 75
The receipts from Richmond dock...	35,297 79
The receipts from rents.....	13,777 45
Total.....	$164,214 99

The ordinary expenses, exclusive of interest paid on mortgage bonds, were $78,628 27, or an average of $9,052 monthly.

☞ A railroad has been projected to run from Northampton, Mass., *via* Barre, to Sudbury.

Progress of Iowa Railroads.

It is gratifying to the State pride of all Iowans, and it is certainly encouraging to all those who feel an interest in the development of its resources, to witness the vigor with which the system of railroads is being pushed the present year throughout the State. While some of those interested have been making an effort to secure an extra session of the Legislature in order to obtain legislation more favorable to their projects, and that, too, from a State that always has been more liberal in its legislation for the benefit of railroads than any other State in the Union, yet at the same time they are now pushing ahead the new roads faster than they ever have been during any previous period. The Des Moines Valley road is pushing through from Des Moines up to Boone, to connect with the Northwestern. The Burlington and Missouri road is stretching away as fast as possible across the State in the strife to reach Council Bluffs and tap the Union Pacific. The Rock Island and Pacific is pushing out west from Des Moines, and is already completed and in operation at least half way to Council Bluffs, at least seventy or eighty miles.

But Northern Iowa is doing the most actual work, and on a larger number of lines, than any other section, and thus really opening up the most country. The Dubuque and Sioux City road has been graded from Iowa Falls to Fort Dodge, and the contractors are now laying the track at the rate of three-quarters of a mile to a mile each day, and will have the road finished to Webster City, if not to Fort Dodge, before New Year's. At the same time, the road has been extended up the Cedar Valley from Waverly to Charles City, a distance of forty miles, and the cars are running regularly each day. In the Spring the road will be extended on to Austin, Minn., the right of way having been secured already as far as the Minnesota line. At the same time the Eldora Railroad has been built from Ackley to Eldora, and grading is now going on south of the latter place to Marshalltown. Contracts have been let for grading the McGregor and Sioux City Road as far west as Charles City. In this we mention none of the projected roads, more or less of which will be speedily pushed on, but only those whose work has been actually done.

We have now another road, one leading directly into Dubuque, on which it is proposed to go to work at once. The Dubuque and McGregor Railroad Company have made arrangements for putting a party of surveyors in the filed under charge of Mr. Ainsworth, who will make a survey on the proposed route along the river bank to McGregor. This company was organized last December, and is composed of Platt Smith, J. K. Graves, Governor Merrill and others, who are recognized as men well able to push on such an enterprise. This road will without doubt be pushed through within a short time, and will thus form the only connecting link between New Orleans and St. Paul. It will be an important feeder to Dubuque, and its early completion will add not a little to the growth and prosperity of the town.—*Dubuque Herald.*

Louisville, Harrodsburg and Virginia R.R.

The Lynchburg *Virginian*, referring to the proposed railroad from Louisville, by Harrodsburg, to Virginia, says: "This route would include the valley of the New River, and connect the Kentucky road with our Virginia and Tennessee road, at or near Central depot, in Montgomery county. It would furnish almost an air line from Louisville *via* Lynchburg to Norfolk, avoiding the great detour *via* Cumberland Gap and Bristol, and develop a rich and productive country, now wholly without railroads. It would be the nearest route for Louisville to the sea that could be opened, and would make our Southside line of railroads the great highway of commerce between the West and the East, and Norfolk the golden horn through which it would be poured."

American Society of Civil Engineers.

At an election for officers of this Society, held at the rooms of the association, No. 63 William street, this city, on the 4th inst., Wm. J. McAlpine, was re-elected president, and Charles W. Copeland and Julius W. Adams vice-presidents. James O. Morse was elected secretary and treasurer.

This society holds semi-monthly meetings and publishes papers on engineering subjects. Those already printed form a good sized volume. The society numbers over one hundred members, embracing some of the most talented civil engineers in this country.

☞ SEVEN PER CENT. INTEREST IN GOLD.—The First Mortgage Seven per Cent. Sinking Fund Bonds of the Rockford, Rock Island and St. Louis Railroad Company, pay both Principal and Interest in GOLD COIN, FREE OF GOVERNMENT TAX.

Each Bond is for $1000 or $200 Sterling, and is convertible into stock at the option of the holder. The coupons are payable Feb. 1st and Aug. 1st, in New York or London, at the option of the holder.

The Road runs from Rockford in Northern Illinois to St. Louis, a distance including tracks to Coal Mines, &c., of about 400 miles, and traverses the finest district of Illinois.

The Bonds have 50 years to run, and are a lien of $21,000 per mile upon the Company's railroad franchises, its coal lands—of which it has 20,000 acres containing A HUNDRED MILLION TONS OF COAL—its rolling stock, and property of every sort.

A Subscription of $8,800,000, at par, to the Capital Stock of the Company, furnishes a large part of the means required to construct and equip the road.

Nearly half the entire length of the road is graded and substantially ready for the iron; the rails are now arriving upon the line. The first division, giving an outlet to the coal, will be in operation in 60 days, and track-laying will from this time be prosecuted with the utmost energy till the last rail is in position. The Company intend to have the whole road in readiness for the Autumn business of 1869.

The Bonds are for sale at 97½ and accrued interest in currency, and may be obtained through bankers and brokers throughout the country, or at the office of the Company, 12 WALL STREET, New York.

Governments and other securities received in exchange at market rates.

The Trustees for the Bondholders is the UNION TRUST COMPANY of New York.

Pamphlets giving full information sent on application.

H. H. BOODY, Treasurer.

☞ The Lebanon and Pinegrove Railroad is progressing rapidly. It is expected to be ready in the spring. The distance is 22 miles from Pinegrove to Lebanon—and it is also proposed to run it to Manheim, a further distance of 20 miles, where it will connect with the road leading to Columbia.

☞ The Milwaukee *Wisconsin* says that Messrs. D. S. Wells & Co., Kansas City, have advertised for 1,000 men and 200 teams to work on the Missouri River, Fort Scott and Gulf Railroad, and that work will continue through the winter.

Central Pacific Railroad.

The President of the United States has accepted the twenty mile section of the Central Pacific Railroad and telegraph line just completed, commencing at the termination of the 350th mile and ending with the 370th mile east of the initial point at Sacramento City, Cal.

☞ SEVEN PER CENT. IN GOLD. FIRST MORTGAGE 20 YEARS' 7 PER CENT. BONDS OF THE CALIFORNIA PACIFIC RAILROAD COMPANY, Principal and Interest payable in GOLD COIN at the National Park Bank of the City of New York. Coupons due first of January and July.

The entire line of road constructed, and to be constructed is, from Vallejo to Sacramento, 60 miles, (forming the only direct connection between the Union Pacific and Central Pacific Railroads with the waters of the Bay of San Francisco,) and from Davis' Junction to Marysville, 45 miles, making a total of 105 miles. The road is finished to within seven miles of Sacramento, and will be in operation to that city next month. The Marysville Branch, 45 miles, is in process of construction, the grading nearly completed, with one-hird of the iron on han d, and the balance purchased and on the way, and will be laid, and the whole road completed early the coming Spring.

The road is fully equipped with first class rolling stock.

The earnings for the month of September on 46½ miles then in operation was $17,500, gold, exclusive of all construction traffic.

The total amount of bonds authorized to be issued is $2,250,000. or less than $22,000 per mile. The net receipts now are more than double the interest on the whole issue of bonds, and when the road is completed it is estimated they will reach $125,000, gold, per month. These bonds are secured by a first mortgage on the entire property of the company, including the lands at Vallejo, which are very valuable.

We offer a limited amount of these bonds at par and accrued interest in currency.

Government and other securities receive in exchange at market rates.

TURNER BROTHERS, Bankers, No. 14 Nassau street.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st Oct., inclusive, during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1867..	286,500	5,999,100	14,009,100	2,303,500
1868..	339,100	9,913,700	15,950,200	2,346,100
Inc..	52,600	3,914,600	1,965,100	42,600

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 835,520 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of October in the years indicated:

	1866.	1867.	1868.
Canal opened—	May 1.	May 6.	May 6.
Flour, bbls.	213,700	286,500	339,100
Wheat, bushels..	3,893,900	5,999,100	9,913,700
Corn, bushels...	23,135,900	14,009,100	15,959,200
Barley, bushels.	3,210,600	2,303,500	2,343,100
Oats, bushels...	7,786,400	5,819,100	9,189,100
Rye, bushels....	857,500	625,100	500,700
Malt, bushels...	386,900	251,200	360,000

☞ The grading and masonry along the entire line of the Louisville and Cincinnati Railroad has been completed, and thirty-six miles of the track laid. All the bridges have been completed in the shops, and nearly all of them delivered along the line. The longest bridge on the road is the one over Bank Lick creek, about nine miles from Covington, which is now building. It is seven hundred and fifty feet in length and one hundred and fifteen feet high.

☞ A movement is on foot to divert the Belfast and Moosehead Lake Railroad from its present location, and run from Belfast westerly to Winslow, thence on the Somerset and Kennebec road to Skowhegan, and up the river to Solon, and ultimately by Bingham through to Moosehead Lake.

☞ Mr. THATCHER PERKINS has been appointed Superintendent of Machinery and Purchasing Agent of the Louisville and Nashville Railroad Company.

☞ The first cars from the Middleburgh and Schoharie Railroad reached Albany over the Susquehanna road on the 5th inst.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

TEN NEW DUMP CARS,
For Coal, Ore, or Gravel.
Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.
WILLIAMS, PAGE & CO.,
91 Water st., Boston.

MEMPHIS, EL PASO
AND PACIFIC
Railroad Company's
SIX PER CENT.
FIRST MORTGAGE LAND BONDS,
Principal and Interest payable in Coin,
FOR SALE, at 105 and
ACCRUED INTEREST IN CURRENCY,
By Hodgskin, Randall & Hobson,
14 Broad street, N. Y.,
and by Corn & Aufermann,
30 Broad street, N. Y.

SCOTCH PIG IRON.
ALL THE APPROVED BRANDS OF
NO. 1 SCOTCH PIG IRON.
In Yard, on Dock and to Arrive,
In Lots to Suit Purchasers. Apply to
HENDERSON BROTHERS,
6 Bowling Green,
New York.

OXFORD IRON COMPANY,
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MANUFACTURE
Cut Nails, Cut Spikes
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RAILROAD SPIKES,
Of every variety & size, and of Superior Quality & Finish.
HOLDEN, HOPKINS & STOKES,
AGENTS,
104 & 106 John Street, New York.

ONE OF THE
BEST INVESTMENTS.
THE
First Mortgage Bonds
OF THE
UNION PACIFIC
RAILROAD COMPANY.
900 Miles Completed.

A limited amount of the First Mortgage Bonds of the Union Pacific Railroad Company are offered to the public, as one of the safest and most profitable investments.

1. They are a first mortgage upon the longest and most important railroad in the country.

2. By law they can be issued to the Company only as the road is completed, so that they always represent a real value.

3. Their amount is limited by act of Congress to Fifty Million Dollars on the entire Pacific line, or an average of less than $30,000 per mile.

4. Hon. E. D. Morgan, of the United States Senate, and Hon. Oakes Ames, of the United States House of Representatives, are the Trustees for the bondholders, to see that all their interests are protected.

5. Five Government Directors, appointed by the President of the United States, are responsible to the country for the management of its affairs.

6. Three United States Commissioners must certify that the road is well built and equipped, and in all respects a first class railway, before any bonds can be issued upon it.

7. The United States Government lends the Company its own bonds to the same amount that the Company issues, for which it takes a second mortgage as security.

8. As additional aid, it makes an absolute donation of 12,800 acres of land to the mile, lying upon each side of the road.

9. The bonds pay six per cent. in gold, and the principal is also payable in gold.

10. The earnings from the local or way business were over FOUR MILLION DOLLARS last year, which, after paying operating expenses, was much more than sufficient to pay the interest. These earnings will be vastly increased on the completion of the entire line in 1869.

12. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond, with such guarantees, were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices. No other corporate bonds are made so secure.

13. The issue will soon be exhausted. The sales have sometimes been half a million a day, and nearly twenty millions have already been sold. About ten millions more may be offered. It is not improbable that at some time not far distant, all the remainder of the bonds the Company can issue will be taken by some combination of capitalists and withdrawn from the market, except at a large advance. The long time, the high gold interest, and the perfect security, must make these bonds very valuable for export.

All the predictions which the officers of this Company have made in relation to the progress and business success of their enterprise, or the value and advance in the price of their securities, have been more than confirmed, and they therefore suggest that parties who desire to invest in their bonds *will find it to their advantage to do so at once.*

The price for the present is 102 and accrued interest at 6 per cent., from July 1, 1868, in currency.

Subscriptions will be received in New York
At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,
And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
Nov. 1, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

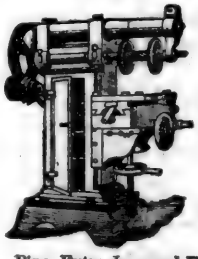
LONDON HOUSE,
58 OLD BROAD STREET,

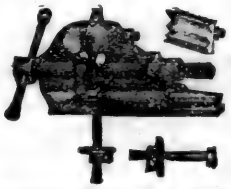
for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

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69 & 71 Broadway, New York.

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61 Water Street, Boston, Mass.





Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,000 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.

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42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

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Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

CARS FOR SALE.

2 New 60-Seat Passenger Cars, Raised Roof, 4 8½ gauge, ready for delivery. Also Freight Cars.

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Manufacture every style of Envelopes, from the smallest One size to the largest official size, including Manilla Envelopes of various patterns used by RAILROAD AND EXPRESS COMPANIES. All well made and gummed in the best manner, and sold at the lowest prices.

Samples sent by mail upon request. 4t43

CAR PLUSHES.

Best French and German makes.

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20 Reade street.

GERMAN STEEL AND HARDWARE,

For sale by

LOUIS WINDMULLER & ROELKER,
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Of the most Improved kind.

IRON AND BRASS CASTINGS

Of every Description.

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Boston.

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FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

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Stationary, River, Marine, Side-Wheel and Propeller Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
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Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
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Gear and Wheel Book furnished on application.

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Buy and sell Town, City, State, Railroad and other Securities. 3m36

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A FIRST CLASS LOCOMOTIVE WORKS, well located, capable of manufacturing 60 Locomotives per annum. Inquire of

JOHN H. SCHULTZ,
American Railroad Journal.

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & CO.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. C. W. NORTON.



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SOLE PROPRIETORS OF THE CELEBRATED



Prepared expressly for all classes of
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The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867

Indorsed by leading Mechanics and Artisans of the UNITED STATES AND EUROPE.



At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co

Post-Office Box 4781, New York City.

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359 MAIN STREET,
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By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

☞ *All orders will receive prompt attention. Samples sent on application.*

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FIRST PREMIUM.....PARIS, 1867.

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Grand Silver Medal and Diploma!

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For the Greatest Excellence in Oils for Lubricating and Burning.

London .....1862.

WORLD'S FAIR—TWO PRIZE MEDALS

Awarded to F. S. PEASE for Improved Engine, Signal, Lard, and Premium Petroleum, as the Best made!

These Improved Oils cost no more than many of the common oils in market, while they are endorsed by the greatest experience and highest authority in the United States and Europe, and offered to the public upon the most thorough, reliable, and practical tests as the Best Oils made fr

Railroads, Steamers, and for Machinery and Burning.

F. S. PEASE, Oil Manufacturer,
Nos. 61 and 63 Main street, Buffalo, N. Y.

N. B.—Reliable orders filled for any part of the world.

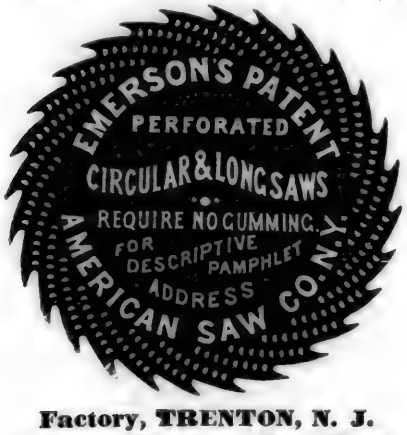
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Plushes, Reps, Damasks,
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CAR-SEAT SPRINGS,
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HEAD LININGS MADE TO ORDER.

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Juniper and Cypress Railroad Ties of any dimensions for sale by

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RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

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Agents for

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Puddled Steel Rails.

Do., with fibrous iron flanges.
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All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

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MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.

W. T. HILDRUP, Treasurer.

Steel and Iron Rails,

American, English & German,
FROM WORKS, YARD OR
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HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
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NOVELTY IRON WORKS,

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Manufacture

Iron Piers and Bridges.

Works foot 12th street, E. R.
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IRON AND STEEL WIRE ROPE,

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FOR

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STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
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A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

☞ For strength, size and cost see circular, which will be sent on application.

IRON BRIDGES, PIVOT BRIDGES,

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TURN TABLES.

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CIVIL ENGINEER,
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86 Dearborn street,
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Mill and Machine Shops, 721 & 723 S. Clark street,

Dock and Bridge Bolts, Bridge Materials and Dimension Timber, promptly furnished.

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BRIDGE BUILDERS,

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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

Particular attention paid to Hydraulic Engineering.

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Rolled or Hammered Car Axles, Bar Iron and Forgings.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 47.] SATURDAY, NOVEMBER 21, 1868. [WHOLE No. 1,701, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 21, 1868.

Selma, Rome and Dalton Railroad.

As previously stated by us, the first train over this road, from Cave Springs to Rome, Ga., a distance of about 14 miles, reached the latter place on the 31st ult. The entire length of the road from Selma, Ala., to Rome, is about 196 miles, 61 miles of which, from Blue Mountain to its present terminus, has been constructed since the middle of January last, when active operations were first commenced. For the energy which has characterized the prosecution of this enterprise the public are mainly indebted to E. G. Barney, Superintendent, acting as agent for A. D. Breed, Lessee and Contractor. We learn that the Selma train has since passed over the Rome Railroad, with which it connects, to Kingston, on the Western and Atlantic Railroad, a further distance of 20 miles. The road is to be extended to Dalton, some 35 miles, during the coming year. Eugene Le Hardy, Esq., of Rome, Ga., is Chief Engineer.

Vineland Railroad.

The work of grading and preparing the ground to receive the rails has been commenced on the new road from Vineland to Greenwich Point. From Vineland this road is to be built eastward, crossing the Atlantic track in the vicinity of White Horse Station, thence to Moorestown, where it will intersect with the Mount Holly and Hightstown track, thus forming a continuous line to New York.

☞ SEVEN PER CENT. INTEREST IN GOLD.—The First Mortgage Seven per Cent. Sinking Fund Bonds of the Rockford, Rock Island and St. Louis Railroad Company, pay both Principal and Interest in GOLD COIN, FREE OF GOVERNMENT TAX.

Each Bond is for $1000 or $200 Sterling, and is convertible into stock at the option of the holder. The coupons are payable Feb. 1st and Aug. 1st, in New York or London, at the option of the holder.

The Road runs from Rockford in Northern Illinois to St. Louis, a distance including tracks to Coal Mines, &c., of about 400 miles, and traverses the finest district of Illinois.

The Bonds have 50 years to run, and are a lien of $21,000 per mile upon the Company's railroad franchises, its coal lands—of which it has 20,000 acres containing A HUNDRED MILLION TONS OF COAL—its rolling stock, and property of every sort.

A Subscription of $8,800,000, at par, to the Capital Stock of the Company, furnishes a large part of the means required to construct and equip the road.

Nearly half the entire length of the road is graded and substantially ready for the iron; the rails are now arriving upon the line. The first division, giving an outlet to the coal, will be in operation in 60 days, and track-laying will from this time be prosecuted with the utmost energy till the last rail is in position. The Company intend to have the whole road in readiness for the Autumn business of 1869.

The Bonds are for sale at 97½ and accrued interest in currency, and may be obtained through bankers and brokers throughout the country, or at the office of the Company, 12 WALL STREET, New York.

Governments and other securities received in exchange at market rates.

The Trustees for the Bondholders is the UNION TRUST COMPANY of New York.

Pamphlets giving full information sent on application.

H. H. BOODY, Treasurer.

Locomotive for City Railways.

A new method of applying steam for locomotive purposes on street railways, so as to avoid the use of fire in the engine while running on the streets, was recently exhibited on a temporary track at the establishment of Grice & Long, Philadelphia. In this engine the necessity for a fire-box, smoke stack, &c., is done away with by substituting a strong tank or reservoir for holding water previously heated to a high temperature in a stationary boiler. The water so heated is forced into the locomotive tank, and is capable of giving off an amount of working steam for a considerable length of time, sufficient to drive the engine and draw one or more cars. The new locomotive weighs about five tons when fully supplied with the requisite storage of heated water. At the trial it ran 45 minutes, making 125 stoppages, and reducing the steam pressure from 80 pounds at starting to 20 pounds when the trial ceased.

No noise was made other than the rumble of the wheels over the rails, and the machine seemed to be at all times under the perfect control of the engineer, being stopped almost instantly while running at the rate of six miles per hour. The temperature of the water is kept up by a non-conducting jacket three inches thick around the tank. It is proposed, in adapting the invention to the street cars, to place a stationary steam boiler at one end of the road to charge the locomotive with a sufficient quantity of hot water to perform the trip.

New Cotton Route.

This route has grown up like magic since the completion of the Selma, Rome and Dalton Railroad, and the promptness with which the Georgia and Charleston roads perfected arrangements to bring freights this way. It is the shortest route from Selma, Alabama, to Charleston, South Carolina, and goods are sent through *without change of cars* and at a much less rate. We believe the advantage of this route, in distance alone, its nearly three hundred and fifty miles. Freights can now be carried with much more expedition than formerly from Charleston to New York, Boston, Philadelphia, Baltimore, and from these points to Rome, Chattanooga, Selma, Meridian, Vicksburg, and Mobile. We are informed that more than two hundred bales of cotton are now daily shipped over this line, and very sanguine expectations are entertained of increasing the number in a short time to four or five hundred.—*Selma, (Ala.) Times.*

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of October, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$562,487 49	$484,189 99
" passengers	253,066 72	267,588 84
" express matter	10,651 50	8,626 50
" mail	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,000 00	9,486 88
Total	$842,114 04	$784,800 54
Expenses	421,336 61	386,991 97
Net earnings	$420,777 43	$397,808 57

This shows an increase in earnings of $57,313 50; with an increase in expenses of $34,344 64—making the increase in net earnings, $22,968 86.

The earnings and expenses, from January 1 to October 31, compare as follows:

	1868.	1867.
Earnings	$6,610,816 32	$5,977,800 99
Expenses	4,021,223 09	3,983,936 74
Net earnings	$2,589,593 23	$1,993,864 25

This shows an increase in earnings of $633,015 33; with an increase in expenses of $37,286 35—making the increase in net earnings, $595,728 98.

"Drummers" on the Railroad.

The directors of the Rutland and Burlington Railroad have taken a step which gives rise to some angry discussion, in forbidding station agents to receive as baggage any trunk, valise or box known to contain commercial wares. The reason assigned in the order is that agents often carry about with them in small space articles of great value, and having got them checked as personal baggage, seek to hold the company responsible for damage or loss. The law in the case is plain. The company has a right to protect itself. This is not an attempt to limit its liability as a common carrier, as might at first seem. A railroad is a common carrier, both of persons and goods; but the former must go as passengers, subject to rules and charges as such; the latter as freight. There is only one point on which by legal decisions and immemorial custom (the railway coach being the legitimate successor of the stage coach, and inheriting all its traditions and usages), this distinction in the treatment of goods and persons is not observed; and that is in the transportation of personal goods, *i. e.*, technically baggage. It is yet an open question whether a railroad company can limit its liability as a common carrier in regard to personal baggage; and there is no question that in the absence of any stipulation it is fully liable. But whether the rights of the passenger in regard to his baggage can be restricted by the company or not, it is certain that the law only understands the word baggage in its narrowest sense. Wares are not baggage. Nothing is baggage that is carried with any view beyond personal convenience and comfort. The nineteen bureau trunks of the Saratoga belle are baggage in every sense; but the valise full of uncut silks or watches is not baggage. It is not a question at all of quantity or even of value; but of object and use. There is only one way in which liability for such effects can be acquired by the railway company, except when taken as freight, and that is by the authorized agent of the company receiving and checking it, knowing its character. We believe there is one decision of the courts which holds that this imputes liability, though it would be difficult to see how it could do so against the regulations of the company. The act of its agent outside of, and in contravention of its published rules, surely could not conclude the company.

But if the company is not liable for loss, why not receive the trunks or valises of commercial agents when they do not exceed the ordinary dimensions of personal baggage? The answer made to this by the Rutland and Burlington directors is that they are annoyed by demands and threatened with lawsuits in case of accidental detention or loss, and are even put to expense to defend themselves from such actions; and that they prefer to cut off the source of all the trouble in this way so long as these parties have no claim to having their baggage checked or carried. They even go so far as to direct the station agents in all cases of doubt to inquire and ascertain whether it is legitimate baggage which is presented.

The wisdom of the course is another matter. Drummers are a fact, and must be considered as such. Traveling agents, with samples, or with goods, are effecting no inconsiderable part of the exchanges of the country, and are destined to do more. Something has got to be conceded to their usefulness as well as to their existence. It would not seem difficult to make some arrangement by which the companies could be relieved of all danger or annoyance on account of a liability that does not properly belong to them, and at the same time the necessities of the traveler be considered. As to sending such goods by freight—as railroads forward freight now-a-days—it would be simply absurd.—*Springfield Republican.*

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August, 31, 1866, 1867 and 1868, were as follows:

	1866.	1867.	1868.
Passenger	$218,695 33	$190,575 23	$193,981 28
Freight	222,102 72	289,947 54	230,481 70
Express	12,493 70	16,562 30	19,011 36
Mail	9,400 00	9,400 00	9,400 00
Rents	270 00	307 25	312 00
	$462,961 75	$507,792 32	$453,186 34
Expenses, viz.:			
Runn'g road	$87,958 65	$85,541 18	$74,087 34
Maintenance of way	79,908 35	83,655 94	86,438 77
Maint'na'e of bridges, etc	54,825 12	40,216 59	34,591 47
Repairs of engines & cars	50,617 12	61,433 57	70,053 17
General exp.	72,069 56	73,597 12	70,095 50
	$345,378 80	$344,444 40	$335,266 25
Net earn'gs.	$117,582 95	$163,247 92	$117,920 09
Int. & taxes.	116,940 81	108,356 34	108,946 28
Balance	$642 14	$54,891 58	$8,973 81

The earnings, expenses, etc., of this road for the past ten years have been as follows:

	Total earnings.	Operating expenses.	Net earnings.
1858-'59	$171,048 90	$97,797 37	$73,251 53
1859-'60	206,944 27	102,970 89	103.973 38
1860-'61	222,352 13	113,362 90	108,989 23
1861-'62	244,540 43	106,954 50	137,585 93
1862-'63	384,058 10	164,196 39	169,851 71
1863-'64	451,223 36	218,539 13	232,684 23
1864-'65	559,127 68	312,407 28	246,720 40
1865-'66	462,971 75	345,378 80	117,582 95
1866-,67	507,792 32	344,444 40	163,247 92
1867-'68	453,186 34	335,266 25	117,920 09

The receipts from all sources during the year, including $32,427 97 from the previous year, were $486,768 18; and the expenditures, $510,393 57—showing an excess of expenditures of $23,625 39. The expenditures embrace—

Transportation expenses, as above	$335 266 25
Interest paid	96.083 90
Internal revenue taxes	6,108 98
State, county and municipal taxes	7,754 10
Construction	46,028 71
Equipment—new freight cars	14,056 82
Increase in supplies on hand	6,095 51
Total	$510,393 57

The liabilities and assets of the company at the close of the year were as follows:

Liabilities—		
Due other lines		$20,996 46
Other liabilities		31,868 84
		$52,365 30
Assets—		
Cash on hand	$11,254 99	
Due from agents	14,405 42	
Open accounts	3,079 50	
		28,739 91
Excess of liabilities		$23,625 39

There has been expended for construction and equipment during the year, the sum of $60,085 53, making the total cost of the company's property, to date, as follows:

Construction of road	$2,402,733 55
Equipment	358,321 23
Total	$2,761,054 78
Which is represented by—	
Common stock	$1,044,010 47
Preferred stock	100,000 00
First mort. bonds, Main Line	1,090,000 00
" Rockville Extension	150,000 00
Earnings expended	377,044 31
	$2,761,054 78

The company's property may be described as follows:

	Miles.
Main Line of road, Evansville to Terre Haute	109
Rockville Extension	23
Total length of Main Track	132
Length of sidings	10
Total length of rail	143

Its terminal, way, and water station structures consist as follows:

Commodious bricks shops and engine house, with fair equipment of shop machinery at Evansville.

A large brick engine house, with black-smith's shop, at Terre Haute.

Two frame engine houses at Vincennes and Rockville.

One cheap and convenient passenger station, with shelter for cars and convenient waiting rooms and offices, at Evansville.

The joint use, with the Terre Haute and Indianapolis, and St. Louis and Terre Haute Railroads, of the Union Passenger Depot at Terre Haute, under a lease.

Two ample new brick freight depots, at Evansville and Terre Haute.

Nine good frame freight houses, with waiting rooms for passengers, at Fort Branch, Princeton, Patoka, Vincennes, Carlisle, Sullivan, Rosedale and Rockville.

At the other twenty-five way stations we have only such accommodations for our passengers and freight as the proprietors of neighboring dwellings and store-houses choose to afford us.

Eight water stations (each never failing) conveniently distributed. One of which, that at the shops, is worked by steam. Five are worked by horse power; one by hand, and is self supplying.

The road-way, structures and rolling-stock are in good, safe running order, and have, with the exception of the rails, been greatly improved during the year.

The rails have been repaired or renewed by purchase and re-rolling, to the extent apparently required by safety for the time being. But the general wear of the rails is yet in excess of renewals, and will speedily necessiate far greater annual expenditures for renewal than have yet been incurred.

The managers have determined in future renewals of rails to adopt the splice bar pattern,

already being generally adopted on neighboring roads, as insuring a smoother track and greater economy and maintenance.

There has been expended during the year the sum of $8,090 06 on the extension of the brick freight depot at Evansville, the total cost of which, to date, is $31,848 44. Also, the sum of $11,446 31 on the new freight depot at Terre Haute, the total cost of which is $15,734 43.

There has also been expended, during the year, on the new track running out of Evansville, the sum of $10,971 76, which has cost altogether, exclusive of rails and ties, which were charged to repairs, the sum of $12,622 99. There are yet unsettled claims for right of way, which will probably add $2,000 or $2,500 to this cost.

The new White River bridge has been completed; the expenditure for which, during the year, was $12,627 88. This is the only long bridge on the line, and consists of four spans of one hundred and fifty feet each, and a draw of fifty feet; total length, 650 feet. The plan of the bridge is what is called the Improved Burr Bridge, with very strong arches, and is, after stone arch bridges, believed to be the most reliable and safe bridge extant. The two abutments are all of the old structure, not renewed. The whole superstructure and the four piers are all new. One more pier has been rebuilt than was originally designed. These piers are of Putnamville limestone, unsurpassed in strength and durability, and cost upwards of $5,000 each. The estimates, including the rebuilding three piers, were about $50,000 00. The total cost of the work, including the four piers, is $57,902 71. This expense has been spread over the last three years.

The expenditure for cross-ties has been unusually large, covering twenty-one miles of new ties. Eleven hundred carloads of ballast have been put on the road during the year, and charged to maintainance of way.

Considerable progress has been made, at the joint expense of the company and land owners, in fencing the road, at a cost to the company, for the year, of $5,985 40.

The cost per mile of main track, and the whole equipment of the road as it now stands, is $20,917 08. An unusually low cost for a railroad, the greater part of which has been in operation for thirteen years.

The earnings of the road for the year, from all sources, are $456,186 34. These receipts fall short by $51,605 98 of those of the previous year, and are less by $6,775 41 than those of the year ending August 31, 1866. This loss of earnings is altogether on freights, and is attributable partially to the failure of western and southern crops, and partially to the lower freight rates of the past year.

Our train service for the year has been very little less than for the previous year, and a little greater than for the year ending August 31, 1866.

The working expenses for the year are, $335,266 25, being $9,178 15 less than for the previous year and, $10,112 55 less than for the year ending August, 1866.

Judging from the present year's crops of the West and South, harvested and growing, we have reason to hope for a heavier freight traffic for the ensuing year, and judging from the present improved condition of our road and equipment, we may hope for diminished expenses in proportion to our traffic.

The process of extending the first mortgage bonds of the company on the main line of road is not yet completed, but it is so progressing as to inspire confidence in the ultimate result. The company will immediately begin to pay a sinking fund for the redemption of the extended bonds within twenty years.

The Evansville, Henderson and Nashville Railroad, connecting this line directly with the whole system of Southern Railroads, is fast approaching completion, and will probably be opened through its whole length during the year 1869.

We have strong reasons to hope for the early commencement of work on our immediate northern connection, the Chicago, Danville and Terre Haute Railroad, giving our line a very short and direct connection with Chicago.

The rolling stock of the company consists of: 15 locomotives, 11 passenger, 1 paymasters', 4 baggage, mail and express, 3 caboose, 81 local freight box, 37 compromise box, 28 platform, 31 coal, 10 stock, 10 construction, 27 hand, and 17 push cars.

The miles run by all trains for three years, having been for the year just ended, 261,697; for the previous year, 272,310, and for the year ending August 31, 1866, 254,192.

GENERAL BALANCE SHEET, Aug. 31, 1868.

Construction of road		$2,402,733 55
Equipment		358,321 23
Real estate not necessary for use		7,957 70
District Fair Ground Stock		1,000 00
Fuel on hand		16,625 17
Materials in shops		21,351 51
Cash	$11,254 99	
Due from agents	14,405 42	
Open accounts	3,079 50	
		29,739 91
		$2,836,129 07
Capital stock paid in		$997,851 13
Fractional stock		8,988 25
Stock dividend 1856, unclaimed		37,171 09
Preferred stock		100,000 00
Seven p. ct. bonds, Main Line		1,090,000 00
" Rockville Divis'n		150,000 00
Due other lines		20,996 46
Other liabilities		31,368 84
Income Account:		
Earnings expended for construction	$377,044 31	
Balance of account	22,708 99	
		399,753 30
		$2,836,129 07

President & Sup't.—JNO. INGLE, JR.

Directors.—Jno. Ingle, Jr., Samuel Orr, J. S. Hopkins, W. Baker, L. S. French, J. W. Maddox, J. Alsop, H. K. Wilson, C. Rose, J. H. Turner, W. R. McKeen, G. K. Steele, J. J. Daniels.

Secretary and Treasurer.—J. E. MARTIN.

Ass't Superintendent.—L. PEARSON.

Baltimore and Ohio Railroad.

The annual meeting of this company was held in Baltimore on the 16th inst.. On motion of Mr. Michael Warner, Albert Schumacher, Esq., was chosen Chairman, and Joshua I. Atkinson, Esq., Secretary.

John W. Garrett, Esq., President of the company, presented the fortieth annual report of the President and Directors to the stockholders, being for the fiscal year terminated 30th September, 1866.

Mr. Garrett stated that the remainder of the reports were being prepared, and would probably be published for the information of the stockholders prior to the next annual meeting.

The report was then read by the Secretary. This report is being printed in pamphlet form, and will be ready for distribution at an early period.

After the reading of the report, no other business being presented, the stockholders' meeting adjourned for the election of Directors to serve for the ensuing twelve months. Messrs. William J. Albert, Miles White and Michael Warner acted as judges. On counting the ballots the following gentlemen were found to be unanimously elected by a vote of 37,667 shares; Johns Hopkins, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Galloway Cheston, William W. Taylor, Samuel Kirby, Allen A. Chapman, Albert Schumacher. The members elected are the same as for the past year, except that A. Schumacher, Esq., has been elected to fill the vacancy occasioned by the death of William Heald, Esq.

Jefferson Railroad.

The Wayne *Citizen* says that the negotiations pending between the Erie and Jefferson Railroad Companies, has resulted in the lease of the Jefferson by the Erie Company at 7 per cent. interest on the cost of the road, payable semi-annually, the rent amounting to about $21,000 per annum. The Erie Company prosecute the extension of the Jefferson Railroad now in progress, at their own expense and covenant to locate the depot within the borough limits. Under the management of the contractor Mr. B. Folsom, the work of extending the road to Cherry Ridge bridge is being rapidly put forward, and it is expected that it will be completed by the 1st of January, 1869, at which time it is understood that the Delaware and Hudson Canal Company will begin the shipment of coal over the road. Mr. Folsom has just commenced the most arduous part of the work—that of turning the current of the river and laying a wall 600 feet in length, from 12 to 14 feet in height, and 7 feet at the base. He employs nearly a hundred men, and is pushing the work forward with great energy and success.

Massawippi Valley Railroad.

Contracts for the construction of this road have been awarded to the following parties, viz: From Lennoxville to Ayer's Flat, 18 miles, Mr. McGovern, of Ascot. Ayer's Flat to Smith's Mills, 8 miles, Messrs. Ryan and Brooks. Next two miles, O. Morrill and J. B. Williams. From the boundary to the last mentioned point, O. Morrill, J. C. Wiswell, and J. H. Judd. Spur from main line to Rock Island, by Morrill, Wiswell and Judd. The last named parties have the contract for fencing the whole line and furnishing all the ties, and have sub-let 18 miles to Messrs. McGovern and Charles Brooks. Work will be immediately commenced at several points on the line.

☞ A party of Philadelphia capitalists have made arrangements with the officers and stockholders of the Fredericksburg and Gordonsville Railroad Company to complete the road at as early a date as is practicable. About twenty-five miles of the road were graded and ready for laying the track before the war. The road is about forty miles long. H. C. Wainwright, Esq., of Philadelphia, is to be President of the company.

☞ The engineers have begun work on the Air Line Railroad east of the Connecticut River, and on Monday were in the vicinity of East Hampton, Ct. Preparations are also making for early commencement of work between Middletown and New Haven. J. L. Ferry, of New York, is the Engineer, and Ira Y. Sage, of Middletown, the Assistant Engineer, in charge of the party running the line from the river to Willimantic.

☞ At the last meeting of the Petersburg City Council, a committee was appointed to take initiatory steps in the matter of the construction of a ship canal from that city to the Appomatox River, where the water is of sufficient depth for the accommodation of sea-going vessels.

Virginia State Bonds held by Citizens of West Virginia.

Governor Boreman, of West Virginia, has issued a notice, under date November 6, 1868, in which he says that he will proceed on the 1st day of December next, and thereafter until the 1st day of February, 1869, to perform the duty required of him by a resolution adopted by the Legislature of West Virginia on the 23d of January, 1868, which resolution is as follows:

Resolved, By the Legislature of West Virginia, that the Governor of this State be requested to adopt such steps as he may deem most proper and expedient, to ascertain the amount of registered and coupon bonds of the State of Virginia held and owned by the citizens of the State of West Virginia, on the 20th day of June, 1863, and still so held by the citizens of this State, together with the names of the persons holding the same, and the several amounts held by them.

The Governor deems it his duty to inspect each bond before he can report its existence, and therefore the persons who hold bonds which they wish reported under the above resolution are required to produce the same before him, in order that such inspection may be had.

An affidavit of the claimant, or some one else, will also be required that the bonds were "held" by such claimant on the 20th day of June, 1863, and were "still so held" by him or her on the day the above resolution was adopted, to wit: on the 23d day of January, 1868; and that such claimant was a citizen of West Virginia on both of the days mentioned.

Quincy Railroad Bridge.

The new Railroad Bridge which spans the Mississippi River at Quincy, Ills., was completed on the 6th inst., and the 7th was set apart by the Chief Engineer, contractors, directors, &c., to test its capabilities for the purposes for which it has been constructed. Quite a large number of engineers, bridge builders, railroad men, and leading citizens of Quincy responded to the invitation to be present, and all manifested deep interest in the details which developed the immense strength of the bridge, and its eminent fitness for the purposes for which it has been built.

The Bridge Company was organized on the 20th of November, 1866, by the amalgamation of two incorporated companies, one chartered by the General Assembly of Illinois, and the other by the Legislature of Missouri. It took the name of the "Quincy Railroad Bridge Company." Nathaniel Bushnell, of Quincy, was made President; James F. Joy, of Detroit, Managing Director; C. A. Savage, of Quincy, Secretary; A. T. Hall, of Chicago, Treasurer; N. Flagg, of Quincy, General Agent; J. L. Lathrop, of Hannibal, Auditor; W. Colburn, Toledo, Consulting Engineer; and T. C. Clarke, of Chicago, Chief Engineer.

Surveys were made, the bridge located at once, and the work commenced. The main bridge, that which spans the main branch of the river—consists of two draw spans, 160 feet each, making the length of the draws, or rather swing, 360 feet. Two spans of 250 feet, three of 200, and eleven of 157 each—making a total, with the mason work, of 3,250—constitute the main bridge. The embankments and trestle work between are 1,400 feet in length. Bay Bridge, 613 feet; one draw, 190 feet long, and four spans of 85 feet each. Total length of the bridge and embankments, from the Chicago, Burlington and Quincy to the St. Joseph tracks, nearly two miles. The bridge is elevated ten feet above high water mark, and twenty feet above low water mark, on stone piers, the stone coming from Grafton, Mo., and Hamilton, Ill. The superstructure is entirely of iron, and on the Pratt truss principle. The masonry and foundations are the work of the Bridge Company, under the immediate direction of T. C. Clarke, Esq., Chief Engineer. The total cost of the bridge is $1,500,000. The bridge is so proportioned that a train of two locomotives and the heaviest freight cars strain the iron only about 7,500 pounds to the inch, while the ultimate strength of the bridge is 60,000 pounds to the square inch. Strength, before any permanent stretch begins to be seen, 28,000 pounds to the square inch. Every piece of wrought iron in the ties, links, bolts, &c., was tested in a hydraulic press up to 23,600 pounds to the square inch, and struck with a hammer, while under tension, before being used in the bridge. The first stone of the structure was laid September 25, 1867, and the last stone August 5, 1868. It was opened for traffic November 7, 1868.

The structure is all that could be desired, and great credit is due to Mr. Clark and his assistants for their unwearied exertions to make it so. It is pronounced by those competent to judge, one of the best if not the best bridge yet constructed. The bridge will be operated by the Hannibal and St. Joseph R. R. Co. The following result of the test was signed by all the engineers present:

QUINCY, Nov. 7, 1868.

The railroad bridge over the Mississippi at this place is now completed, and will be put in use for freight and passengers on Monday next. It has been to-day subjected, in the presence of a party of engineers and others, to various tests, the results of which are as follows: Three of the heaviest locomotives were coupled and placed at rest centrally upon the span 250 feet long, and the deflection or yielding of the bridge very accurately observed by means of instruments. The total weight of the load was 300,000 pounds, and the maximum deflection at the centre of the span was 2.4228-10,000 inches, being one-sixteenth of an inch less than the deflection previously calculated.

The same load was then placed upon a span 157 feet long, and a deflection produced of 1.375-1000 inches which varied but little from the result of previous calculations.

The three locomotives, still coupled, were then run over the 157 foot span several times, at rates of speed varying from ten to sixteen miles per hour. The deflection produced was 1.406-1000 inches, being an increase of only 3.100 inch over the deflection while at rest. Probably no severer strain than the above will ever be applied to the bridge in actual use. In each case, on the removal of the load, the bridge at once resumed its previous form.

A few words of explanation of the above experiments may be interesting to the public. Short of the dangerous and expensive process of actually breaking down a bridge by the weight equal to its ultimate strength, the only method of proving its safety is to measure the deflections produced by stationary or running loads. If these do not exceed the deflections, calculated as due to the known elasticity of the material, it may be safely inferred that the bridge is free from dangerous defects, either in material or workmanship. The strain applied to day was 5,100 pounds to the square inch of wrought iron, and 5,800 pounds per square inch of cast iron.

On the 157 feet span, the strain applied was 9,000 pounds per square inch on the wrought iron, and 10,200 pounds to the square inch on cast, being about one-quarter more than the strain produced by the passage of the heaviest freight trains. All the wrought iron had been tested before being used, by a strain of 28,000 pounds per square inch. Specimens of the wrought iron which were subjugated to the ultimate strain, broke only at from 60,000 to 80,000 pounds per square inch.

C. SHALER SMITH, St. Charles Bridge.
O. CHANUTE, Kansas City Bridge.
J. E. AINSWORTH, Dubuque Bridge.
R. H. TEMPLE, St. Charles Bridge.
J. B. MOULTON, North Missouri Railroad.
D. C. JENNE, Keokuk Canal.
G. H. MORRISON, Kansas City Bridge.
G. H. Nettleton, Chief Engin'r, H. & St. J. R.R.

Tennessee Railroads.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The six railroads in the hands of receivers are indebted to the State on interest account, due July 1, 1868, $1,120,996 86. The interest of these roads as well as that of the State requires that they shall be sold and the proceeds thereof be applied to the reduction of the State debt.

I would have seized two other roads for failure to pay the July interest, and placed them in the hands of receivers, but that I had learned by experience that to do so would only entail increased burdens upon the State Treasury.

I recommend that no more appropriations be made to railroads, except in those cases where the State has large interest in said roads, and would suffer heavy loss on account of the lack of such appropriations. Of this class are the roads running out, north and south, from Knoxville, and the one extending south from Morristown; and, also, the road of which Hon. Senator Parker is President. These roads, in order to become profitable and productive to the State, will require enough additional appropriations to enable them to complete their lines, so as to connect with other roads now in process of construction. I propose, however, to meet these demands in a way not to increase the liabilities of the State. The plan is this:

Leading gentlemen connected with important railroads largely indebted to the State, are asking for authority to issue second mortgage bonds, with a view of exchanging them for State bonds; thus purchasing State bonds by the avails of these second mortgage bonds, the debt now due by the State would, in like amount, be transferred to these railroad companies, and so the State would be relieved of a burden of several million dollars of debt now resting upon it.

I regard this proposition with approval, and advise its adoption by the Assembly. The payment of the large debts now due from the roads alluded to, and the sale of the roads already in the hands of receivers, would reduce the State's liabilities at least one-third.

This plan, it is seen, would enable the General Assembly not only to reduce materially the State's liabilities, but also to render necessary additional aid to the roads whose completion is demanded by considerations of public economy.

Several of the railroad companies have unsettled accounts with the sinking fund, the State being indebted to them, and they being indebted to the State. It is important that an early settlement of these accounts be had. I recommend, therefore, that the proper action be had by your respective houses to procure the desired settlement with the said railroads.

Since the adjournment of your extraordinary session, the Comptroller has visited New York and made satisfactory arrangements for the payment of the July interest. This fact, together with the result of the late State and Presidential elections, has induced an appreciation of our State bonds and a material depreciation in the price of gold.

☞ The Grand Rapids and Indiana Railroad Company are busy laying the road bed through the village of Kalamazoo, Mich., which they have nearly completed.

Quartermaster General's Report.

The annual report of the Quartermaster General has been submitted to the Secretary of War. From this we learn that the balance of the appropriation to the credit of the department undrawn July 1, 1867, was in round numbers $19,000,000; the deficiency appropriation for the fiscal year of 1867, was $12,000,000; the amount credited to appropriations on account of various sales was $6,000,000, making a total sum subject to the requisitions of the Quartermaster General of $37,000,000. The expenditures have been $36,500,000, leaving with the balance of appropriations for 1868, and the appropriations for 1869, of $14,000,000, nearly $15,000,000 available for the fiscal year of 1869. The operations connected with the settlement of the Southern railroad accounts are treated of at length. The total debt of these roads for material purchased and interest upon it is $8,500,000. The payments to September 30, 1868, had amounted to less than $4,000,000. Sixteen railroads have paid in full, namely:—Petersburg; Virginia Central; Virginia and Tennessee; Mobile and Great Northern; Memphis and Charleston; New Orleans, Jackson, and Great Northern; Mississippi Central; Montgomery and West Point; Rome; Western and Atlantic; Richmond, Fredericksburg and Potomac; Georgia Railroad and Banking Company; Southwestern; Macon and Western; Muscogee, and South Carolina. Many have shown a disposition to discharge their debts faithfully. Some have been obliged to ask for time, but others appear to be holding off in the hope of being relieved by Congress or in some other way from the just debts to which they have pledged their faith and given their bonds to the United States. Nearly two-thirds of the total amount unpaid is the debt of four roads in Tennessee, namely:—Nashville and Chattanooga; Nashville and Northwestern; Memphis, Clarksville and Louisville; East Tennessee and Georgia. In the matter of general railroad transportation, he says that of the sum earned by the Pacific Railroad one-half is paid in cash and one-half credited on the bonds issued to them by Government. Transportation over railroads other than the Pacific lines has been as follows: 90,000 tons of freight at a cost of $289,221, and 40,000 persons at a cost of $484,122. The Union Pacific Railroad transported from the 30th of June, 1867, to the 30th of September, 1868, about 20,777 tons of munitions of war, and 7,415 persons, at a cost of $1,070,655. The Union Pacific Railway, Eastern Division, for the same time, transported 15,570 tons of freight, and 6,395 persons, at a cost of $531,275. The fleet of transports, 1,000 strong at the close of the war, have been sold or released. Twenty-seven Government vessels of all kinds have been in the service of the department for the whole or part of the year, and thirty-nine vessels of all kinds have been chartered for greater or less time.

☞ The Washington *Intelligencer* says that three parties, numbering in all four or five hundred hands, are working on the branch line of the Baltimore and Potomac Railroad extending from Washington towards Collingwood.

☞ There are said to be upwards of 300 miles of railroad under contract in the State of Maine, the aggregate cost of which will be $9,000,000.

Coal on the Central Pacific Railroad.

A correspondent, whose letter appears in the San Francisco *Bulletin* of October 19th, notices the discovery of coal near the line of the Central Pacific Railroad, not far from the dividing line of Humboldt and Lander counties. The discovery of coal east of the Sierra is of the greatest moment to the railroad interests which are now assuming such vast importance. Without coal the chief dependence of the Central Railroad would be upon wood taken from the Sierra; and although there is at present an abundance of wood in the mountains, yet for hundreds of miles beyond there is not enough to stock a railroad for any considerable length of time, and a hundred wood-burning locomotives would strip the mountains of all accessible timber at a very rapid rate. The discovery of coal anywhere on the Eastern Slope, or in the great Central Basin, must be of vital consequence to the railroad.

"But there is another interest," says the *Bulletin*, "to be developed by such a discovery. There are vast deposits of silver ores so rebellious that they cannot be worked without the fire process. Mines are idle where assays have been made showing a yield of silver as high as a thousand dollars per ton. If the first smelting can be done on the spot, an important step is taken towards success. The Montezuma metal is now sent down in pigs, containing silver, lead and antimony, which are parted in this city. But this mine is probably not richer than the Sheba, or hundreds of others further south in the Reese River country. Nothing more is wanted than the discovery of an abundance of coal to insure a new era in silver mining in the rich mineral belt which is cut by the railroad. Mount Diablo coal is used for parting silver, lead and antimony, with success in this city. But with tolerable coal near the silver mines and with the improvements which have recently been made in fire processes, the old difficulties in working rebellious ores will disappear. We hear also of other coal discoveries further east, in Wyoming Territory. These will probably be available for the Union Pacific Railroad. Upon the whole, the fuel question is likely to be settled in a satisfactory way. These discoveries are most important just now, not for the amount of coal actually found, but rather as indicating the existence of deposits which may be found in time, sufficient for all railroad and mining purposes."

Resources of National Banks in the South.

The official returns of the National Banks in the Southern States for October, show the following results: Of those in

North Carolina (incl. $36,000 in specie)	$2,247,000
South Carolina	2,237,000
Specie	26,000
Georgia	5,757,000
Specie	37,000
Alabama	1,114,000
Specie	37,000
Mississippi (no specie)	148,000
Louisiana	3,781,000
Specie	100,000
Texas, nearly	2,000,000
Specie	218,000
Arkansas	1,029,090
Specie	2,500
Virginia	9,050,006
Specie	83,000

The total amount of United States bonds to secure circulation is $6,552,000, and of compound interest notes only $42,000.

☞ The building of the railroad from Norridgewock to Madison, in Somerset Co., Me., has been contracted for and work will be done on it through the winter.

Little Rock and Fort Smith Railroad.

The great activity of the gentlemen interested in this enterprise seems likely to result in the early completion of a railroad from this city to Fort Smith, on the north side of the Arkansas river. In view of the great importance of such an achievement to the state at large, we will be glad to see the enterprise successful. This company organized before the war, and under the congressional land grant in aid of the Cairo and Fulton road and its branches received a like proportion of lands with that company. During the war the grant expired, its terms not having been complied with, but was again revived by the thirty-ninth congress and a large addition was made to the original grant. The lands now held by the company representing this route amount to about 1,000,000 of acres. In any event it is probable that the work on this road will commence early in the coming year and be prosecuted vigorously.

Col. William P. Denckla, who represents the interests of the road, is in our city, and gives an encouraging account of the prospects of the company. Col. Denckla is a man of wide experience in railroad matters and possesses a large influence among capitalists.—*Little Rock Gazette*, Nov. 3.

Debt of Kentucky.

The following is a statement of the debt of this State on the 10th of October, 1868:

Amount of six per cent. debt due and outstanding	$84,394 00
Amount of the five per cent. debt due and oustanding	16,000 00
Amount of six per cent. bonds unredeemed not due	1,726,500 00
Amount of five per cent. bonds unredeemed not due	160,000 00
Bonds held by the Board of Education	1,632,297 46
Total State debt due Oct. 10, 1868	$3,619,191 46

Between the 10th of October, 1867, and the 10th of October, 1868, the outstanding bonds of the State have been redeemed to the amount of $992,008, which expresses the reduction of the permanent debt of the State for the year.

Finances of St. Louis.

The value of property subject to State and County taxes in the City and County of St. Louis is $144,337,328; increase over last year $8,121,200; total taxes, $3,410,949. The valuation of taxable property in the city is $105,000,000, on which taxes were collected to the amount of $1,243,755. The total revenue of the city was $1,814,513; bonded debt of the city, $12,235,500. The police department of the city cost during the year, $300,000; fire department, $152,000; health department, $220,000; street improvement, $180,000; street cleaning, $100,000; the floating debt of the city on October 12th, was $616,934. The amount so far expended on the new water works, is $1,812,579.

☞ The Treasurer of Montana reports the population of the Territory on July 1, 1868, at 38,875; total value of real and personal property, $9,400,000; acres of land in cultivation, 243,427; value of gold and silver, refined and run into bars, $8,640,000.

☞ Mr. J. B. Hurlburt, Engineer, is now engaged with the Secretary of the Gosford (Ca.) Railway Company, in surveying the proposed route for the wooden railway.

☞ The *Railroad Record* says that Ransom Gardner, of Three Rivers, Mich., is advertising for 500 additional railroad hands to work on the road between Otsego, Allegan and Grand Rapids

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	100	$1,774,824		
Allegheny Valley	50	2,000,000		
Atlanta and West Point	100	1,282,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina	100	5,545,225		
Atlantic & Gt. Western	50	25,879,923		
" " " pref.	50	1,919,000		
Atlantic & St. Lawrence*	100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah	100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio	100	16,157,962	A. & O.	Oct. '68 4
Do. Washington Br.	100	2,650,000	A. & O.	Oct. '68 5
Baltimore City Passenger		670,000		Jan. '68 3
Bay de Noquet & Marq.	100	1,250,000	A. & O.	Apl.'68 2
Bellefontaine Line	100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware	100	996,250		
Berkshire*	100	600,000	J. A J&O	Oct.'68 1½
Blossburg & Corning*	50	250,000	J. & D.	Dec.'68 2½
Boston and Albany	100	13,725,100	J. & J.	Jul. '68 5
Boston and Chelsea	100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont.	100	459,800		
Do., do. pref.	100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell	500	1,891,500	J. & D.	Jun. '68 4
Boston and Maine	100	4 076,974	J. & J.	July '68 5
Boston and Providence	100	3,380,000	J. & J.	July '68 4
Broadway (Boston)	50	325,000	J A J.O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)	100	2,100,000	J. & J.	Jul '67 5
Brooklyn City	10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n.	100	399,800		
Buffalo, Bradford & Pitts.	100	1,100,000		
Buff., New York & Erie*	100	950,000	M. & N.	N. '68 3½
Buffalo and Erie	100	5,000,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)	100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy	100	7,921,412	F. & A.	Aug.'68 5
Camden and Atlantic, pref.	50	600,000		
Camden & Burlington Co.	100	331,000		
Cape Cod Branch	50	721,926	J. & J.	Jul. '68 3½
Cape May and Millville	100	447,000	J. & D.	Dec.'68 3
Catawissa	50	1,150,000		
Catawissa, pref.	50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna*	50	589,110		Jul.'68 4½
Central of Georgia	100	4,666,300	J. & J.	Jul. '68 7
Central of New Jersey	100	13,768,000	J. A J&O	Oct.'68 7½
Central Ohio	100	2,600,000	J. & D.	Jun.'68 3
Do. pref.	100	400,000	J. & D.	Jun.'68 3
Cen. Park, N. & E. River	100	970,000		Oct.'67 2½
Chemung*	100	380,000		Oct. '68 2
Cheshire, preferred	100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton	100	3,886,643	M. & S.	Sep. '68 5
" " pref.	100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy	50	12,500,000	M. & S.	Mar.'68 5
Chicago, Iowa & Nebras*	100	2,600,000		Jul. '68 5
Chicago and Milwaukee*	100	2,227,000		
Chicago & N. Western	100	14,555,676	June	J'n'68 10s
" " pref.	100	16,356,287	June	J'n'68 10s
Chicago, R. I. & Pacific	100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton	100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger			J'n & J'ly	Jan.'68@2
" Street			J. & J.	Jan.'68@2
Cincinnati and Zanesville	50	1,676,346		
Citizens' Passenger (Phil.)	50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind.	100	10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*	50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta	100	8,750,000	J. & J.	Jul.'68 1½
Cleveland and Pittsburg	50	8,424,091	J AJ &O	Oct. '68 2
Cleveland and Toledo*	50	6,000,000	J. & J.	Jul.'68 3½
Col., Chi. & Indiana Cen.	100	11,420,000		
Columbus and Xenia*	50	1,786,200	J. & J.	Jan.'68 4s
Concord	50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth	100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn	100	500,000		
Conn. & Passump. Rivers	100	139,000		
Do. do. pref.	100	1,822,100	J. & J.	Jul. '68 3
Connecticut River	100	1,700,000	J. & J.	Jul. '68 5
Cumberland Valley	50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk	100	400,000		
Dayton and Michigan*	100	2,292,361		
Delaware*	50	594,260	J. & J.	Jul. '68 3
Del., Lackaw. & Western	50	13,886,020	J. & J.	Jul. '68 5
Des Moines Valley	100	1,820,200		
Detroit & Milwaukee	100	1,047,350		
" " pref.	100	1,500,000		
D. Dock, E. B'dw. & Bat.	100	1,200,000		
Dubuque and Sioux City	100	1,673,641		
Do. do. pref.	100	1,987,351		Jul.'68 3½
Eastern (Mass.)	100	3,883,300	J. & J.	July '68 4
Eastern (N. H.)	100	492,500	J. & J.	July '68 4
East Pennsylvania	50	654,600		
East Tenn. and Georgia	100	2,382,730		
East Tenn. and Virginia	100	657,800		
Eighth Avenue (N. Y.)	100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*	100	500,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*	50	500,000	M. & N.	Nov'68 2½
Do. do. pref.	50	500,000	J. & J.	Jul. '68 3½
Erie Railway	100	39,500,000	F. & A.	Feb.'68 4
Do. pref.	100	8,636,910	Annual.	Jan. '68 7
Erie & Pittsburg	50	6 4,300		
Evansville & Crawfordsv.	100	1,143,445		
Fitchburg	100	3,540,000	J. & J.	July '68 4
Fitchburg & Worcester	100	248,000	J. & J.	Jan. '68 3
Flint and Holly	100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.	100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw. (Ph.)	50	491,620	J. @ J.	Jul. '67 3
Georgia	100	4,156,000	J. & J.	July '68 4
Germantown (Phila.)	50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.)	50	160,000	J. & J.	Jul. '67 2
Granite	100			Sept.'68—
Green and Coates St. (Ph.)	50	100,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	100	3,300,000	J. A J&O	Oct. '68 3
Hannibal and St. Joseph	100	1,900,000		
Do. do pref.	100	5,253,830		
Hanover Branch, Pa	50	116,850	M. & N.	Nov.'68 5
Housatonic	100	820,000		
" pref	100	1,180,000	J. & J.	Jan.'68 4
Hudson River	100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top	50	494,380		
" " pref.	50	190,750	J. & J.	J'n.'68 3½
Illinois Central	100	23,415,780	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.	50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind.	100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*	100	1,500,000	J. A J&O	Oct.'68 1½
Joliet & North. Indiana*	100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb.	50	1 325,000		
Leeds and Farmington*				Jul.'68 2½
Lehigh and Mahanoy	50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna	50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley	50	10,731,400	J. A J&O	Oct.'68 2½
Lehigh Luzerne	50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort	100	514,646	J. & J.	July'68 3
Little Miami	50	3,572,400	J. & D.	D'c.'67 4s
L. M. & C. and X. (Joint)	100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*	50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.)	25	90,000		
Long Island	50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore		95,194		N'v'67 10
Louisv., Cin. and Lex. pr.	100	211,122	J. & J.	Jul.'68 4½
Louisville and Frankfort.	50	1,109,594	J. & J.	July'68 3
Louisville and Nashville	100	7,869,186	F. & A.	A'g. '68 4
Louisv., N.Alb. & Chicago	100	2,800,000		
Lowell and Lawrence	100	200,000	A. & O.	Oct. '68 3
Macon and Western	100	1,500,000		Dec.'68 6
Mahanoy & B'd Mount'n*	50	1,676,915		
Maine Central	100	1,600,860		
Manchester & Lawrence	100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati	50	3,618,374		
" " 1st pref.	50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref.	50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100	6,312,725	M. & S.	Mar.'68 3
Memphis and Ohio	100	670,000		
Metropolitan (Boston)	100	1,250,000	J. & J.	July'68 5
Michigan Central	100	8,477,386	J. & J.	Jul. '68 5
Mich. So. & North. Ind.	100	10,059,400	August.	Aug.'68 4
" " guaranteed	100	586,800	F. & A.	Feb.'68 5
Middlesex (Boston)	100	400,000		
Mill Creek and Minehill*	50	323,375	J. & J.	July'68 5
Millville and Glassboro'	100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien	100	2,986,081		
" " " 1st pref	100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.	100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul	100	5,406,883	J. & J	
" " pref.	100	8,050,892	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven	50	2,775,000	J. & J.	Jul. '68 4
Mobile and Ohio	100	3,762,400		
Montgomery & W. Point	100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex	50	3,616,350	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon*	50	282,350	J. & J.	July '68 6
Nashua and Lowell	100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga	100	2,058,544		
Naugatuck	100	1,436,600	F. & A.	Aug.'68 5
New Bedford & Taunton	100	500,000	J. & J.	Jul.'68 4
New Haven & N. London	100	738,588		
N Haven & Northampton	100	1,344,000	J. & J.	Jan. '68 3
New Jersey	100	6,000 000	F. & A.	Aug.'68 5
New London Northern	100	895,000	M. & S.	Mar.'68 4
New York Central	100	28,537,000	F. & A.	Aug.'68 4
New York and Harlem	50	5,285,050	J. & J.	Jul. '68 4
" " pref.	50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven	100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston	100	2,000,000	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*	100	1,000,000	J. & J.	July '68 3
Ninth Avenue	100	797,400		
North Carolina	100	4,000,000		
Northern Central	50	4,648,900	F.M.A.N	Nov, '68 2
North Eastern (S.C.) pref.	100	155,000		May'67 4
Northern of N. Hampsh.	100	3,06 ,400	J. & D.	Dec. '68 4
Northern of N. Jersey	100	159,100		
North Pennsylvania	50	3,150,150		F b.'68 5s
Norwich & Worcester	100	2,363,600	J. & J.	July'68 3
Ogdensb. & L. Champl'n.	100	3,024,000	F. & A.	Feb. '68 3
" " pref.	100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi	100	20,000,000		
" " pref.	100	5,500,000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R.	50	4,259,000	J. A J&O	Oct.'68 2½
Old Colony & Newport	100	4,848,320	J. & J.	July'68 3
Orange and Newark	100	281,550		
Oswego and Syracuse	50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri	100	3614,515		
Panama	100	7,000,000	J. A J&O.	Oct. '68 6
Paterson and Ramapo	100	248,500	J. & J.	Jul.'68 2½
Paterson and Hudson Riv	100	630,000	J. & J.	Jul '68 4
Pennsylvania	50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*	100	1,200,000	A. & O.	Oct '68 6
Philadelphia and Erie*	50	5,990,700		Jan. '68 3
Philadelphia and Reading	50	21,304,301	J. & J.	Jul.'68 5s
Do. Do. preferred	50	1,551,800	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor'n	50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*	100	1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt.	50	9,058,300	J. & J.	Jul. '68 4
Philadelphia City	50	100,000	J & J.	Jul. '68 5
Philadelphia and Darby	20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry	25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago	100	11,500,000	J. A J&O	Oct.'68 3½
Pittsfield and N. Adams	100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec	100	879,500	J. & J.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*	100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester	100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston				Jul. '68 3
Rensselaer and Saratoga	100	2,500,000	A. & O.	Oct.'68 3½
Richmond and Danville	100	2,000,000		
Richmond and Petersb g.	100	847,100		
Rich., Fred. and Potomac.	100	1,041,800		
Rockport	100	88,400		Nov.'67 2
Rome, Watert. and Og'nb.	100	2,400,000	J. & J.	July'68 5
Rutland preferred.	100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute.	100	2,300,000		
" " " pref.	100	2,040,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.	100	1,469,429		
Sandusky and Cincinnati.	100	2,089,000		
" " pref.	100	445,596	M. & N.	Nov.'68 3
Sand. Mansf. and Newark.	100	901,341		
Savannah and Charleston.	100	1,000,000		
Schuylkill and Susqueh'a.	50	1,269,150		
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley*	50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke	100	868,200		
Second Avenue (N. Y.)	100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	50	869,450	F. & A.	Aug.'68 3
Shore Line	100	636,200	J. & J.	Jul.'68 3
Sixth Avenue (N. Y.)	100	750,000		Nov.'67 5
Somerville	100	75,000	M. & N.	Nov.'68 3
South Carolina	100	5,819,275		
South Shore	100	259,685		Jul. 68 3
South Western, Georgia	100	3,203,400	F. & A.	A'g.'68 4
Staten Island	100	660,000	J. & J.	Jul. '67 4
Stony Brook	100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana	100	1,983,141		
Stockbridge & Pittsfield*	100	448,700		3½
Summit Branch	50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.	100	1,314,130		
Taunton Branch	100	250,000	J. @ J.	Jul.'68 4
Tennessee and Alabama	100	595,922		
Terre Haute and Indiana	50	1,983,150	J. & J.	Jul. '68 6
Third Avenue (N. Y.)	100	1,750,000		
Thirteenth and Fif. (Ph.)	50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw	100	2,700 000		
" " (E. D.) pref.	100	1,700,000		
" " (W. D. pref.	100	1,300,000		
Tol., Wabash and West	100	5,700,000		
" " pref	100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston	100	607,111		
Troy and Greenbush*	100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)	100	200,000		
Union (Phila.)	50	291,475	J. @ J.	Jul. '68 3
Utica and Black River	100	834,400	J. & J.	Jul. '68 4
Vermont and Canada*	100	2,500,000	J. & D.	Dec.'68 4
Vermont Central	100	5,000,000		
Vermont and Massachu'ts	100	2,800,000	J. & J.	J'n.'68 1½
Vicksburgand Meridian	100	357,408		
Virginia Central	100	3,353,679		
Virginia and Tennessee	100	3,497,791		
Western Union	100	2,707,693		
West Jersey	100	804,150		Aug.'68 4
West Philadelphia	50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester	100	1,147,018		
Wilm. and Weldon	100	1,463,775		
Warren	100	1,547,650		3½
Worcester and Nashua	75	1 522,500	J. & J.	Jul.'68 4
CANALS.				
Chesapeake and Delaware	50	1,818,963	J. & D.	Jun.'68 3
Chesapeake and Ohio	25	8,228,595		
Delaware Division	50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson	100	10,000,000	F. & A.	Aug.'68 6
Delaware and Raritan	100	2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania	50	64,000		
Lehigh Coal and Navigat.	50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation.	50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)	10	1,025,000	F. & A.	Feb.'67 2
" (preferred)	100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.)	50	1,608,207	F. & A.	Feb.'67 6
" " (pref.)	50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water	50	2,002,746		
Union	50	2,907,850		
" preferred	50			
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.				
Atlantic Mail Steamship.	100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship	100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation	100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph	100	28,450,000	J. & J.	Jul. '68 2
American Coal	25	1,500,000	M. & S.	M. '68 6
Ashburton	50	2,500,000	J. & D.	Dec.'66 4
Butler Coal	25	500,000	J. & D.	Dec '67 2
Central Coal	100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal			J. & J.	Jul. '68 4
Mt. Pleasant Coal		200,000		Sep.'68 2½
Pennsylvania Coal	50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal		200,000		Sep.'68 2½
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal	10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100	3,400,000	A. & O.	
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66
Rutland Marble	25	1,000,000		Dec'67 2½
Adams Express	100	10,000,000	FMA&N	Apr.'68 5
American Express	500	9,000,000	FMA&N	May,'68
Merchants Union Express	100	20,000,000		
United States Express	100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp.	100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	509,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	456,886	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,204	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3.695.153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	378,461	405,616	570,353	488,155	480,212	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201.134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599.549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	539,900	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473.186	551,122	455,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729.759	716,378	563,400	6,114,586
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932.683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1.000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,266,831	1,518,483	1,574,906	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400.334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359.463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603.402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7.181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	678,253	571,348	661,971	588,219	504.066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107.525	104.608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1.201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407.107	448,934	411.806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524.760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496.655	429,546	352.218	4,650.328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530.871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532.061	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3.168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447.670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1.045.401	1,157,818	11,069,863
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526.839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310.762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815.902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1.032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419.232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861.604	1,109.267	1,140,301	996.841	1,252,386	833,742	887,793	874.974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	461,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625.547	675.360	701.352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555.222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606.218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143.748	162,921	1,554.913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144.942	218,236	234,194	204,785	202.986	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1.439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221.570	220,209	265,154	2.050.322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	454,208	450,203	429,898	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,268	79,431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,330	59,762	84,607	97,338	97,600	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	114½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113½
" " " coupon		6	" "	1881	114⅜
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	---
Loan of July 17, 1861 registered	284,246,300	6	Jan & July.	1881	113½
" " " coupon		6	" "	1881	114⅜
Loan of Feb. 25, 1862 (5-20s) registered	1,602,312,250	6	May & Nov.	1882	106½
" " " (5-20s) coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106⅜
" " " (5-20s) coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	107⅜
" " " (5-20s) coupon		6	" "	1885	107⅝
" " 2d series (5-20s) registered		6	Jan. & July.	1885	110
" " " (5-20s) coupon		6	" "	1886	110
" " 3d series (5-20s) registered		6	" "	1887	110
" " " (5-20s) coupon		6	" "	1887	110½
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. & Sept.	1904	103⅜
" " " (10-40s) coupon		5	" "	1904	105
Pacific R. R. Bonds (currency)	42,184,000	6	Jan. & July.	'95-'97	99
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	9,497,742	---	presentation.	----	----
Gold Certificates of Deposit	19,716,840	---	presentation.	----	----
Compound Interest Notes 1864 '65		6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	359,021,073	---	----	----	----
Three per cent. certificates	58,325 000	---	----	----	----
Fractional currency	33,413,985	---	----	----	----
Navy Pension Fund	14,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	132
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " " "		7	" " "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	100½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	100½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	95
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " " "	415,000	6	May & Nov.	1870	----
" — " " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	68½
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 "	2,332,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
— " " (C. and O. Can.) sterl.	1,405,507	5	"	1889	----
— " " (R.R. various) "	120,000	5	"	1889	----
— " " (") currcy.	159,974	5	"	'89-'90	----
— " " (B. & O. R.R.) sterl.	3,277,389	5	"	1890	----
— " " (C. and O. Can.) "	3,259,616	5	"	1890	----
— " " (Ches. & Ohio Can.)	2,000,000	6		1870	96½
— " " (Balt. & Susq. R.R.)	1,000,000	6		1870	96½
— " " (Bounty)	601,000	6	"	abt.'74	----
— " (Ches. & Ohio Can.)	30,000	6	"	1885	----
— " (Balt. & Susq. R.R.)	429,888	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " —General Statutes Loan	21,000	5	" "	1870	----
" —Funding Loan	50,000	5	Jan. & July.	1870	----
	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115
" " " "	4,379,500	5	May & Nov.	1894	115
" " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" " " "	2,250,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101⅞
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	110½
" " " " (stg.)	554,186	5	" "	'88,'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	'41-'71	----
" " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	90
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	90
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	108½
" " " 1863 (")	1,002,900	6	" "	'86-'96	----
" " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108
" " " " registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" " " "	500,000	6	" "	1868	----
" " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" " "	6,000,000	6	" "	1873	101½
" " "	2,250,000	6	" "	1874	100½
" " "	1,400,000	6	" "	'75-'77	191
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" " "	442,960	5	May & Nov.	1868	----
" " "	900,000	5	Jan. & July.	1875	91
" " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" " "	167,000	5	" "	1871	----
" " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'60-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	64½
Ohio—State Bonds (Union Loan)	280,566	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	103
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	98½
" " " registered	5,083,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	6	April & Oct.	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" " " 2d series	99,480	5	" "	1882	----
" " " 3d series	720,983	5	" "	1892	----
" " " 1st series	4,907,150	6	" "	1877	104½
" " " 2d series	7,909,520	6	" "	1882	106
" " " 3d series	9,270,017	6	" "	1892	108½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" " " " 1863	269,000	6	April & Oct.	1883	100½
" " " " 1863	776,000	6	Jan. & July.	1893	100½
" " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	796,898	6	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,480	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	68½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " "	21,765,398	6	" "	long.	----
" — " " coupon	10,900,000	6	" "	long.	----
" — (new) registered	1,379,500	6	" "	1876	66
" — " (") coupon	489,300	6	" "	1886	----
" — " (")	89,600	6	"	1890	----
Wisconsin—State Bond	405,100	6	Jan. & July.	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95
Loan of 1850	602,000	6	" "	"	1880	95
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	64½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	96
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	103
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	93
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	101
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1893	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,678,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	73
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	92½
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal .& Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	90
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	102½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1865	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	88½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1883	....
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	74
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1856	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	800,000	7	Jan. & July.	New York.	1883	91
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'63–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1868	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1896	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	95
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	91
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	82
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,356,986	5*	" "	"	18—	....
3d *Preference Stock*	8,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	76½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1851	90
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	105
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Apru & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	"	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	105½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	114
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1861	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	95
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'78–'75	....
1st Mortgage, Bardstown Branch	27,500	7	—— & ——	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	—— & ——	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	90
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	78½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	114
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	114
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,004,000	7	May & Nov.	New York.	1885	96
2d Mortgage	2,693,000	7	" "	" "	1877	90
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	...
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	101½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	97
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	90
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	65
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1892	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	92
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	95½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	88½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'98	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1861	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	94
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	125½
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	" "	'65–'70	80½
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	108
2d Mortgage	274,500	7	—— & ——	"	18—	92
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86½
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67–'69	96½
Company Bonds	223,000	5	Various.	"	'77–'84	86½
Company Bonds	2,467,000	6	"	"	'75–'76	95½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	77½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	96
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100¾
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	98½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85½
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	158,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	68½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	156½
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	86½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7*	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1897	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	292,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,580	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1886	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	75
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	74
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	380,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	76½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	350,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	71½
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,987,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	100½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93
Convertible Loan	1,201,850	6	" "	"	1877	75
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	90
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	71
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	50
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	97
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.		4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,495	lo'e3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ... New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,761	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)			—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,876	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	—	—	—	2,494,900	3,483,992	—	—	150.5	914,563	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,768	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶ ..... Md. & W. Va.	21,450,651	3,021,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	117
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.* ... Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	146
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	—	—	624,600	400,000	20,784	—	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,240,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	—	—	14,884,000	8,693,350	1,633,057	—	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,806	8	50	66
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine ..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	134½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,6*9	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,962	10	100	134½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb. Penn. & N. Y.	2,866,000	—	—	—	1,100,000	1,766,000	—	—	—	(Leased to Erie.)			—	—	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb. ... N. Y. & Penn.	1,101,022	18,052	—	139,078	359,640	600,000	208,511	—	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	—	—	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	—	.....	.....	—	—	—	—	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie .. New York.	3,396,008	*	—	—	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	—	—	1,103,043	1,034,380	127,871	—	60.2	.....	.....	.....	325,407	147,928	—	100	15
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co.. New Jersey.	694,487	—	—	—	721,050	319,000	44,437	—	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	—	—	—	188,195	125,000	20,848	—	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	—	—	447,000	200,000	97,360	—	—	(Operated by West Jersey.)			106,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	—	—	—	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	—	—	3,359,500	262,500	—	—	67.5	236,991	.....	.....	502,918	143,361	—	50	11
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	—	—	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9,777,000	—	—	—	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,898	107,577,415	3,581,244	1,617,268	10	100	119
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	—	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	33½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	12.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	—	—	—	(Leased to Phila. and Read.)			—	—	50	3	
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,287	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	138½
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy .. Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	170
Dec. 31, 1867	30.0	—	....	78.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	—	—	—	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			—	—	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,907,502	.....	12,614,846	4,741,200	10a	100	85
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,016	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	104½
Jun. 30, 1867		Lessees of San. & Cin.							Cincinnati, Dayton and Eastern ..... Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13a	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton ... Ohio.	3,945,870	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7a	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	—	—	—	—	—	—	—	—	(Leased to Kentucky.)			—	—	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction .. O. & Ind.	3,452,004	*	—	—	1,852,004	1,200,000	400,000	—	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			—	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	841.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	..	100	75½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	.....	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	48½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	42½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	448.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	99
Feb. 12, 1868	588.0	12.0	....	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	89
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	.....	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	72½
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont.New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1867	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	91
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	129½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	16,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania. Maryland.	1,708,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,987	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,628	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,858	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,046	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	—	6	100
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	18,386,020	3,808,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	63
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,161,198	283,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Dec. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	to Boston	& Maine.)	.....	.....	—	100	....
Mar. 31, 1867	143.5	—	....	181.6	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	658,956	153,124	189.4	319,880	4,874,691	.....	805,271	355,527	—	100	100
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	118
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	.....	(Leased	to Delawa	re.)	.....	.....	—	50	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,604	*	.....	.....	654,600	574,900	.....	.....	36.0	221,120	.....	.....	538,531	259,992	—	100	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶.Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.6	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	88,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Northe	rn Centra	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport...Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Centra	l.)	165,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	53
Dec. 31, 1867	81.0	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,088	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,888	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	—	—	—	—	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶.N. Brunsw.	4,743,777	(C	onstructe	d by th	e Provin	cial Gov	ernment.)		108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,856,705	344,264	81,337	68,844	1,143,445	1,240,000	86,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	180,000	.....	.....	.....	107,400	.....	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	595,332	19,820,919	14,268,518	1,101,444	354,744	9	100	135
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,298,659	40,226	.....	.....	248,000	2,000	25,422	80,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	58.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,787,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	164.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	—	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,691	11,882	6	100	....
Dec. 31, 1867	50.8	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson.Texas.	.....	*	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984,863	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,583	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,340,673	1,609,549	7½	100	....
Dec. 31, 1867	148.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶ ...S. Carolina.	2,692,564	363,680	123,230	25,825	1,510,374	1,550,000	107,166	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	89½
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	.....	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	55
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,607,334	539,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	760,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,062	2,000,000	287,000	137,525	30,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	123
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*.....Illinois.	31,328,473	*	8,468,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	141
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,186,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	22
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	—	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,809	151,336	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	.....	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0					Leavenworth, Lawrence & Galves. Kansas.	.....		.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0					Lehigh and Lackawanna...Pennsylvania.	575,100		.....	.....	.....	.....	.....	—	—	.....	.....	.....	(Open. J	an.1, '68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & oper	r. by L. C	& N. Co.	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	55
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	241,200	.....	.....	—	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Jun. 30, 1868	29.0	—	2.7	—					Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	.....	.....	.....	—	12.8	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—					Little Miami.....Ohio.	3,775,757	—	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—					Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	—	—	1,110,055	29,979,623	.....	.....	1,985,764	483,225	—	—	....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	.....	4	50	45½
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	325,000	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1868	65.0	—	6.1	—					Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	597,077	—	.....	.....	.....	.....	.....	—	—	(Leased	to Boston	and Lowe	ll.)	854,222	109,607	—	100	....
Oct. 31, 1867	21.0	—	4.5	—					Lykens Valley.....Pennsylvania.	382,883	30,275	5,345	.....	200,000	78,000	2,160	.....	—	(Leased	to Summi	t Branch.)	.....	21,780	6	100	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	600,000	—	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Jun. 30, 1867	34.2	—	7.0	—					McMinnville and Manchester...Tennessee.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Oct. 31, 1867	12.3	19.0	38.8	—					Mahanoy and Broad Mountain.....Penn.	825,000	—	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	—	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	1,897,202	—	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Reading	g.)	.....	—	50	....
Mar. 31, 1867	22.4	3.6	....	—					Manchester and Lawrence..N. H. & Mass.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	19.0	—	....	—					Manchester and North Weare..N. Hamp.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	130
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Dec. 31, 1867	83.0	—	....	—					Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	130.6	—	....	—					Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	.....	100	....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	117
Dec. 31, 1867	6.6	—	....	—					Millstone and New Brunswick. N. Jersey.	113,014	—	.....	.....	102,365	.....	10,649	.....	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	83½
Dec. 31, 1867	22.3	—	....	—					Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	.....	.....	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	20,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Reading	g.)	.....	—	8	50	58
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	—	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶. Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.6	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	33
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Jun. 30, 1867	172 5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶. Tenn. & Ky.	4,600,755	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	21.6	75,756	2,601,114	597,284	182,956	43,062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	14.9	(Operat	ed by Phg	F.W.&C.)	178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	638,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	121½
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	—	.....	.....	193,360	.....	29,224	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,096,092	6,279,840	2,218,509	864,879	10	100	141
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	85
Sept. 30, 1867	98.5	—	3.7	—					Niagara Bridge and Canandaigua. N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	61.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,107	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)			12,669	—	100	....							
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....						
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	.....	.....					
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	53	50	35				
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	....						
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	48				
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	111¼				
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	.....	26,201	159,100	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	....						
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	90				
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by Provincial Government.)						145.0			(9 mos.)	155,098	22,699	—	—	....						
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	69				
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	30½				
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,509,246	599,882	—	50	40½				
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	96¾				
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	420,449	9,095,959	5,248,590	706,992	287,687	—	100	....						
Dec. 31, 1867	9.1	—	....	—	—	—	—	—	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	....						
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716,000	3,387	.....	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....						
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....						
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	.....	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....						
Sept. 30, 1867	47.6	—	....	—	15	23	—	151	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	330				
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)			.....	53,400	8	100	....						
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)			.....	26,500	5	100	....						
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,483	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	53½				
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,300	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....						
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....						
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)			.....	125,000	8	100	....						
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....						
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....						
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	26						
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	67				
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading...Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,580,825	2,080,384	2,769,256	303.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	48½				
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton...Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	128				
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	55				
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....						
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....						
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	108				
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)			.....	.....	—	50	....						
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....						
Sept. 30, 1867	23.0	—	...	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....						
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....						
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	108				
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	—	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)			.....	24,500	7	100	....						
Mar. 31, 1867	20.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway .N. H.	370,000	—	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....						
Nov. 30, 1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....						
Nov. 30, 1867	43.4	1.6	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....						
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,063	—	100	....						
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....						
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	....						
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	283	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....						
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....						
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....						
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)			.....	.....	—	100	....						
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.6	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	114						
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	34½						
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	.....	209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	38						
Dec. 31, 1867	80.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	(Completed Jan. 1, 1868.)			.....	.....	—	100	....						
Dec. 31, 1867	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)	.....	.....	.....	.....	.....	.....	54.0	.....	.....	.....	106,184	42,071	—	100	....						
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....						
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)			.....	16,533	6	100	....						
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	....						
Dec. 31, 1867	155.0	10.0	10.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,598	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	.....	—	50	....						
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,068	86,369	—	100	....						
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,666	*	.....	.....	1,209,150	97,000	149,218	.....	54.0	143,124	.....	.....	146,840	18,546	—	50	....						
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)			.....	.....	5	50	....						
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,099	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....						
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....						
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,900	363,684	.....	—	100	....						
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	—	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)			.....	.....	5	50	....						
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	—	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)			.....	.....	—	100	....						
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,804	6	100	....						
Dec. 31, 1867	71.0	—	....	2.9	—	—	—	—	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)			.....	.....	—	100	....						
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	—	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)			.....	36,000	—	100	....						
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	—	.....	.....	438,300	—	—	—	—	(Leased to Central of New Jersey.)			.....	.....	6	100	....						
Dec. 31, 1867	147.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,754	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	212.0	609,871	.....	.....	1,316,006	613,777	—	100	....						
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,430	.....	.....	1,150,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,026	85,509	27,888	—	100	15½						
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....						
Sept. 30, 1867	132.0	7.5	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,800	685,047	22,766	132.5	200,058	1,861,845	5,329,232	320,090	67,921	—	100	....						
Dec. 31, 1867	70.5	—	....	43.5	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	70.5	.....	.....	.....	.....	.....	—	100	....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* †.....Missouri.									91.0	.....	.....	(½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	....	....	....	....	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Cinc., Dayton and Eastern.)				.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island.....New York.	354,132	*	600,000	.....	196,000	150,000	.....	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jun. 30, 1867	160.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	660,000	200,000	95,000	.....	201.0	.....	12,861,340	.....	1,276,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	....	....	....	....	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	1,983,141	6,789,000	.....	.....	.....	(Leased to Housatonic.)			.....	31,409	7	100	....
Nov. 30, 1867	13.2	—	....	—	....	....	....	....	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	448,700	.....	.....	.....	13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	22.0	....	....	....	....	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	267,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	148	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,186	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	....	....	....	....	Tennessee and Pacific †.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga.....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	56½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			.....	19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield †.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operated by Vt & Mass., & ds centring in Troy.)				.....	.....	—	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot).....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned by railroa		T. & B.)	32,000	.....	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch)..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada.....Vermont.	2,600,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts..Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	(Leased to Vermont Central.)				.....	.....	8	100	103½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	61
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	.....	.....	.....	.....	.....	.....	(Leased to Rutland.)				.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	641,614	33,759	147,308	3,353,679	1,919,560	372,297	618,143	140.0	.....	.....	.....	438,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	....	....	....	....	Virginia and Tennessee †.....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	50,050	.....	1,547,650	611,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley.....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	18.3	.....	.....	.....	458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	10	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,708	Western †.....Massachusetts.	12,692,361	*	5,230,945	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	.....	.....	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	8,725,100	5,764,520	561,323	2,902,863	178.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	.....	4,972,000	.....	.....	188.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,320	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,483	182,404	56,412	2,707,693	3,155,400	1,284,883	4,182	(Leased to Pennsylvania.)				.....	.....	—	50	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	(Leased to Boston, Concord and Montreal.)				224,357	27,441	6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	134.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon †...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	171.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	181.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	....	....	....	....	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	.....	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua...N. Hampshire.	1,352,587	169,613	126,626	.....	800,000	208,333	.....	.....	(Leased to Balt. and Ohio.)				.....	27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	293,230	.....	.....	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
														317,050	52,000	24,180	.....		(Leased to Northern Central.)						50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	39
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	129
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)	.....	.....	65.5	.....	.....	.....	871,672	543,187	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	.....	247,603	8	50	28
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	.....	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	262,654	46,460	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,155	7,775,720	489,316	136,275	109.2	.....	.....	.....	1,099,013	.....	6	50	10
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	155,872	42,170	—	50	14
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	182,037	33,921	4	50	30

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	P. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	137,427	29,466	9.5	....	58½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	98
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,820	—	1,686	27,268	5,588	—	....	....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	....	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	....	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	....	57
30 Nov'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	68,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	308,870	200,000	24,000	117,342	368,851	13,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	....	71,961	15,873	—	100	....
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,542	—	100	....
30 Sep. '67	10.70	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	....
30 Sep. '67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	....
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	....
30 Sep. '67	5.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	16,085	6,352	—	100	....
30 Sep. '67	21.50	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep. '67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	....
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	....
30 Sep. '67	24.00	—	—	121	14	Central P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	....
30 Sep. '67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep. '67	10.24	—	—	44	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	....
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,600	2,900	—	—	—	100	....
30 Sep. '67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,200	68,603	4,578	—	100	....
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	....
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191.500	184,000	4,000	24,961	4,000	—	100	....
30 Sep. '67	12.20	—	—	33	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,900	13,000	43.259	1,501	—	100	....
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	....
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	....
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1.280000	50 000	1,184945	222,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	....
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14,707	—	100	....
30 Sep. '67	2.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	....
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	82,000	30,000	—	2,000	—	—	—	—	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	57,180	24	50	....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	....	4,971	428	2	25	....
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	28½	50	20
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	24
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,860	—	—	4,600	2,382	—	100	....
31 Oct. '67	7.08	—	277	45	8	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	59,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,553	285,307	—	—	93,885	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,925	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct. '67	2.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	....
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	....
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	49½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	73
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	104½
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	575,000	100,000	—	281,058	50,692	10	50	65½
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	760,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.11	—	—	—	—	Passenger (Cinc)	(2,637)	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1875	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	154,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	....
Hoboken and Weehawkon:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	.
Malden & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	.....	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	150,000	7	J. & J.	1869	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref....	600,000	7	...	21
Catawissa,* pref. and guar....	2,200,000	7	7	31½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	...	....
Central Ohio, preferred....	400,000	7	7	....
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	66½
Chicago and Alton, pref....	2,425,400	7	10	136½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	16,366,287	7	10s	85
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref....	241,900	8	8	....
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	95
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	40
Erie, preferred	8,536,910	7	7	64
Hannibal and St. Joseph, pref....	5,253,836	...	...	87
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	68½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar....		...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	23½
" " 2d pref....	4,051,744	6	...	10
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	83½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref....	3,500,000	7	7	79
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	243,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....		7	7	80
St. Louis, Alton and T. H., pref....	2,040,000	7	7	62
Sandusky and Cincinnati, pref....	445,596	6	6	....
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	70
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	72
Schuylkill Navigation, pref....	2,888,997	6	6	20
Union, preferred....	....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref....	....	6	...	39½
Mariposa Mining, pref....	5,774,400	7	7	20½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	41 — @ 45 —	
Pig, American, No. 1 (good to best)		41 — @ 43 —	
Pig, American, No. 2		37 — @ 39 —	
Pig, American, Forge		34 — @ 38 —	
Bar, Refined, English and American		90 — @ 95 —	
Bar, Swedes, assorted sizes	(gold).	82 — @ 87 —	
		Store Prices.	
Bar, Swedes, ordinary sizes		— — @155 —	
Bar, English and American, Refined		— — @100 —	
Bar, English and American, Common		— — @ 90 —	
Scroll		130 — @175 —	
Ovals and Half-round		125 — @155 —	
Band		130 — @ — —	
Horse Shoe		130 — @ — —	
Rods, ⅛@3-16 inch		105 — @165 —	
Hoop		135 — @190 —	
Nail Rod	per lb.	— 9½@ — 10½	
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 13	
Sheet, Single D. and T. Common		— 5½@ — 7½	
Rails, English	(gold) per ton.	51 — @ 52 —	
Rails, American		79 — @ 81 —	
Anvils, Eagle	per lb.	— 9½@ — —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 18 @ — 23
English Spring (2d and 1st quality)		— 10 @ — 12½
English Blister (2d and 1st quality)		— 11½@ — 20
English Machinery		— 13½@ — 16
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Nails		— — @ — 42
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 22½@ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 27½
Straits	(gold).	— 25½@ — 26
English	(gold).	— — @ — 25½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 — @ 8 50	11 25 @ 11 75
I. C. Coke	7 — @ 7 50	9 50 @ 10 50
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	7 75 @ 8 —	11 50 @ 11 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 15 @ — —	
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 19	
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 27½	
Refined, Standard White (in ship'g order).	— 28 @ — 28½	
Refined, prime White (in shipping order).	— — @ — 29	
Refined, S. W. (in merchantable order)	— — @ — 27	
Naptha, Refined, (60 @ 63 gravity)	— 12 @ — 13½	
Residuum....per bbl.	— — @ 3 75	

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9....per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10....per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @28 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

	Th. 12.	F. 13.	Sat. 14.	M. 16.	Tu. 17.	W. 18
Atlantic M. S. S. Co....	....	....	....	....	....	....
Boston, Hartford & Erie....	27½	....	....	....	....	....
California 7s (gold)....	....	....	....	....	....	....
Canton Co....	46½	....	....	....	47	....
Central of N. Jersey...	119½	119½	119	119	119	119
Chicago & Alton....	134	135	136	....	....	137½
" pref....	140	136½	135	136½	....	....
" 1 M....	....	....	....	....	....	....
" S. F....	....	....	....	....	....	....
" Inc. bds....	....	....	88	....	....	....
Chicago, Burl. & Q....	....	169	....	....	....	170
" 8s, 1883....	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m....	....	....	....	....	....	....
Chic. & Northwestern .	81½	81½	84½	85½	83	85
" pref....	83½	82	84½	87½	84½	84½
" 1st M....	....	....	90	....	....	....
" Interest....	....	....	....	....	....	....
" S. F....	....	....	....	....	....	....
" Consol....	92½	....	....	....	....	....
Chic., Rock Isl. & Pac..	102½	101½	104½	106½	104	105
Chicago & R. I. 7s, 1870.	102½	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	94½	94½	....	....	....	94
Clev., Col., C. and Ind....	....	76½	76½	76	....	....
Clev. and Pittsburg....	83½	82	86	85½	85	84½
" 2 M....	....	....	....	....	....	....
" 3 M....	90	....	....	....	....	....
" 4 M....	....	....	....	....	....	....
" Con....	....	....	....	....	....	....
Clev. and Toledo....	98½	96	98	99½	99	99½
" S. F. 7s....	....	....	....	....	....	....
Col., Chi., & Ind. C....	....	....	....	....	....	....
" 1 M....	74	73	73	73	....	....
Cumberland Coal pref....	35	35	36½	36½	36½	39½
Del. & Hudson Canal...	128½	129	128	....	129½	129
Del., Lack. & Western....	....	....	....	....	....	126
" 1 M. 7s....	....	....	....	....	....	....
" 2 M. 7s....	96	....	....	....	....	....
Erie Railway....	37½	35½	38½	51½	47	54
" pref....	61	65	....	....	....	....
" 1 M. 7s, 1867....	....	....	....	....	....	....
" 2 M. 7s, 1879....	....	....	....	....	....	....
" 3 M. 7s, 1883....	90	....	....	91	....	....
" 4 M. 7s, 1880....	....	....	....	....	....	....
" 5 M. 7s, 1888....	....	....	....	....	....	....
Great Western 2d mort....	....	....	77	77	76½	....
Hudson River....	122½	120	123½	126	123½	123
" 1 M. 7s, 1869....	....	....	....	....	....	....
" 2 M. S. F....	....	....	....	....	....	....
" 3 M. 7s, 1875....	....	....	....	....	....	....
Illinois Central	....	....	....	143	....	....
" bonds	....	....	....	114	....	....
Lake Shore (C., P. & A.)....	....	96	....	96½	....	....
Marietta & Cin. 1st pref....	....	....	....	....	....	....
" 2d pref....	....	....	....	....	....	....
Michigan Central....	....	....	116	116	116	....
" S. F. 8s, 1882....	....	....	....	....	....	....
" conv. 8s, '69....	....	....	....	....	....	....
M. S. and N. I....	82½	83	83	84	83	83½
" 1 M. S. F....	....	....	....	....	96	....
" 2 M....	....	....	....	....	....	....
Mil. and P. du Chien....	....	....	....	....	....	....
" 1st pref....	....	....	....	....	....	....
" 2d pref....	....	....	....	....	....	....
" 1st M....	....	....	....	....	....	....
Milw. and St. Paul....	69½	67	69½	71	69	70½
" pref....	82	80½	84	84½	83	84
" 1st mort....	....	....	....	....	....	....
" 2d mort....	....	....	....	....	....	....
" 8s....	....	101	....	101½	101½	....
" 7 3-10s con....	....	97	....	....	....	....
Missouri 6s	89½	....	89½	90	89½	....
" H. & St. J. 1ss....	....	....	....	....	....	....
Morris and Essex....	....	....	....	....	....	....
" 1st mort....	....	....	....	....	....	95½
" 2d mort....	....	....	....	89	....	....
N. Jersey R.R. & T. Co.	132	....	....	134	....	....
New York Central....	118½	114½	117½	123½	118½	118½
" 7s, S.F. 1876....	....	....	....	....	....	....
" 7s, conv. '76....	....	....	....	....	....	....
" 6s, S.F. 1883....	....	....	....	....	....	....
" 6s, S.F. 1887....	....	....	....	....	....	....
N. York and Harlem....	....	....	....	....	....	....
" pref....	....	....	....	....	....	....
" 1 M. 7s, 1873....	99	....	....	....	....	....
N. Y. and N. Haven	142½	....	142	....	141	
N. Carolina 6s	66	....	....	65	64½	64½
" new	65½	64	64½	64½	64½	64½
Ohio and Miss....	29½	29	30½	30½	30½	30
" pref....	....	....	....	....	....	....
" 1st M....	....	....	....	....	....	....
Pacific Mail S. S. Co....	114½	112½	114½	118½	113½	114
Panama	....	....	....	....	....	....
Phila. and Reading....	97	96½	98	99½	97½	98
Pitts., Ft. W. & Chicago.	107½	105½	107½	108½	107½	107½
" 1 M....	....	103	....	....	....	....
" 2 M....	....	....	....	....	....	....
" 3 M....	93	....	....	....	....	....
Quicksilver Mining Co....	....	....	....	....	21½	22
St. L., Alton & T. H....	....	....	....	....	....	....
" pref....	....	60½	....	62	....	....
" 1 M....	....	....	....	....	....	....
" 2 M. pref....	....	....	....	....	....	....
" Income bds....	....	....	....	....	80	....
Tennessee 6s....	70	68½	68½	70½	70	69½
" new....	69	68	....	69½	69	69½
Tol., Wab. & Western..	57½	57	57½	57½	57	56½
" pref....	....	70	....	....	....	....
" 1 M. ex....	91	91	....	91½	....	....
" 2 M....	....	....	81	....	....	82
" Equipment....	....	....	....	....	....	....
Virginia 6s, ex-coupon..	54½	....	....	55½	....	....
" new	50	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..105	....	104½	105¼	105	105	
U. S. 5s, 10-40s, reg....103⅞	....	....	104	103⅞	....	
U. S. 6s, 1881, reg.....113	....	112⅜	113	....	113¼	
U. S. 6s, 1881, coup...113¾	....	113¾	114	114¼	114¼	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.105⅞	105⅜	106	106½	....	....	
U. S. 6s, 5-20s, c. 1862.108⅛	108¼	109	109¼	109⅛	110	
U. S. 6s, 5-20s, reg. '64	....	105⅞	....	....	106¾	
U. S. 6s, 5-20s, c. 1864.106¾	106¼	106½	107⅛	106¾	107⅛	
U. S. 6s, 5-20s, reg. '65	....	....	107¼	....	....	
U. S. 6s, 5-20s, c. 1865.106⅞	106⅜	106⅝	107⅜	107⅜	107⅜	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n.'65.109⅛	109¼	109¾	110¼	109⅞	110	
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	110
U. S. 6s, 5-20s, c. 1867.109⅜	109¼	109⅝	110¼	110¼	110¼	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..110¼	109⅞	110	110⅜	110½	110¼	
U. S. 6s, Pac.R.R.issue 99	99	99	....	....	99	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.
Catawissa	....	....	....	....	....	....
.. preferred .. 31⅜	....	....	31½	....	31½	
Camden and Amboy...128½	128¼	128½	128½	....	128½	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89....	93	....	94	....	....	
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	95	....	....	
Lehigh Navigation..... 29	28½	28	28½	....	28½	
.. 6s, 1884	....	....	....	....	....	....
.. Gold L..... 93	93¼	93	93⅛	92¾	92⅝	
.. R. R. L.... 84	....	....	....	....	....	
Lehigh Valley R. R..... 55	55	55	55	54⅞	55	
.. 6s new	....	....	....	....	....	....
Little Schuylkill R.R	45½	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	58
Morris Canal	....	....	....	....	....	....
.. pref..... 72	72	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	35	35	
.. 6s, 1880	....	....	89	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R..... 53⅛	53⅛	53½	53⅜	53⅛	53½	
.. 1st M.....	101	100¼	101½	....	....	
.. 2d M..... 96½	....	....	....	....	....	
Penn. State, 6s, 1st series104½	....	....	....	....	....	
.. 6s, 2d series.106½	106½	106½	....	....	106	
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L	101	....	....	....	102	
Philadelphia City, 6s...101	....	....	....	....	....	....
.. new 102⅛	102⅛	102⅛	102⅛	102⅛	102⅛	
Philad., Germ. & Nor... 67	....	....	....	67	....	
Phila. & Reading 48½	48½	48⅝	49	49⅞	49½	
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	26	....	
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	10
.. pref.	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse).. 10⅜	....	....	....	11	10⅜	
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets 50	50	50	50	....	49½	
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. 16½	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.
Baltimore City 6s, 1875. 93¼	94	....	94	94¼	94¼	....
.. 1886	....	....	....	....	....	....
.. 1890 ..... 94⅞	....	95	95½	95⅜	....	
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	94	....	....	....	....	....
Marietta & Cin. 1st M	90	....	....	90	....	
.. 2d M..... 74x	....	73¾	....	....	....	
Northern Central	....	47¾	47¾	48	....	
.. bonds, 1885	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston and Albany	146½	146	146	....	....	
Boston and Lowell	....	131½	131	....	130½	
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	134½	....	....	....	....
Boston, Hartford & Erie 27⅛	27⅛	27⅛	27⅛	27¾	27½	
.. 7s, new	....	....	64½	....	....	
Cheshire, pref	....	....	....	....	66¾	
Concord	....	....	....	....	....	....
Connecticut River	....	129¾	....	....	....	....
Eastern 118	118	....	117¾	118	118	
Fitchburg.....135	135	....	....	....	....	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central.....117	117	116¾	....	117	117	
Northern, N. H	....	111¾x	....	....	111¾	
Ogdens. & Lake Champ 68½	....	....	69	69	....	
.. pref	....	....	101½	....	101¾	
Old Colony & Newport..... 97	96½	....	96¾	....	96¾	
Ph., Wil. & Baltimore.. 54¾	....	....	....	55	55	
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada....103¾	....	....	....	100½	....	
Vermont & Mass..... 62	....	....	....	62	61	
Vt.C. & Vt. & C. Eq. 8s	....	101¾	....	....	....	
Broadway (Horse)	....	....	....	....	....	....
Cambridge 98	98	98	....	....	....	
Metropolitan ..	....	64	....	....	64½	
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls 15¾	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	6¾	....	
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....
Rockland ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Nov. 6.	Oct. 30.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	60 — 65	65 — 70
Do. do., 2d mort., 1881	55 — 60	60 — 65
Do. Penn., 1st mort., 1877	60 — 65	65 — 70
Do. do., 2d mort., 1882	55 — 60	58 — 62
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	38 — 39	38½ — 39½
Detroit and Milwaukee 1st mort. 7s	60 — 62	59 — 61
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	27 — 28	27½ — 28¼
Do. sterlg. 6 p. c. convertible bonds	67 — 69	70 — 72
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —100	98 —100
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	96 — 97½	96¾ — 97¼
Marietta and Cin. R. R. bonds 7 p. c.	72 — 74	72 — 74
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	89 — 91	89 — 91
Philadelphia and Erie 1st mort. 1881.	89 — 91	89 — 91
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, November 21, 1868.

Stock Exchange and Money Market.

The monetary pressure has measurably subsided, and the supply of capital available to street borrowers has been largely augmented since our last, leading to a decline in the loan and discount rates, more particularly noticeable in the instance of temporary advance to the dealers in the public funds and to the leading Stock firms, who have been freely tendered round sums at 6@7 per cent. in currency. The speculative inquiry for aid has been less urgent, and the tendency of the market has been toward increased ease. The city banks, in their last weekly statement, make an unexpectedly conservative and favorable report, showing an increase of $4,299,486 in their legal tender reserve, with a reduction of $7,492,652 in their loan and discount averages. A decrease of $406,129 is noted in the deposit line, and of $291,733 in the specie hoard, with a contraction of $104,733 in the circulation. On Tuesday of the current week, the bank movement was unusually extensive, the exchanges running up to over 194 millions, and the business at the Clearing House indicating that most of the city banks had large sums to their credit, the main exception having been the Bank of the Commonwealth, which was a debtor to an amount exceeding ten and a half millions. The balances were all promptly and satisfactorily adjusted, tending to add to the freedom of the loan movement. In the discount line, there has not been much activity, the demand for commercial paper having been on a restricted scale at a range of from 8@10 per cent. per annum on choice to good grades. Two or three mercantile failures have been reported within the week, the most important having been that of a produce house on Tuesday, also several Stock failures.

The specie reserve of the city banks is now $16,155,008, against $13,734,964 same time last year. The city bank deposits are now $175,150,589, against $177,742,853 week ending Nov. 9, 1867. The legal tender reserve amounts to $51,466,693, against $54,329,650 same time last year. The circulation now stands at $34,249,564, against $34,134,366 same time last year. The loans are now $249,119,539, against $256,612,191 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $134,636,424 a day, against a daily average of $146,095,267 the preceding week, and $134,908,757 the week ending with Oct. 29, 1868. The current week's exchanges average about $185,796,500 a day. The city banks, last week, lost $291,733 of specie, and $406,129 of deposits, while they gained $4,299,486 of legal tender notes. They reduced their loans, $7,492,652; and their circulation, $104,073.

The New York Gold Exchange Bank reports for the week ending Saturday, the 14th day of November, 1868, the average amount of loans and discounts as $1,449,929; average amount of specie, $466,517; average amount of deposits, $1,263,880.

National Bank notes to the amount of $113,400 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $310,604,276, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $10,655,351, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,948,925. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,514,600; and for the public deposits, $38,106,350—making a total of $379,620,950. The Treasury Department last week redeemed and destroyed $486,700 of worn and mutilated fractional currency, and issued $456,117 of new. The outstanding amount of fractional currency on the 1st of November, was $33,413,985, against $32,933,614 on the 1st of October, 1868.

The U. S. Sub-Treasury receipts, week ending with Nov. 14, were $9,012,521, including $1,655,204 from customs duties; payments, $8,645,904, including $2,668,000 of coin interest; balance at the close of the week, $82,730,280, against $82,363,664, at the close of the preceding week, showing an increase of $366,617. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,986,572 including $278,000 from customs; and payments, $1,113,528, including $210,000 of coin interest; on Tuesday, receipts, $2,720,655 including $312,000 from customs, and payments, $2,665,273, including $280,000 of coin interest. The

balance at the close of business on Tuesday stood at $83,658,776, against $82,237,998 a week previous; and $83,216,312, on Oct. 28, 1868. The aggregate receipts of the office from all sources in October, were $56,749,293; aggregate payments, $59,249,680. The balance on the 1st of November was $91,999,615, or about 2½ millions more than on the 1st of October, which amounted to $94,499,990.

The outstanding amount of coin certificates on the 1st of Nov., was $19,716,840, against $20,236,400 on the 1st of Nov., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,178,000, and retired $1,575,203 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during October, reached $5,208,560.

Government revenues have not yielded very satisfactorily, since our last, in either of the leading forms of income. The excises, last week, yielded about three millions; customs at the port of New York, $1,655,204, and at the outports about $550,000 (in coin) more, making the grand total income for the week equal to about $6,977,025 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $88,000,000.

Gold has been much more extensively dealt in, chiefly on speculative account, and the fluctuations in prices have been more frequent, the extremes of the week having been from 137@133¾, and the closing quotation 135. Government was a seller of gold on Tuesday and Wednesday to a moderate extent, which circumstance operated to depress the premium. The customs and export drain was limited.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,510,225, against $2,892,411 same time last year. The customs demand for Gold last week, averaged $275,867 a day; thus far, this week, it has been equal to $295,000 a day, or equal to a weekly aggregate of $1,770,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $23,506 and from California, $659,088 The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $105,968,433, against $108,516,166 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $33,289,318, against $25,302,796 in 1867, showing an increase thus far in 1868, of $7,986,522. The exports of specie, from this port, last week, were $252,050, against $242,285 same week last year; total, since Jan. 1, 1868, $68,459,488, against $44,273,600 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,668,000; since Jan. 1, 1868, $77,245,609, against $56,980,981 same time in 1867. The specie exports from San Francisco, from Jan. 1, to Oct. 28, were $30,041,657, against $34,197,761 same time last year.

Foreign Exchange advanced a fraction during the week, on a more active inquiry, but closed dull, with a downward tendency, on more liberal offerings. Bankers' prime sixty day bills on London closed on Wednesday at 108¾@109¼, and on Paris to 5.21¼c.@5.17½; sight bills on London to 109⅜@100⅜, and on Paris to 5.15c.@5.15¼. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,775,896, against $5,137,914, same week last year; total, since Jan. 1, 1868, $145,340,173, against $166,609,530 in 1867.

Government securities have been in quite active demand at, however, variable prices. The dealings on Tuesday and Wednesday were extensive; and on the whole, indicative of a strong and buoyant market. The investment inquiry has become more general. The offerings of bonds, even on speculative account, have been less liberal.

U. S. sixes of 1881 closed here on Wednesday at 114¼@114½; U. S. Five-twenties of 1862, (ex Nov. coupons) 107⅞@110; U. S. Five-twenties of 1864 at 107@107¼; U. S. Five-twenties of 1865 at 107⅛@107⅜; U.S. Five-twenties of 1865, consolidated, 109⅞@110; U. S. Five-twenties of 1867, 110⅛@110¼; U. S. Five-twenties of 1868, 110¼@110⅜; U. S. Ten-forties at 105@105¼; U. S. Six per cent. currency bonds, 99@99¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 4.	Nov. 11.	Nov. 18.
Consols	94⅜	94⅜	94⅛
U.S. 5-20's of 1862	74⅞	74¼	74⅛
Erie	28	27	31½
Ill. Central	97¼	96½	96

General business has been on a restricted scale at generally yielding prices for domestic produce. Middling upland cotton closed tamely on Wednesday at 24@24¼ cents per lb. The stock of cotton now here is estimated at about 32,500 bales. The receipts at the port this week, have averaged about 5,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 452,000 bales, against 281,000 bales same time last year; exports, same time 163,000 bales, against 102,000 bales same time last year; stock on hand at latest dates, 190,000 bales, against 170,000 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 21,838 pkgs., against 10,511 pkgs., same time last year. At the Live Stock market, this week, Beeves have been in light demand at from 10@16c. per lb.; week's receipts, 6,243. Veal calves in fair request and firmer at from 8@14c. per lb.; receipts, 1,066. Sheep and lambs moderately sought after at 4½@6⅞c., and 6½@7¾c. respectively; per lb., receipts, 34,611. Swine in more request and quoted up to 8⅝@9¼c. per lb., all live weight; receipts, 19,241. Foreign merchandise has been in less demand and less buoyant in price. The total imports of foreign dry goods, last week, were $1,191,268, and the total amount marketed $1,196,090. The value of foreign merchandise imported last week, was $2,403,256—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,594,522, against $3,649,482 same week last year; from Jan. 1, 1868, $219,853,931, against $229,301,787 same time in 1867. The ocean freight market has been moderately active and steady. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. 3d. @8s. 6d. by steamer, per bbl.; grain at 7d. by sail, and 7½@8d. by steamer, per bushel; cotton at ¼d. by sail, and ⅜@½d. by steamer, per lb.; and heavy goods 22s. 6d.@30s. by sail, and 30s.@45s. steamer, per ton. Total number of vessels in port on Wednesday, 490.

The New York exports, exclusive of specie, for the week ending Nov. 17, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$5,137,914	$3,775,896
Prev. reported	161,471,616	141,564,277
Since January 1	$166,609,530	$145,340,173

The imports for the week ending November 14, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,008,189	$1,191,268
Gen. merchandise	2,641,293	2,403,256
Total for the week	$3,649,482	$3,594,524
Previously reported	214,826,880	215,530,745
Since January 1	$218,476,362	$219,125,269

The balance in the Sub-Treasury on Wednesday was $83,602,059 20.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—American Dock and Imp. Co., 7s, 97; New Jersey Central 2d mort., 100½; Ohio and Mississippi consol. bonds, 86½; St. Louis and Iron Mountain 1st mort., 86½; Hannibal and St. Joseph, pref., 86; do., Land Grant bonds, 105; Georgia 6s, 80; Illinois coupon 6s, 1870@1879, 101½; N. Y. State 7s, Bounty loan reg., 109¼; Jersey City W. L., 94; Boston Water Power Co., 15¼; Adams' Express Co., 48¾; Merchants' Union Exp., 20¼; Wells-Fargo Exp., 27½; U. S. Exp., 47¼; Mariposa Mining, 6¼; do., pref., 22; do., Tr. 10s, ctfs., 60; Western Union Telegraph, 36; do., 7s, 89; Continental Bank, 102; Ninth National Bank, 112; Metropolitan Bank, 141½; Central National Bank, 110; Fourth National Bank, 105; Ocean Bank, 110; Importers' and Traders' Bank, 131; Bank of Commerce, 122½; Merchants Bank, 124¾; Manuf. and Mer. Bank, 103; Bank of Commonwealth, 115; Am. Ex. Bank, 112; Buchanan Farm oil, 0.42; Consolidated Gregory gold, 5.15; Grass Valley, 0.40; La Crosse Gold, 0.16; Montana Gold. 0.43; Northern Light oil, 0.25; Quartz Hill Gold, 0.80; Smith and Parmalee Gold, 4.35; United States petroleum, 2.05.

Philadelphia.—Belvidere Delaware 3d mort., 80; West Jersey 6s, 93¼; Alleghany Citv 6s, 92; Keystone Zinc, 1¼; Shamokin Coal, 7½; Fulton Coal, 6¼; New Creek, ½; Big Mt. Coal, 6⅝; Coal Ridge, 7; St. Nicholas Coal, 1; Ocean Oil, ½; Feeder Dam, ½; Bank of North America, 243; Farmers' and Mechanics' Bank, 126; Mechanics' Bank, 82; Commonwealth Bank, 67. The latest quotations are: City 6s, 100½@101; do., free of tax, 102⅞@103; State 5s, reg., 100@101½; do., coupon, 92@95; do., 6s, W. L., 101@102; do., 1st series, 104@104¾; do., 2d series, 106@107; do., 3d series, 108½@108¾; Reading, 48⅞@49; do., 7s, 1893, 104@105; do., 6s, 1880, 92½@93¼; Camden and Amboy, 128@128¼; do., mort. 6s, 1889, 92@93; do., 1883, 87@88; Penn. R. R., 53¼@53½; do., 1st mort., 100¾@101; do., 2d mort., 96@96½; Little Schuylkill R. R., 45¾@

46½; Morris Canal, 30@34; do., pref., 70@72; do.,bonds, 82@87; Wyoming Valley Canal, 30@34; do., 6s, —@80; Susquehanna Canal, 14@15; do., 6s, 58@60; Sch. Nav., 10@11; do., pref., 20@21; do., 6s, 1882, 70@71; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40@43; do., 7s, 1873, 93@94; do., 5s, 60@63; Lehigh Coal and Navigation, 28@28⅛; do., 6s, 1884, 83@84; do., R. R., Loan, 83¾@84¼; do., Gold Loan, 93@93⅛; North Pennsylvania, 34@34¾; do., 6s, 88@89; do., Chattle 10s, 107½@109½; Philadelphia and Erie, 25¼@25⅝; do., 6s, 85⅞@87; Minehill, 57½@58⅛; Catawissa, 9@11; do., pref., 30⅞@31¼; Lehigh Valley, 55@55⅛; do., 6s, new, 95@95¾; Fifth and Sixth streets, (horse,) 34@36; Second and Third, 49@49⅞; West Philadelphia, 66@67; Spruce and Pine, 22@24; Green and Coates, 30@32½; Chestnut and Walnut, 46@49; Thirteenth and Fifteenth, 16¾@16¾; Girard College, 23@24; Tenth and Eleventh, 70@73; Union, 41@43; Hestonville, 10¾@11.

Boston.—Ogdensburg and Lake Champlain Equipment 8s, 1878, 102; Old Colony and Newport 7s, 102; do., 6s, 1875, 95½; Cedar Rapids and Missouri 7s, 1916, 92; Rutland 1st mort. 7s, 156¾; Boston and Lowell 6s, 1879, 98; Eastern R. R. 6s, 1874, 96¾; Burlington and Missouri River R. R. 7s, 1893, 88; Vermont Central 1st mort., 7s, consol., 76¾; Boston, Hartford and Erie 7s, old, 82½; do., scrip, 21; Indianapolis and Vincennes, guaranteed, 82; Granite Railway, 56¾; Housatonic pref., 68½; South Shore R.R., 15⅞; Summit Branch, 26; Boston Water Power Co., 15¼; Cary Imp. Co., 8⅛; Essex Co., 122; Ophir (N. S.) gold, 87½c.; Short Mt. Coal, 19; Connecticut 6s, 1883, 99¾; New Hampshire 6s, 1870, 99½; Hartford 6s, 1876, 95¾; Gardiner 6s, 1870, 97¾; Cambridge 6s, 100; Cook Co., Ills., 7s, 96½; Portland 6s, 1887, 95; do., Building Loan, 96¼; Chicago 7s, River Imp., 99; Bath 6s, 1891, 90¾; Bangor 6s, 1869, 98½; Bay State Bank, Lawrence, 87½; Bunker Hill National Bank, 124; Eliot National Bank, 110; First National Bank, 163¾; Globe National Bank, 123; Hamilton National Bank, 121½; Mt. Vernon National Bank, 117½; Merchants' National Bank, 116; National Bank of North America, 106¼; National Bank of Redemption, 120⅞; National Bank of Commerce, 122¼; Old Boston National Bank, 69½; Pawners' National Bank 100; Pemberton National Bank, Lawrence, 142¼; Rockland National Bank, 138⅜; Suffolk National Bank, 121⅛; State National Bank, 110¾; Tremont National Bank, 120⅛; Traders' National Bank, 100¼; Webster National Bank, 109; Washington National Bank, 129¼; Allouez Mining Co., 7; Albany and Boston, 2½; Hancock, 3¾; Phœnix, 8; South Pewabic, 1.

Baltimore.—Virginia 6s, old, reg., 46¼; do., 1867, reg., 49; do., 1866, 51¾; Western Maryland 1st mort., 79; Richmond and Danville bonds, 68½; St. Louis 6s, gold, 105; Balt. and Cuba S. & M. Co., 50½; Gardner Hill, 0.07; Bare Hill, 0.30; Goorge's Creek, 63; Franklin Bank, 14½; Bank of Baltimore, 116½; Mechanics' Bank, 11¼. The latest quotations are: Balt. and Ohio, 117@119; do., 6s, 1875, 95@96¼; do., 1880, 95¼@96¼; do., 1885, 94@95; Northern Central, 47¾@48¼; do., bonds, 1885, 85@86; do., 1900, 84½@85¼; Parkersburg Branch, 22@25; N. W. Va., 1st mort., 95@97; do., 2d mort., 90¼@94⅛; do., 3d mort., 1873, 89@91½; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 90@91½; do., 2d mort., 73½@74; Central Ohio, 33¾@34; do., 1st mort., 84@84; Western Md. 6s, 1890, 79½@80; do., guar., 92@95; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 68¼@69; Baltimore 6s, 1875, 94@94; do., 1886, 96@96¼; do., 1890, 94¾@95¼; do., 1893, 95@95; do., 5s, 1838–'70, 80@80; City Passenger R. R., 17@18; George's Creek Coal, 60@63; Santa Clara, 1.50@3.00; Atlantic Coal, 2.50@2.75.

☞ THE CENTRAL PACIFIC RAILROAD, connecting San Francisco and the Pacific Coast with the Atlantic lines, now nearly completed and doing a large and remunerative way business, must speedily become one of the most important and valuable lines of through traffic on the continent.

The First Mortgage Bonds issued thereon, having a lien superior to that of the United States, are now widely known and esteemed as among the safest, best and most profitable corporate securities for investment. A limited quantity will be sold at 103 and accrued interest, in currency. Principal and six per cent. interest payable in gold. Government bonds received in exchange at full market rates, allowing the difference in cash. FISK & HATCH,

Bankers, &c., No. 5 Nassau st., New York.

Railroads in Peru.

A correspondent of the *N. Y. Times*, writing from Lima, Peru, under date October 28, 1868, says: A new contract has just been entered into to-day for a new railroad from Lima to the interior silver mines, and an American gentleman, resident in Callao, has taken the contract. A petition has also been presented to Government, asking for the construction of a new railroad from Lima to Jauja, which, it is estimated, will, when completed, cost 18,000,000 *soles;* 6,000,000 *soles* of this amount is to be lent by Government. The new railroad under contract to Harry Meiggs, from Islay to Arequipa, progresses rapidly. Mr. Meiggs has already repaired the injuries done to the line by the late earthquakes. It will probably be completed long before the old fallen City of Arequipa has arisen, like a second Phenix, from its ashes, and will greatly facilitate the conveyance of lumber, building materials, &c., wherewith to construct a new city. The road from the refining houses to the mines of Pasco will also shortly be completed, and work is advancing rapidly on the new lines from Lima to Huacho, Pisco to Ica, &c.

Blue Ridge Railroad.

The Governor of South Carolina, accompanied by several prominent citizens, is now at the north, for the purpose of advancing the financial interests of the State, and enlisting Northern capital to secure the speedy completion of the Blue Ridge Railroad, which is the missing link in a continuous railway line between Charleston and Cincinnati. The Governor believes that, owing to the small debt of the State, in comparison with the liabilities of others, with a successful administration of the State Government and acquiescence and harmony among the people, South Carolina, by internal improvements and otherwise, must in a short time become financially one of the foremost States of the Union, as she is already, from her climate and geographical position, one of the most attractive. He thinks that the Blue Ridge Railroad—an enterprise of so much importance both to the North and South—cannot fail to command the attention of railroad men and capitalists of the North, destined, as he believes it is, to be a great connecting link of the line of railroad across the continent, from the Atlantic to the Pacific coast.

Port Deposit and Columbia Railroad.

The track of this road has been laid more than half way to Rowlandsville. In about two weeks the entire track will be laid to Octoraro Creek Junction. The Philadelphia and Baltimore Central Company expects to have the deep cut at Rowlandsville completed in three weeks. After that time the road from Philadelphia to Baltimore will be opened through by this route.

☞ The following gentlemen have been elected directors of the Marietta and Cincinnati Railroad Company for the ensuing year: John King, Jr., C. Oliver O'Donnell, of Baltimore; H. C. Lord, Kenner Garrard, John Donnell Smith, of Cincinnati; W. H. Oldham, of Marietta; Wm. F. McClintock, of Chillicothe. The directors elected John King, Jr., of Baltimore, President; S. W. Kilvert, Jr., Secretary; John Donnell Smith, Treasurer; John Waddell, Chief Engineer.

☞ The people of Frederick city and county, says the *Republican*, will be happy to learn that President Loats and a number of the Board of Directors of the Frederick and Pennsylvania Line Railroad, with Mr. Haydon as civil engineer, started out on Tuesday for the purpose of making a primary observation for a survey of the route and placing it under contract as speedily as possible.

☞ The Memphis *Appeal* learns from competent authority that considerable progress has been made of late in the construction of the Memphis and Little Rock Railroad. Fourteen miles of grading has been completed the other side of the St. Francis river, and the bridge over that stream and iron for the graded portion has been provided for.

☞ We understand that arrangements are being made to effect a preliminary survey of the Chesapeake and Lake Erie Railroad. Middletown, it is said, has subscribed $400 for this purpose, and subscriptions are being taken up at various other places along the proposed route.

☞ The following gentlemen have been elected directors of the Pacific Mail Steamship Company: Allan McLane, William Dennistoun, James M. Brown, Howard Potter, Abiel A. Low, Francis Skiddy, Jonathan Thorne, William H. Webb, Sidney Mason.

☞ The earnings of the Atlantic and Great Railway from 1st April, 1868, (the commencement of the receiver's fiscal year,) to 30th Sept., 1868, were $2,340,332 40; for the same period last year, $2,601,121 75—decrease, $260,789 35.

☞ Geo. T. M. Davis, 47 Exchange Place, this city, has for sale 2,000 tons of English rails, 56 lbs. per yard, finished for fish plates. See Advertisement.

Journal of Railroad Law.

TRANSPORTATION BY EXPRESS—AUTHORITY TO SIGN RECEIPTS—LIMITATION OF LIABILITY—THE PERSON DELIVERING GOODS TO RAILROAD OR EXPRESS COMPANIES MAY BRING ACTION FOR THEM.

The facts in the late case of Moriarty *vs.* Harnden's Express (1 Daly, N. Y., 227,) were as follows: The plaintiffs delivered to the defendants, as common carriers, two boxes of goods to be carried from New York to Selma, Alabama. The defendants delivered the boxes at Selma, but as the plaintiffs claimed, so negligently conducted themselves in and about the transportation of the goods, and the taking care thereof, that a part thereof, two pieces of silk, one box of hosiery, and box of pins, of the value of three hundred dollars were wholly lost.

The proof on the part of the plaintiff showed that Emanuel & Co., merchants in the city of New York, on the order of Meyer & Co., purchased the contents of the boxes in question, and had them packed in Emanuel & Co.'s store. Meyer & Co., ordered Emanuel & Co., to forward the goods by Harnden's Express; Emanuel & Co., kept in their office a book of the blank bills of lading used by all the express companies; they sent for defendants' wagon, filled up one of the bills of lading, and had it signed by the defendants, and returned to Emanuel & Co. The bill of lading stated that Emanuel & Co., had delivered to defendants two cases, marked M. and E. Meyer & Co., to be forwarded to Selma, Alabama, and stipulated that the defendants were not to be responsible for any loss or damage arising from the dangers of railroad, steam, or river navigation, leakage, fire, or from any cause whatever, unless the *same be proved to have occurred from the fraud or gross negligence* of the defendants, their agents or servants. The bill of lading further stated, that goods carried were valued under fifty dollars, unless otherwise stated. This bill of lading was read in evidence by plaintiffs. The plaintiffs gave evidence showing that two pieces of silk were in the boxes when delivered to the defendants, and that the same were missing when the boxes were received from the defendants at Selma.

The Judge charged the jury among other things, as follows:

"It is for you to say with whom the contract was made—whether with Emanuel & Co., or with the plaintiffs. If you conclude that it was made with Emanuel & Co., on the plaintiffs' behalf, then, unless Emanuel & Co., had authority to make such a contract, the plaintiffs are not bound by any such condition in the receipt, in respect to the defendants' liability only in the event of fraud or gross negligence."

The jury rendered a verdict for plaintiffs, and judgment was entered against the defendants. The defendants then appealed to the General Term.

The opinion of the Court was delivered by BRADY, J.—The defendants agreed to carry from this city to Selma, Alabama, two cases of goods marked M. & E. Meyer & Co. At the time the goods were delivered a receipt "was filled up" by J. Emanuel & Co., who were acting for the plaintiffs in forwarding the goods, and given to the defendants' driver who signed it. That receipt was produced and put in evidence by the plaintiffs after they had rested and a motion for non-suit had been made on the ground that it appeared from the evidence that there was a written contract which the plaintiffs had not produced. After its introduction the witness who had identified it was asked this question, "Was your attention ever called to the printed matter of this receipt?" The question was objected to, but allowed, and an exception was taken. The witness was the book-keeper of J. Emanuel & Co., and it was wholly immaterial whether his attention had been called to the printed matter or not. The evidence had disclosed the fact that Emanuel & Co., had a receipt book of the defendants' in their store, from which the receipt in question was adopted by them, and without any application on the part of the defendants. It was filled up and given to the driver of the defendants, and signed by him. The witness was also asked, "What authority had you from Meyer & Co., relative to the shipping of the goods?" and the question was allowed, although objected to. The answer was, "Our directions were to ship the goods by Harnden's Express; we had no other authority or direction from the plaintiffs in respect to the shipment." Upon this evidence the presiding Judge charged the jury as follows: "If you find that J. Emanuel & Co., had no other authority or direction in regard to the goods than to merely purchase and ship them *in the ordinary way*, then no contract existed between the plaintiffs and defendants limiting the liability which the law imposes upon common carriers in case of non-performance of their agreement to deliver property in a safe condition." And further, "that unless Emanuel & Co., had authority to make such a contract the plaintiffs are not bound by any such condition in respect to the defendants' liability in the event of fraud or gross negligence." This was substantially telling the jury that unless Emanuel & Co., had the power to make the contract contained in the receipt, the defendants were liable. The charge was erroneous. The right of the carrier to limit his liability is no longer subject to discussion. Dorr *vs.* Steam Nav. Co., 1 Kernan, 490; Wells *vs.* Steam Nav. Co., 4 Selden, 381; and when a special contract is made the relations of the parties are changed, and the carrier becomes as to that transaction an ordinary bailee and private carrier for hire, PARKER, J.—in Dorr *sv.* Steam Nav. Co., *supra*. The directions given by the plaintiffs to ship goods by Harnden's Express, authorized Emanuel & Co., so far at least as the defendants are concerned, to make any contract which the defendants insisted upon. If the agents transcended their power, the innocent party should not suffer. There was nothing in the case to call upon the defendants for an examination or investigation of the authority of Emanuel & Co. It was enough that they delivered the goods to them and asked for their carriage; but in this they did more, they drew the contract and presented it for signature. It would virtually destroy the liability of the express business, which has become a very important part of our commercial system, to hold that when goods are delivered the carrier who chooses to limit his responsibility should stop to examine the authority of the person presenting the goods to make the contract which he exacts. It would, in this case, in my judgment, be erroneous to sustain the proposition that Emanuel & Co., had not authority to make this contract. They had possession of the goods and delivered them for carriage. The possession was a lawful one, and the person selected to transport them, in accordance with the instructions received; not only that, but the plaintiffs introduced the contract to sustain their case, and then sought to avoid it by proving instructions in relation to the carriage, by the book-keeper of Emanuel & Co. If the doctrine be tolerated, then in cases similar to this, the contract can be avoided for want of power to make it, the proof on the part of the plaintiff should be ample. I think the rule is not a sound one, and that its annunciation was error.

The judgment should be reversed.

Commerce of New York.

The foreign imports at New York for the month of October, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	$10,224,405	$11,294,439
Do. for warehousing....	7,096,411	6,850,498
Free goods	754,881	1,294,991
Specie and bullion	362,789	554,862
Total entered at port...	$18,438,486	$19,994,790
Withdrawn fr. wareh'use	7,728,761	8,892,665

The foreign imports at New York for the ten months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	$112,931,660	$110,570,527
Do. for warehousing...	98,411,215	92,231,894
Free goods	9,197,009	9,593,423
Specie and bullion.....	2,862,004	6,473,583
Total entered at port..	$223,401,888	$218,869,427
Withdrawn fr. wareh'se	95,195,569	88,256,992

The revenue from customs at New York, were:

	1867.	1868.
1st quarter	$32,916,085 09	$28.026,042 14
2d quarter..... ..	26,438,603 81	27,424,706 51
3d quarter..... ..	33,840,898 17	34,150,298 97
In Oct.	8,682,889 05	10,059,277 34
Total 10 months.	$101,878,476 12	$99,660,324 96

The exports from New York to foreign ports in the month of October, were:

	1867.	1868.
Domestic produce.....	$16,679,540	$13,954,602
Foreign free goods.....	4,446	10,822
Do. dutiable.....	797,285	740,477
Specie and bullion.....	1,182,031	1,608,739
Total exports	$18,663,252	$16,314,640
Do. exclusive of specie.	17,481,221	14,705,901

The exports from New York to foreign ports for ten months from January 1st, were:

	1867.	1868.
Domestic produce.....	$144,711,692	$127,662,172
Foreign free goods....	345,446	551,831
Do. dutiable	6,999,386	6,456,018
Specie and bullion.....	43,214,139	67,942,609
Total exports	$195,270,663	$202,612,630
Do. exclusive of specie	152,056,524	134,670,021

☞ It is expected that the Albany and Susquehanna Railroad will be completed to Binghamton before winter sets in.

☞ A survey of a route for a railroad from Amherst Station to King's Mill, in New Boston, is being made.

☞ The cars are now running regularly to Belmont, on the Platteville and Calamine Railroad.

☞ The building of the Indianola Railroad, which is to run through the heart of Western Texas, has been commenced.

Union Pacific Railroad.

The Salt Lake *Reporter* notices the arrival there of the following distingnished gentlemen: Gen. D. C. McCallum, formerly Superintendent of the Erie Railway, and Military Director of Government railroads during the war; Col. Silas Seymour, formerly State Engineer of the State of New York, and at present Consulting Engineer of the Union Pacific Railroad; Gen. C. K. Warren, Major General of Volunteers and commander of the Fifth Army Corps during the war, at present attached to the Engineer Corps of the United States; Judge W. T. Otto, Assistant Secretary of the Interior; Mons. P. Pichot, from Paris, traveling on a scientific mission; and Jacob Blikensderker, Jr., Division Engineer, in charge of the locating parties of the Union Pacific Railroad.

A commission has been appointed by the President of the United States, consisting of Gen. Warren, Mr. Blikensderker and Gen. Barnes, of Massachusetts, to examine the Union Pacific and some of the other railroads receiving government subsidy, to ascertain and report to the Secretary of the Interior if these roads are being constructed in the manner prescribed by Congress. Judge Otto will go over the road with the commission for the purpose of seeing for himself the condition of the road and the manner of construction. Col. Seymour has been detailed by Mr. T. C. Durant, Vice President, and General Agent of the Union Pacific Railroad, to accompany the commission and report to the railroad company. Gen. Mc Callum is one of the most competent railroad men in the United States, and his opinion will be entitled to great weight. He will look more particularly into the manner of running and operating the road. In this department he has no superior in the country. He had charge of all the government railroads during the war and was breveted by Secretary Stanton as a compliment for his superior skill and energy.

Evansville, Henderson and Nashville R.R.

Mr. Hanson, one of the contractors on the E., H. and N. Railroad, was in the city yesterday. From him we learn that the bridge across Dear creek was finished on Tuesday, and that to-day they will commence laying the track on the further side of Deer creek, where they have six miles of the road-bed ready for the superstructure, and another four miles that will be ready for the rails within two weeks. This will carry the road to within eight miles of Madisonville, and on this eight miles a large amount of grading has been done. It is confidently expected that the road will be completed and the cars running to Madironville before the end of the year. About two hundred hands are employed on the work.—*Evansville Journal*, Oct. 29.

Union Pacific Railroad.

The track of the Union Pacific Railroad is being pushed to the west with a celerity that is truly wonderful. It is now far to the west of Bryan, indeed, it is almost at Bridger, and by the middle of November it will be at Bear River, east, which is only seventy-five miles east of Salt Lake, or to speak more correctly, the mouth of the Weber where the road turns to the north to go round the lake. At five miles per day, which we understand is the minimum rate of track-laying recently fixed by Vice President Durant, who is on the ground himself doing all he can to facilitate the work, those seventy-five mile would be laid down in fifteen days. But allowing for delays on account of heavy work on the Summit, and in the canons, two and a half miles per day on an average at least will be laid, and that would complete the seventy-five miles in thirty days, that is by the 15th of December. The public need not, therefore, be astonished any day to hear that the Union Pacific Railroad Company has laid out a town samewhere near the mouth of Weber, and is offering lots for sale.—*Salt Lake Reporter.*

Western Union Railroad.

The annual meeting of the stockholders of this company, was held at Racine, Wis., on the 14th ult. The Directors for the ensuing year are as follows: Richard Irvin, S. P. Nash, R. G. Rolston, Jacob S. Wetmore, New York; Geo. A. Thomson, Henry T. Fuller, John Wilson, Darwin Andrews, Racine; Wm. Shannon, E. Northey, Shannon, Ill.; D. W. Dame, Lanark, Ills.; H. A. Mills, Mt. Carroll, Ills.; Edward P. Barton, Freeport, Ills. At a meeting of the new Board of Directors, the officers of the previous year were unanimously elected, viz: G. Thomson, President; H. T. Fuller, Vice President; W. V. Baker, Secretary and Treasurer.

Atlantic and Great Western Railway.

Five new directors have been officially appointed in addition to Mr. Satterthwaite, who has held office since January last. Advices received from America state that the receiver is disposed to act harmoniously with the Board, and will not only offer no opposition to the restoration of the road to the Board, but will facilitate it as much as possible. A main difficulty is the Chancery suits pending on this side about the debentures. All parties should combine to obtain the release of the railway, for until this be done the direction is embarrassed and unable to bring about that resuscitation of the company's affairs, which it must be their chief object, for the present, to accomplish. The London Board will consist of the following:

Mr. Sam. Laing, M. P., Chairman; Sir W. Russell, Bart., M. P.; Mr. Fildes, M. P., Mr. Satterthwaite, Mr. E. L. S. Ridsdale, Mr. F. W. Oewel.—*Herapath.*

☞ The Richmond *Enquirer* says that the Richmond and York River Railroad Company have commenced the completion of their road to West Point, Va., and the track will be relaid the entire distance probably by the first of next January. No contract for the work has been made, but operations are carried on under the superintendence of the company's engineers.

☞ Plans and specifications of 3 sections of the Intercolonial Railway, in each Province of Quebec, New Brunswick and Nova Scotia are now open for inspection at Ottawa, Rimouski, Dalhousie, St. John and Halifax. The sections contracted for in Nova Scotia are 53 miles, in New Brunswick 32 miles, and in Quebec 66 miles.

☞ The work on the extension of the Orange, Alexandria and Manassas Railroad to Harrisonburg, Va., is rapidly drawing to completion. The track is now laid to within a distance of seven miles of that place, and by the first of next month trains will be running to the town. The depot buildings in Harrisonburg are more than half finished, and will be ready by the time they are required.

☞ Five car loads of cotton reached Charleston, S. C. on the 11th inst., from Selma, Ala., passing over the Selma, Rome and Dalton Railroad, and connecting road, without breaking bulk —a total distance of 606 miles.

☞ Ten hundred and fifty tons of railroad iron for "Western Extension," arrived at St. John, N. B., on the 8th inst., from Newport, Wales.

Railroads in Oregon.

There are now six different railroads in progress of construction in Oregon, viz: the Salt Lake and Columbia River Railroad, connecting the Union Pacific Railroad with the navigable waters of the Columbia River; the Oregon branch of the Central Pacific Railroad, running through the Rogue River, Umpqua and Willamet Valleys to the Columbia River and Puget Sound; the Oregon Central Railroad (west side); the Oregon Central Railroad (east side); the Salem and McMinville Railroad, and the St. Helens and Hillsboro Railroad, all of which are of great importance to the people of the State.

☞ SEVEN PER CENT. IN GOLD. FIRST MORTGAGE 20 YEARS' 7 PER CENT. BONDS OF THE CALIFORNIA PACIFIC RAILROAD COMPANY, Principal and Interest payable in GOLD COIN at the National Park Bank of the City of New York. Coupons due first of January and July.

The entire line of road constructed, and to be constructed is, from Vallejo to Sacramento, 60 miles, (forming the only direct connection between the Union Pacific and Central Pacific Railroads with the waters of the Bay of San Francisco,) and from Davis' Junction to Marysville, 45 miles, making a total of 105 miles. The road is finished to within seven miles of Sacramento, and will be in operation to that city next month. The Marysville Branch, 45 miles, is in process of construction, the grading nearly completed, with one-hird of the iron on hand, a nd the balance purchased and on the way, and will be laid, and the whole road completed early the coming Spring.

The road is fully equipped with first class rolling stock.

The earnings for the month of September on 46½ miles then in operation was $17,500, gold, exclusive of all construction traffic.

The total amount of bonds authorized to be issued is $2,250,000, or less than $22,000 per mile. The net receipts now are more than double the interest on the whole issue of bonds, and when the road is completed it is estimated they will reach $125,000, gold, per month. These bonds are secured by a first mortgage on the entire property of the company, including the lands at Vallejo, which are very valuable.

We offer a limited amount of these bonds at par and accrued interest in currency.

Government and other securities receive in exchange at market rates.

TURNER BROTHERS, Bankers, No. 14 Nassau street.

☞ An election is to be held in Augusta County, Va., on the 5th of December "to take the sense of the voters of the county upon the question whether the County Court shall subscribe the sum of $300,000 to the stock of the Valley Railroad Company."

☞ The citizens of Madison county, Ky., were to have had a grand celebration on the 17th inst., in honor of the completion of the branch railroad to Richmond.

☞ A meeting of the corporators of the new Barren County Railroad was held at the Court House in Glasgow, Ky., on the 28th ult. Joseph R. Garnett, Esq., was elected President.

☞ The towns of Farnworth and Moultenboro', N. H., have each voted to subscribe five per cent. of their valuation to the capital stock of the New Hampshire Central Railroad.

Pennsylvania Coal Trade.

The anthracite coal trade continues very heavy. The Reading railroad brought down for the week, to Thursday last, (Nov. 12,) 108,244 tons, and for the year 3,317,013 tons, against 3,271,098 tons to same date last year. The shipments by the canal were for the week 35,483 tons, and for the season 878,460 tons, against 919,576 tons to the same time last year, showing an increase of tonnage from the Schuylkill region by both road and canal of 87,031 tons. The entire coal tonnage of all the anthracite regions in the State for the week is 380,782 tons, and for the year 12,190,406 tons, against 11,301,124 tons to same date in 1867, an increase of 899,282 tons.—*Phila. Ledger.*

Third Avenue Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Robert Squires, William Remsen, William A. Darling, Henry R. Remsen, Henry Hart, Wilson G. Hunt, Maltby G. Lane, Clarkson N. Potter, Peter McMartin, John B. Hobby, William J. Valentine, Sylvanus S. Riker, Sylvanus R. Comstock. Twenty-two millions of passengers have been carried during the past year, an increase of two millions over 1867; the company employs 1,475 horses and 186 cars, running at intervals of one minute during the day; it uses 475 bushels of corn and ten tons of hay per diem; grinding and cutting the whole upon its premises; it has recently purchased the block bounded by Third-avenue, Sixty-sixth and Sixty-seventh streets, for increased stable facilities.

☞ The Monroe (Mich.) *Monitor* says that 150 men are employed on the line of the Toledo, Monroe and Saginaw Railroad, between Monroe and Holly, and of this number a large force is now in Monroe County approaching the city rapidly, while the extension of the road to Toledo is undergoing a preliminary survey of the route, by men of means sufficient to secure its completion; thus forming almost an air-line road from Cincinnati to the Saginaw Valley.

☞ The Town Council of Sherbrooke, Ca., have passed a resolution to the effect that should the proposed Wooden Railway running Easterly from the Grand Trunk Railway, start from Sherbrooke, the Council are in favor of subscribing $25,000 in stock towards the enterprise. We understand that steps are being taken to ascertain whether a favorable route can be obtained from the East side of the St. Francis in that town in direct line to Ascot Corner, and following up the St. Francis River to such a point as may best accommodate the Townships South and East of the river, and also on the Northerly and Westerly side.

☞ Passengers and mails by the Central Pacific Railroad are now carried to Argenta, Nev., 385 miles east of Sacramento. Track is laid sixty-five miles further east. The earnings for October exceeded $300,000.

☞ The receipts of the Alexandria, Loudoun and Hampshire Railroad for the past year were $71,757 98, and the expenditures $50,047 72, leaving a net balance of $21,709 26. This is one hundred per cent. increase over the previous year.

☞ The Supreme Court of Missouri has decided that shares of national banks are taxable, like those of other moneyed corporations.

☞ The extension of the Selma, Rome and Dalton Railroad to Rome, Ga., where it connects with the lines of railroad to the North and to Charleston and Savannah, was completed on the 31st of October, and cotton is now forwarded direct from Selma, Ala., to New York, by way of Charleston, and comes through in eight days, diminishing by about one-half the time previously required.

☞ The Pensacola, Florida, *Observer* says that the iron for rebuilding the railroad which ran from that town to Pollard previous to the war has arrived, and that the first rail was laid on the 19th ult.

FOR SALE.

2,000 TONS ENGLISH RAILS, 56 lbs. to the lineal yard, finished for Fish Plates. Apply to

GEO. T. M. DAVIS,
47 Exchange street.

STREET CARS FOR SALE.

15 ENTIRELY NEW 2-Horse Cars, finished in the best manner, 4 ft., 8½ in. gauge. Address

GRICE & LONG,
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MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

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Juniper and Cypress Railroad Ties of any dimensions for sale by

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FIRST MORTGAGE LAND BONDS,

Principal and Interest payable in Coin,

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By Hodgskin, Randall & Hobson,
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PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

The Light is very strong and brilliant, **lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers.** These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

Manufactured and for sale by

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91 Water St., Boston, Mass.

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BEST INVESTMENTS.

THE

First Mortgage Bonds

OF THE

UNION PACIFIC

RAILROAD COMPANY.

900 Miles Completed.

A limited amount of the First Mortgage Bonds of the Union Pacific Railroad Company are offered to the public, as one of the safest and most profitable investments.

1. They are a first mortgage upon the longest and most important railroad in the country.

2. By law they can be issued to the Company only as the road is completed, so that they always represent a real value.

3. Their amount is limited by act of Congress to Fifty Million Dollars on the entire Pacific line, or an average of less than $30,000 per mile.

4. Hon. E. D. Morgan, of the United States Senate, and Hon. Oakes Ames, of the United States House of Representatives, are the Trustees for the bondholders, to see that all their interests are protected.

5. Five Government Directors, appointed by the President of the United States, are responsible to the country for the management of its affairs.

6. Three United States Commissioners must certify that the road is well built and equipped, and in all respects a first class railway, before any bonds can be issued upon it.

7. The United States Government lends the Company its own bonds to the same amount that the Company issues, for which it takes a second mortgage as security.

8. As additional aid, it makes an absolute donation of 12,800 acres of land to the mile, lying upon each side of the road.

9. The bonds pay six per cent. in gold, and the principal is also payable in gold.

10. The earnings from the local or way business were over FOUR MILLION DOLLARS last year, which, after paying operating expenses, was much more than sufficient to pay the interest. These earnings will be vastly increased on the completion of the entire line in 1869.

12. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond, with such guarantees, were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices. No other corporate bonds are made so secure.

13. The issue will soon be exhausted. The sales have sometimes been half a million a day, and nearly twenty millions have already been sold. About ten millions more may be offered. It is not improbable that at some time not far distant, all the remainder of the bonds the Company can issue will be taken by some combination of capitalists and withdrawn from the market, except at a large advance. The long time, the high gold interest, and the perfect security, must make these bonds very valuable for export.

All the predictions which the officers of this Company have made in relation to the progress and business success of their enterprise, or the value and advance in the price of their securities, have been more than confirmed, and they therefore suggest that parties who desire to invest in their bonds *will find it to their advantage to do so at once.*

The price for the present is 102 and accrued interest at 6 per cent., from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
Nov. 1, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

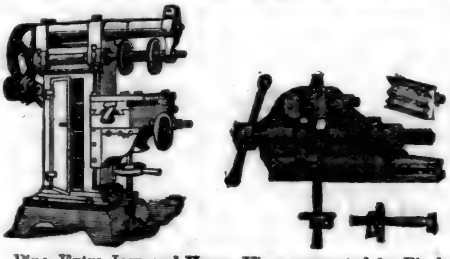
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for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

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A. H. BRAINARD, Supt.

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are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

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This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

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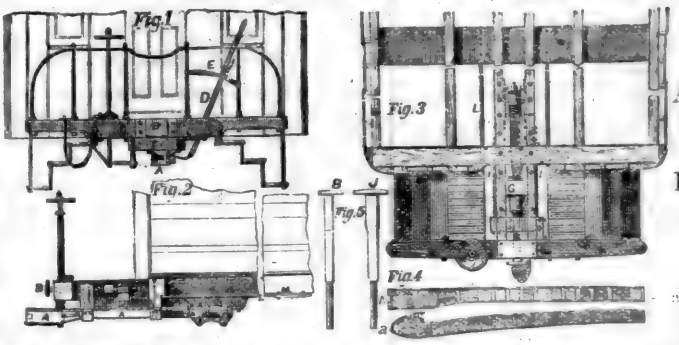
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For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

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BUFFERS,
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Automatic Couplers,
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American Railroad Journal.

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C. V. MEAD & CO.,
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CAR SPRINGS,
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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

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IRON AND BRASS CASTINGS
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For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

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NATURAL
LUBRICATING OILS

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The cheapest reliable lubricator in the market.
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American
NATURAL
PAINT OILS

At Half the Cost of Linseed,
and warranted to give excellent satisfaction.

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By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

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Agents for
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Specialty:
Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against breakage.) 6m39

Steel and Iron Rails,
American, English & German,
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,
For sale by
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THE
NOVELTY IRON WORKS,
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Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

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Stationary, River, Marine, Side-Wheel and Propel Engines;
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
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Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
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Burnett's Movable Cranes, Crane Engines, Hoisting Gear, &c.
Stevenson's Turbine Water Wheels;
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Gear and Wheel Book furnished on application.

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EXPOSITION UNIVERSELLE!
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These Improved Oils cost no more than many of the common oils in market, while they are endorsed by the greatest experience and highest authority in the United States and Europe, and offered to the public upon the most thorough, reliable, and practical tests as the Best Oils made fr

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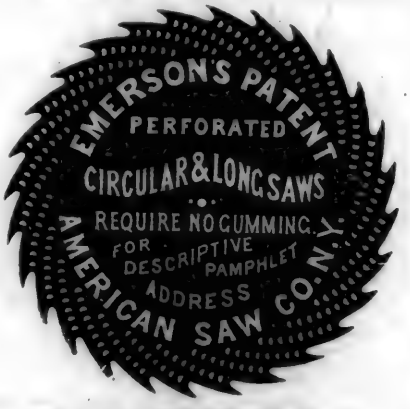
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IRON AND STEEL WIRE ROPE,
MANUFACTURED BY
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STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
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A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

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AND
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 48.] SATURDAY, NOVEMBER 28, 1868. [WHOLE No. 1,702, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 28, 1868.

Important to Railroad Managers.

We have, several times during the past four years, called the attention of railroad managers to the passenger car improvements invented and successfully introduced into practical use by Colonel EZRA MILLER, of No. 231 Broadway in this city.

These improvements are an artistic combination of mechanical laws to effect, as nearly as possible, a perfect and permanent system of making up and running passenger trains.

Railroad men have for a long time felt the necessity of such a system, particularly whenever the old system has occasioned provoking inconveniences, or severe *losses* of *property* and *life*. This system, of Col. MILLER's, we say has been fully tested and found to be all that is desired, *in these particulars*, viz: A perfect, safe and reliable "Trussed Platform," that will not, even in the severest accidents, break down nor permit cars to *telescope;* an automatic coupling, dispensing with shackles or links and pins, and always reliable, requiring no one to go between cars to couple them; a compression Buffing apparatus, permitting the platform to be brought so close together that an infant could not fall between them, and by *compression*, preventing all jerking at starting and stopping the train and keeping the cars steady while running.

We have witnessed the workings of these improvements for more than three years on the Erie and other roads, and we feel so deeply impressed with their great value as a safeguard against loss of life and destruction of cars, and as an every day valuable economy that we cannot refrain from expressing the hope that no passenger cars will hereafter be built without them, and that, as soon as possible, *all* passenger cars, old and new, will be supplied with them.

J. S. Kennedy & Co.

Messrs. J. S. KENNEDY & Co., 57 Broadway, N. Y., dealers in iron and steel rails, etc., are sole agents in this country for the "Bowling Iron Co.," manufacturers of iron and steel tyres, axles, boiler plates, etc. They are also sole agents in the U. S. for the "West Cumberland Hematite Iron Co.," manufacturers of Bessemer pig iron, and foundry and forge iron. Railroad companies and contractors furnished with supplies and materials. Stocks, bonds, etc., bought and sold. Advances made on consignments. See Advertisement.

Great Western Railway of Canada.

This company have commenced the publication of comparative monthly statements of earnings and expenses. Those for August and September, 1867 and 1868, are as follows:

August:	1867.	1868.
Gross earnings	$298,871 40	$298,810 53
Working expenses, including renewals	151,468 79	156,059 31
Net earnings	$147,402 61	$142,751 22

This shows a decrease in earnings of $60 87, with an increase in expenses of $4,590 52—making the decrease in net earnings of $4,651 39. Percentage of expenses: in 1867, 50.68; in 1868, 52.22.

September:	1867.	1868.
Gross earnings	$355,253 08	$386,898 84
Working expenses, including renewals	162 856 00	161,092 13
Net earnings	$192,897 08	$225,806 71

This shows an increase in earnings of $31,645 78, with a decrease in expenses of $1,264 13—making the increase in net earnings, $32,909 62. Percentage of expenses: in 1867, 45.70; in 1868, 41.64.

Chesapeake and Ohio Railroad.

REPORT OF THE PRESIDENT.

The corporate title of "Virginia Central Railroad Company" under which the stockholders of this company have annually assembled for so many years, and in which name so many difficulties have been met and overcome in prosecuting our work to its western terminus, has no longer any legal existence. Memory will, however, recall some very pleasant recollections with the old title of "Virginia Central;" and doubtless there are some stockholders who feel a little sadness that the name under which they have been so long associated has only to be remembered as something in the past. But whilst *this* feeling of regret may be to some extent indulged, yet it must be recollected that the name and style of our corporation only has been changed; the great purposes of the company will still be to promote Virginia interests whilst the objects and designs of the company are vastly enlarged with the acquisition of very valuable rights and privileges. We are about to accomplish, as your Board believe, what has engaged the attention of patriots and statesmen for more than half a century. We are about to open a direct communication between the waters of the Chesapeake and the Mississippi Valley, bringing the Western and Northwestern States into connection with Atlantic cities by the cheapest and most direct route on this continent.

By the Acts of the Legislature of Virginia and West Virginia, passed in 1867, to "complete a line or lines of railway between the waters of the Chesapeake and the Ohio River," it is provided as follows in the 15th section of the Virginia Act and the 14th of West Virginia, viz:

The Virginia Central Railroad Company may contract with the Covington and Ohio Railroad commissioners for the construction of the railroad from Covington to the Ohio River; and in the event such contract be made, the said Virginia Central Railroad Company shall be known as "The Chesapeake and Ohio Railroad Company;" and shall be entitled to all the benefits of the charter of the Covington and Ohio Railroad, and to all the rights, interests and privileges which by

this act are conferred upon the Chesapeake and Ohio Railroad Company when organized.

The stockholders of the Virginia Central Railroad Company at the called meeting in May, 1867, passed resolutions as follows, viz:

"*Resolved*, That the Board of Directors of this company be instructed to offer to contract with the Commissioners of Virginia and West Virginia to construct the Covington and Ohio Railroad on the following terms and conditions:

1st. That if the amount of money (required to put the road in operation from Covington to steamboat navigation on the Kanawha River with the necessary buildings and equipments, not less than five millions of dollars,) be not raised within six months from the date of the contract by subscriptions of stock, which the Board of Directors believe are available, and they are willing to receive as cash, then and in that case this company shall be released from the contract, if they desire it.

2d. This company will guarantee to those stockholders who furnish the funds to construct and equip the road to steamboat navigation on the Kanawha, and on any such additional stock thereafter subscribed, four per centum (semi-annually) as preferred dividend, on all the stock fully paid, after the road is complete to the Ohio River.

Immediately after the adjournment of the meeting of stockholders, a contract was entered into with the commissioners appointed under Acts of Virginia and West Virginia, passed in 1866, by which the Virginia Central Company undertook, conditionally, to construct the Covington and Ohio Railroad; but the five millions of dollars required by the resolutions of the called meeting in May not having been obtained, at the annual meeting in 1867, the resolutions of the called meeting in May, 1867, were modified as follows, viz:

Resolved, That the Board of Directors be instructed to enter into a new contract with the Commissioners of Virginia and West Virginia for the construction of the Covington and Ohio Railroad, with the following stipulations:

1. The work to be commenced and completed in the time and manner provided in the charter.

2. The company to guarantee four per cent. semi-annual dividends upon any stock which may be subscribed for the construction of said road after the completion of the road to the Ohio river, and, in the meantime, said stock shall be preferred in any dividends which shall be declared by the company to an extent not exceeding four per cent. semi-annually.

3. The company to borrow such sums of money, at a rate of interest not exceeding eight per cent. per annum, as may be necessary, in addition to the funds arising from stock subscriptions for the completion of said road, and to execute a lien on its property and revenues to secure the payment of the principal and interest of such loans: *Provided*, That no portion of the work on the Covington and Ohio Railroad shall be put under contract until three and a half millions of dollars of stock, applicable to a continuous line to the Ohio River, shall have been subscribed: *Provided further*, That subscriptions may be received to be applied to the construction of the work continuously from either end of the line.

Resolved, That the company may guarantee the payment of principal and interest of bonds of cities and counties receivable in payment of subscription to stock.

Resolved, That the bonds of cities and counties at ninety cents in the dollar, and bearing eight per cent. per annum interest, convertible into preferred stock, be received in payment of subscriptions of stock.

Resolved, That nothing contained in any contract made by this company shall have the effect to deprive the present creditors of the company of their claims for satisfaction out of the present property of the company. And it shall be the duty of the President and Directors, before executing any further lien on the present property of this company, to secure by mortgage any portion of the funded or floating debt, not heretofore so secured, that cannot promptly be paid off in the ordinary administration of the affairs of the company.

The Acts of Virginia and West Virginia authorized a contract to be made with any party which could give satisfactory assurance of being able to complete the Covington and Ohio road, being as you understand that portion of the line between Covington, the terminus of the Central road, and the Ohio River, provided capital to the amount of $3,000,000 was raised by the contracting party.

Under these several acts a contract was made on the 31st day of August last, by the Virginia Central Railroad Company to complete the Covington and Ohio road, a copy of which will be found in the appendix, and from that date in conformity with provisions of law, the stockholders of this company ceased to be known as the *Virginia Central Railroad Company*, and assumed the corporate title of "THE CHESAPEAKE AND OHIO RAILROAD COMPANY."

The construction of the road from Covington to the Ohio River was undertaken by the commonwealth of Virginia in the year 1855, entirely on State account and was prosecuted by means of appropriations under several acts of the Legislature, until the work was arrested by the occurrence of the war in 1861. Up to that date in round numbers the sum of $3,000,000 had been expended on the line terminating at the mouth of Big Sandy River, that being then the dividing line between Virginia and Kentucky, now the line between West Virginia and Kentucky.

The estimate of cost for completing and equipping the road from Covington to the mouth of Big Sandy, with buildings, rolling stock and machinery, made by the late Charles B. Fisk, the engineer in charge of the work, for double track tunnels, bridges, and masonry in round numbers was $13,000,000. Deducting from this sum the amount expended on the work $3,000,000, leaving $10,000,000 as the balance required by Mr. Fisk's estimate to complete the work.

MEANS RELIED ON FOR COMPLETING THE WORK.

Before going into the statement of resources it is proper to remark that Mr. Fisk was proverbial for the liberal allowances he made for all kinds of work and for expenditures more than necessary to secure strength and durability.

A subscription of stock has been obtained to the amount of $3,599,909, consisting of $2,200,000 subscribed by the City of Richmond and Counties in Virginia, payable in bonds bearing 8 per cent. interest, at 90 cents in the dollar, $700,000 by counties in West Virginia on the same terms, $320,000 payable in work and iron material for the road, and $379,909 payable in land received at present value.

The $2,900,000 of city and county subscription payable in bonds at 90 per cent. will require $3,222,222 22 of bonds to discharge the subscription.

In conformity with the directions of the stockholders a mortgage has been executed on all the property and revenues of the company, to secure the payment of ten millions of dollars of bonds, on which the funds will be raised to construct the road. Although a portion of these bonds may be sold at a discount when they are first put on the market, your Board has the opinion of their financial agent, and the experience of other companies with their securities, that they will soon advance to their par value and they therefore feel assured that the aggregate receipts from *their bonds*, the county bonds, proceeds of land sales and the net revenues of the company will complete the road.

The Engineer of the company thinks that by the use of temporary tracks at some difficult points, the road may be brought into operation for efficient use, and at a cost greatly below Mr. Fisk's estimate. It is designed to get the western section of the road into operation before it is completed through from the east. Revenue will be derived from the road brought into use with temporary tracks to aid in its full and final completion. The road from Covington to the Greenbrier River, and from the Ohio eastward as far as the falls of Kanawha may be put in operation for a sum not exceeding the city and county bonds.

The interest on these bonds and the surplus revenues of the road, will more than pay the interest on the cost of constructing these sections: when they are in operation the additional revenues received, the proceeds of sales of lands, and interest on city and county bonds ought to pay interest on a sum sufficient to carry the middle section through and finish the road, with rigid economy.

If nothing unfavorable to the sale of the bonds occurs, the work will be prosecuted vigorously. The purposes of the Board may be understood from the following resolutions adopted at their first meeting after the contract was made to complete the Covington and Ohio Railroad.

Resolved, That the Chief Engineer cause the line to Greenbrier River to be located immediately, and prepared for putting under contract as soon as the funds may be secured.

Resolved, That the Chief Engineer locate the western portion of the road as soon as is practicable, and have the more difficult portions ready to put under contract as soon as the funds may be considered as secured, so as to have the work completed between Charleston and the Ohio river in eighteen months from January 1st, 1869.

RECEIPTS AND EXPENDITURES.

The receipts of the Virginia Central Railroad Company for 11 months, viz: Up to the first of Sept. were		$523,029 08
Rent of real estate for the same time.		1,310 18
		$524,339 26
Receipts of the Chesapeake and Ohio Railroad Company for the month of September	$74,691 57	
Rent of real estate for the same time	323 23	
		75,014 80
		$599,354 06
Receipts of the previous year		554,510 64
Increase of receipts for the year		$44,843 42
Expenses of administration for 11 months, viz: to 1st of Sept		$393,900 06
Expenses of administration for the month of September		42,748 43
		$436,648 49
Expense of administration the previous year		418,862 90
Increase over last year		$17,785 59

As an offset for this increase of expenditure

much has been done for the improvement of the road, viz: In the laying of new rails, putting in additional siding, ballasting the track, more thorough draining and renewals of depots.

The gross revenue for the year ending Sept. 30, 1868	$599,354 06
Total expenses for the year ending Sept. 30, 1868	436,648 49
Excess of rceipts over expenditures in 1868	$162,705 57
Excess of receipts over expenditures last year, 1867	135,647 74

Deducting the increase of expenditure $17,585 59, from the increase of receipts $44,843 42, there is still a gain in the result of the year's operations over those of the last year amounting to $27,057, 83.

CONDITION OF THE DEBT OF THE COMPANY.

1868, Sept. 30—Bonds secured by mortgage, viz:

Coupon b'ds due in 1872	$199,000 00	
Registered "	7,500 00	
		206,500 00
Bonds guaranteed by the State, due in 1880		100,000 00
Coupon b'ds due in 1884	$966,000 00	
Registered b'ds "	17,000 00	
		983,000 00
Due to the Commonwealth on account of loan authorized by the Legislature		210,000 00
Eight per cent. coupon bonds due in 1876		300,000 00
		$1,799,500 00
Deduct investments on account of sinking fund		110,743 04
Leaving balance of mortgage debt		$1,688,756 96
Eight per cent. coupon b'ds, issued for funded interest, due in 1877	$160,500 00	
Eight per ct. registered b'ds issued for funded interest, due in 1870	47,361 22	
		207,861 22
Divid'd b'ds due in 1866	$19,491 00	
" 1875	82,550 00	
" 1865	13,161 00	
		115,203 00
Floating debt		254,095 86
		$2,265,917 04

Deduct debts due to the company 30th of September, 1868, embracing all accounts of the Virginia Central Railroad Company, viz:

B'ds of the State of Va.	$1,800 00	
Bills receivable	7,816 87	
Open accounts	106,955 58	
	$116,572 45	
Cash on hand 30th Sept., 1868	14,633 92	
		131,206 37
Total indebtedness of the company 30th Sept., 1868		$2,134,710 67
Do. 30th Sept., 1867		2,059,934 92
Increase		$74,776 05

The principal items constituting the above sum designated as increase of debt are, $25,471 30, due the State for the use of Blue Ridge Railroad, $7,537 13 paid for lots in Richmond and on account of the construction of the road from Jackson's River to Covington, $13,806 83 on account of extension from Covington to the Ohio River, and $22,772 44 bonds issued for interest due—this last being only a change of the form of liability, and $21,443 90, as above stated, being investment in property, making an aggregate of $44,216 40, which is not of the character of debt.

INCREASE OF TONNAGE AND TRAVEL.

There has been an increase in the number of passengers carried over the road during the last fiscal year as compared with the previous one, and an increase in receipts from that source, but not in proportion to the increased travel. This will be explained by the fact as stated below, that the large addition to the travel was west of Staunton, and therefore the transportation was for short distances.

Number of passengers carried between Richmond and Gordonsville inclusive, increased	13 p. c.
Between Lindsay's and Staunton	9 "
Between Staunton and Covington	63½ "
The tonnage transported the last fiscal year between Richmond and Gordonsville was greater than the year previous by	23 "
Between Lindsay's and Staunton	36.6 "
West of Staunton	56 "
Taking the whole road together the increase is	30 "

The above statements of the increase in tonnage and travel are very encouraging in our enterprise of extending the road westward. The results show that before the road reaches the Ohio River, where a through traffic will be commanded, it is developing the resources of the country. It is animating the dormant energies and stimulating the enterprise of the people in the country which was without any facilities of transportation until a few years ago. This will be more strikingly realized when the road crosses the Allegheny mountains and enters the fine counties of Greenbrier and Monroe.

PROBABLE RECEIPTS OF THE YEAR, COMMENCING OCTOBER 1, 1868.

The revenue of the company having in round numbers reached $600,000, under the adverse circumstances of a disastrous failure in the wheat crop in the country generally, east of the Blue Ridge, with the expectation of opening the road to the White Sulphur Springs by the first of June 1869, the revenues may be expected to run up to $700,000. There has been 22 per cent. of plaster, and 75 per cent. of other fertilizers carried over the road during the summer and fall more than was transported last year; we may therefore expect a much larger wheat crop. Richmond ought to be the best wheat market in the United States, as before the war the mills here had established the highest reputation for manufacturing flour, especially in reference to its capacity to keep sound in all hot climates. Coffee was brought here in large quantities as return cargoes from South America, and the merchants of Northern cities were attracted to Richmond as a coffee market.

The millers of this city are making efforts to regain the flour, coffee and hide trade, and if they succeed we may expect a larger portion of the wheat crop of the Valley to come here next year, than for several years past. Richmond will then have resumed her ascendancy as a wheat market. From all these sources of revenue, it is but a reasonable estimate to put the receipts of next year at $700,000.

NEW FREIGHT HOUSES AND CARS.

Thirty-eight new freight cars have been built in the company's shops during the year, besides covering forty with tin, or other permanent roofing.

New Freight Houses have been built at Hanover Courthouse, Louisa Courthouse, Afton, Waynesboro and Fishersville, and the Charlottesville depot enlarged and reconstructed, with other valuable and expensive improvements connected with it.

All the Freight Houses are now restored with the exception of the small building at Hanover Junction.

CONDITION OF THE ROAD BED AND ROLLING STOCK.

More expense has been incurred in improving the condition of the road than there was last year; the new iron laid, ballasting a considerable extent of track, with a large number of ties put in and the better draining of the cuts, justifies the opinion that the road is in better order than it has been for many years. I understand from the General Superintendent that the machinery and rolling stock is in excellent condition. It is gratifying to know that these statements are attested by the fact, that the road has been almost wholly free from accident during the year. *There has been none caused by a defect in the track.* For this favorable condition of the road, the superintendent, road master, and division masters deserve our commendation, and we cheerfully make the same remark as to the other officers in their department.

By order of the Board,

E. FONTAINE, *President.*

Vineland (N. J.) Railroad.

The charter of this company calls for a railroad from the Delaware Bay to Bordentown, on the Camden and Amboy Railroad. It will cross the West Jersey Railroad about one mile north of Bridgton, the Millville and Glassboro' Railroad at Vineland, the Camden and Atlantic Railroad at Winslow, and the Raritan and Delaware Bay Railroad near Atsion. C. K. Landis, Esq., is President of the company. We learn from the New Jersey *Patriot*, published at Bridgton, that Mr. A. M. Farwell, contractor for building the road, has let a heavy portion of the grading and bridging at that end to Messrs. Pratt & Kimble of Philadelphia, who will push it forward vigorously, and that they are in want of 100 laborers.

Erie and Niagara Railway.

At a meeting of the provisional directors of the Erie and Niagara Extension Railway Company at St. Thomas on the 10th inst., the following officers were elected: W. A. Thompson, President; T. M. Nairn, Vice President; R. Kingsmill, Secretary and Treasurer; Crooks, Kingsmill and Cattanach, Solicitors; Ontario Bank, Bankers. Resolutions were passed ordering the immediate opening of stock books, and calling a meeting for the reception of stock, on the 16th of December, at Fort Erie. Also, that application should be made to the municipalities benefitted by the road to grant the right of way. The meeting was adjourned to the 16th of December, at Fort Erie.

☞ The public debt of the State of Ohio outstanding on the 15th inst., the close of the fiscal year, was $10,532,675. Within the past six years the debt has been reduced over four millions of dollars.

☞ Patrick county, Va., has voted in favor of subscribing $200,000 to the stock of the Norfolk and Great Western Railway.

Hudson's Bay—Past, Present and Future.

The following history, alike concise and complete of the property and affairs of this company and its territory, is taken from the admirable work of Mr. Thomas Rawlings, on the Confederation of the British North American Provinces:

The Hudson's Bay Company was orginally established in the year 1670, by a royal charter in the reign of Charles II., and was defined to include all territories within the limits watered by rivers falling into Hudson's Bay; "together with all the lands and territories upon the countries, coasts, and confines of the seas, bays, lakes, rivers, creeks, and sounds aforesaid, that are not already actually possessed by the subjects of any other Christian prince or State, with the fishing of all sorts of fish, whales, sturgeons, and all other royal fishes in the seas, bays, inlets, and rivers within the premises, and the fish therein taken, together with the royalty of the sea upon the coasts within the limits aforesaid, and all mines royal, as well discovered as not discovered, of gold, silver, gems, and precious stones, to be found or discovered within the territories, limits, and places aforesaid; and that the same land be from henceforth reckoned and reputed as one of our plantations or colonies in America called Rupert's Land."

The great object in view was not, however, the fisheries, but the fur-bearing animals which swarmed through all the plains to the Rocky Mountains.

The grant, however, of King Charles gave the company a complete and arbitrary control over a country described in the 3d clause as follows:—"And furthermore, we do grant unto the said governor and company, and their successors, that they and their successors, and their factors, servants, and agents, for them and on their behalf, and not otherwise, shall for ever hereafter have, use, and enjoy, not only the whole, entire, and only liberty, use, and privilege of trading and trafficking to and from the territory, limits, and places aforesaid, but also the whole and entire trade and traffic to and from all havens, bays, creeks, rivers, lakes, and seas, into which they shall find entrance or passage by water or land out of the territories, limits, or places aforesaid; and too and with all the nations and people inhabiting, or which shall inhabit, within the territories, limits, and places aforesaid; and to and with all other nations inhabiting any of the coasts adjacent to the said territories, limits, and places aforesaid; and to and with all other nations inhabiting any of the coasts adjacent to the said territories, limits, and places which are not already possessed as aforesaid, or whereof the sole liberty, or privilege, or traffic is not yet granted to any other of our subjects."

Armed with such complete power, it is not to be supposed that any body of men who had obtained fairly the right to govern such a territory would easily forego that right. For nearly two centuries their agents have continued to extend their influence; and, though it is claimed they have misrepresented its natural advantages as a basis for future colonies, that they have governed arbitrarily and selfishly, and that they have assumed a despotic sway from the coast of Labrador to the Pacific, we must certainly do them the credit to say that, were it not for the judicious manner in which they have conducted their affairs, we should not now hold such a claim on this extensive territory. During all that period of time between 1670 to the present, we perceive that, while the United States has been at continual war with the Indians as their pioneers advanced westward, the few inhabitants which have occupied the trading posts, scattered hundreds of miles apart, have conducted their fur operations with the Indians with hardly a cessation of peaceful relationship. Year after year the products have increased in value, and though, during the time of long continued warfare between the French and the English, they lost in the attacks upon their establishments over 100,000*l.*, yet they were enabled to pay a dividend in 1684 of 50 per cent.; in 1688, another dividend of 50 per cent.; in 1689, 25 per cent.; between 1690, and 1800, a period of 110 years, they paid between 60 and 70 per cent. per annum.

For some years after this they had a serious difficulty, and found a dangerous opponent and formidable rival in the North West Company; but after several years' warfare they absorbed that company by consolidation. In 1837 they paid a dividend of five per cent., with a bonus of 6 per cent. In 1849, 10 per cent. In 1850, 20 per cent. In 1856 the dividend was 10 per cent.; but 268 proprietors had paid 220 to 240 per cent. for their stock.

The value of the furs alone which are purchased, and their number, can only be properly conveyed by a statistical table.

From September 1856 to September 1857 (considered a bad year), the total number of furs, excluding buffalo robes, was as follows:

	Hudson's Bay.	United States.
Muskrat	302,131	862,330
Beaver	90,604	8,594
Otter	11,573	4,368
Fisher	5,561	4,025
Silver fox	7,071	477
Cross fox	3,143	1,608
Red fox	10,498	44,558
White fox	4,940	1,657
Kitt fox	5,776	5,366
Marten	170,956	15,399
Mink	45,091	88,510
Sea otter	188	167
Lynx	23,341	824
Black bear	7,483	3,313
Brown bear	942	116
Grey white bear	769	476,022
Racoon	1,894	41
Wolf	9,831	25
Wolverin	916	209
Skunk	7,740	6,973
Wild cat	184	6,673

It will be perceived that the majority of all the valuable furs came from Hudson's Bay Territory, by the following table of valuation:—Price of beaver, 9s. 3d. each; badger, 1s. 8d.; bear, 34s.; fisher, 28s. 8d.; silver fox, 153s. 5d.; cross fox, 46s. 2d.; red fox, 11s.; lynx and cat, 10s 8d.; marten, 13s. 11d.; mink, 4s. 8d.; musquash, 11¼.; otter, 7s. 9d.; sea otter, 373s. 7d.; racoon, 2s. 7d.; seal hair, 3s. 11d.; wolf, 5s. 8d.; wolverin, 12s. 6d.

Furs have increased greatly in their value since that time, the silver fox being worth 50*l.* per skin at the present period.

Capt. Blakiston, R. E., who accompanied the Palisser expedition, says, in respect to buffalo—"Having taken some trouble to obtain the most reliable data in respect of the numbers annually killed, in which I have been aided by gentlemen in the fur trade, I consider, since 1842, when the Hudson's Bay first commenced to trade to any great extent in robes, there have been no less than 145,000 buffalo annually killed in British territory; while on the great prairies on the American side, where the trade has been carried on to a far greater extent, the amount annually slaughtered at the early part of the period mentioned was upwards of 1,000,000*l.* In 1855, on the British side alone, there were 2,000 robes and skins received at York Factory, on Hudson's Bay, which, making all allowances, would give about 230,000 slaughtered the previous year. This, in a civilised country, allowing 2lb. per head per diem—a very liberal allowance—would have served to sustain a population of 250,000, while probably 30,000 only profited by the slaughter."

The Commissioner of Statistics for the United States for 1860 says—"The entire imports of the company for the supply of the trading posts east of the Rocky Mountains, and mainly tributary to Minnesota, was stated by Sir George Simpson, in 1857, at $200,000, $100,000 going to the supply of the Indians west of the Rocky Mountains." According to an English authority, the gross value of the furs and skins exported to England, in return for the annual outfit, varies from $1,000,000 to $2,500,000. At the half-yearly sale in April 1857, held in London, the proceeds of the trade were stated to be $1,150,000. In March 1853 the trade sales amounted to nearly $2,500,000. They sold then 80,000 buffalo robes at $12 each. The average annual export may be fairly stated, then, at $1,500,000, showing a return of 500 per cent. on the imports. One million dollars of this is the product of Rupert's Land, having its outlet through Minnesota.

In 1864 the sales of Hudson Bay furs amounted to ever 200,000*l.*, and for 1865 it was computed they would reach 240 000*l.*

Since the new change of government, the Hudson's Bay Company's power is restricted to Rupert's Land, or east of the Rocky Mountains; but previous to the new organization, the extent of territory controlled by them exceeded 4,500,000 square miles, and extended into the United States and Russian America. The whole territory was divided into five departments, in each of which were established certain trading posts:

Departments.	Depots.	No. of Posts.
1. Northern	York Factory, Hudson's Bay	69
2. Southern	Moose Factory	42
3. Montreal	Lachine	22
4. Oregon	Fort Vancouver, W. T	16
5. Western	Victoria, V. I	15

The northern department is under the command of a chief pastor, and he is responsible for the districts into which his department is divided. The trading posts are separated hundreds of miles apart, and the furs collected here are transported for thosands of miles in barges and canoes, through the lakes and rivers of the Artic water system, and down the Saskatchewan to Lake Winnipeg, whence, till recently, they have been carried through the precipitous rivers which debouch into Hudson's Bay at Fort York.

At Norway House, at the north end of Lake Winnipeg, early in the summer, a meeting takes place between the Chief Commissioners and the Governor of the territories; the number and value of the furs are considered; the several proportions of earnings are allotted; various promotions are made; the various supplies are given out, such as blankets, materials for and articles of wearing apparel of woollen and cotton manufacture; hardware and earthenware, beads, ribbons, pipes, fire-steels, and other miscellaneous articles; also, tea, coffee, sugar, rice, raisins, wine, tobacco, salt, flour, gunpowder, shot, ball, fire-arms, &c.

Having perfected their business, and spent a few days in the mutual enjoyment of relating their experiences, they set out upon their return voyages to their homes. Of course their arrival is looked for with much anxiety; for they bring a whole year's news from the Old World. Then the various presents are carefully examined and mutually prized; and in the evening, the valley or the plain echoes with merriment, as the men and maidens dance, sing, and regale on the festive occasion.

Then come the preparations for winter. Fisheries are established, the various parties scatter to their posts, the Indians receive advances of supplies for the coming furs, boats are mended, tools and guns put in order, pemmican from buffalo meat is made, and fish are dried and salted. In the spring the hunting commences—furs are pressed and packed; and when the "up river" boat arrives, they are prepared to start for the annual meeting again.

The total number in the employ of the Hudson's Bay is 3,000, including agents, voyagers, traders, and servants, and about 100,000 Indian hunters.

Captain Blakiston, R. E., in speaking of the physical features of the interior of British North America, divides them as follows.—"1. The northern or Arctic basin. 2. Hudson's Bay. 3. The Central Plains. 4. The Rock Mountains. 5. The Pacific slope, and (if Canada were included it would be a sixth) the St. Lawrence basin.'

The northern or Arctic basin "extends from the northern part of Canada East, skirting the upper great lakes, curving round to Lake Winni-

peg, and thence taking a north-easterly direction, reaching the Arctic Sea in the region between the Coppermine and Back's Great Fish River. This great belt extends for 150 to 200 miles in width, and is extremely rocky—in fact, the whole region is most inhospitable except for the hunter and the fur trapper."

The region around Hudson's Bay is generally of much the same character as the wooded portion of the Arctic regions, and the extent to which the country is annually submerged is described as almost incredible. The Arctic regions and central plains are alike cheerless, unfit for pasturage, and worthless for agriculture.

Between the Rocky Mountains, Lake Winnipeg, the Lake of the Woods, and the 49th parallel, we have a country entirely distinct from the rest of Rupert's Land. It is variously denominated the "Valley of the Saskatchewan," the "Basin of Winnipeg," and the "High Central Plains." This district contains about 380,000 square miles, with a width of 750 miles.

A prominent feature in the commercial physics of this north-western country is the extent of its navigable water line, which may be taken as the natural exponent of the commercial value of its resources.

In the following table we give what is known of the continuous distances capable of steamboat navigation on the rivers which interlock in Lake Winnipeg.

	Water Line.	Shore Line.
Red River fr. Breckinridge	Miles.	Miles.
Mouth of Sioux Wood to Lake Winnipeg	531	1,062
Tributaries of Red River—		
Red Lake River, Minnesota	100	200
Assiniboine, British Ter.—		
Navigation uncertain	200	400
Lake Winnipeg	264	782
Lakes Manitoba and Winnipegoos	220	660
Saskatchewan River—		
From Lake Winnipeg to junction	422	844
North Branch to Edmonton	540	1,080
South Branch to Chesterfield House	480	960
Total	2,757	5,988

Captain Blakiston says—"Taking either branch of the Saskatchewan River, it is navigable for boats from Lake Winnipeg to near the base of the Rocky Mountains, a distance of 1,200 miles. I am glad to say I was fortunate enough to travel on it from its mouth to Fort Edmonton, 1,000 miles up, at a time of year when I saw the water at its lowest."

The valley of the Saskatchewan contains an extended belt of land, called the "Fertile Belt," which is unsurpassed for the richness of its soil and its adaptability for agricultural purposes. The explorations of Simpson, Hind, Pallisser, Hector, Sullivan and Blakiston, all serve to prove that within British territory the most fertile soil west of the Mississippi exists—and that so vast, so rich is this great valley that it is capable of subsisting 20,000,000 people.

Captain Pallisser describes the region drained by the Saskatchewan in the following words:—"The extent of surface drained by the Saskatchewan, and other tributaries to Lake Winnepeg, which we had an opportunity of examining, amounts in round numbers to 150,000 square miles. This region is bounded to the north by what is known as the 'strong woods,' or the southern limit of the great circum-Arctic zone of forest which occupies these latitudes in the northern hemisphere. This line, which is indicated in the map, sweeps to the northwest from the shore of Lake Winnepeg, and reaches its most northerly limit about 54 deg. 30 min. N. and longitude 119 deg. W., from whence it again passes to southwest, meeting the Rocky Mountains in latitude 51 deg. N., longitude 115 deg. W. Between this line of the 'strong woods' and the northern limit of the true prairie country, there is a belt of land varying in width, which at one period must have been covered by an extension of the northern forests, but which has been gradually cleared by successive fires.

"It is now a partially wooded country, abounding in lakes and rich natural pasturage, in some parts rivalling the finest park scenery of our own country. Throughout this region of country the climate seems to preserve the same character, although it passes through very different latitudes, its form being doubtless determined by the curves of the isothermal line. Its superficial extent embraces about 65,000 square miles, or 40,000,000 acres, of which more than one-third may be considered as at once available for the purposes of the agriculturist. Its elevation increases from 700 to 4,000 feet as we approach the Rocky Mountains; consequently, it is not equally adapted throughout to the cultivation of any one crop; nevertheless, at Fort Edmonton, which has an altitude of 3,000 feet, even wheat is sometimes cultivated with success."

Mons. E. Bourgeau, who accompanied Palliser in his explorations, addressed the following remarks to Sir William Hooker, in reference to Hudson's Bay Territory:—"But it remains for me to call the attention of the English Government to the advantage there would be in establishing agricultural districts in the vast plains of Rupert's Land, and particularly in the Saskatchewan, in the neighborhood of Fort Carlton. This district is much more adapted to the culture of staple crops of temperate climates, wheat, rye, barley, oats, &c., than one would have been inclined to believe from this high latitude. In effect the few attempts at cereal culture already made in the vicinity of the Hudson's Bay posts demonstrate by their success how easy it would be to obtain products sufficiently abundant largely to remunerate the efforts of the agriculturist. There, in order to put the land under cultivation, it would be necessary only to till the better portions of the soil. The prairies offer natural pasturage as favorable for the maintenance of numerous herds as if they had been artificially created. The construction of houses for habitation and for pioneer development would involve but little expense, because in many parts of the country, independent of wood, one would find fitting stones for building purposes, and in others clay to make bricks. In the latter district extend rich and vast prairies, interspersed with wood and forests, where thick-wood plants furnish excellent pasturage for domestic animals. The vetches found here are as fitting for the nourishment of cattle as the clover of European pasturage. The abundance of buffaloes, and the facility with which the herds of horses and oxen increase, demonstrate that it would be enough to shelter animals in winter, and to feed them in the shelters with hay collected in advance. The harvest could in general be commenced by the end of August or the first week in September, which is a season in which the temperature is sufficiently high and rain is rare.

"In the gardens of the Hudson's Bay posts—but more particularly in those of the different missions, succulent vegetables of the leguminous family, such as beans, peas, and French beans, have been successfully cultivated; also cabbages, turnips, carrots, rhubarb, and currants. Different species of gooseberries, with edible fruits, as well as raspberries, grow wild here."

It was supposed that the valleys of the Mississippi and the St. Lawrence Rivers exhausted the northern and central areas which are available for agriculture. A report to the New York Chamber of Commerce very soon corrected the erroneous impression. "There is in the heart of North America," said the report, "a distinct subdivision, of which Lake Winnipeg may be regarded as the centre. This subdivision, like the valley of the Mississippi, is distinguished for the fertility of its soil, and for the extent and gentle slope of its great plains, watered by rivers of great length, and admirably adapted for steam navigation. It has a climate not exceeding in severity that of many portions of Canada and the Eastern States. It will, in all respects, compare favorably with some of the most densely peopled portions of the continent of Europe. In other words, it is admirably adapted to become the seat of a numerous, hardy, and prosperous community. It has an area equal to eight or ten first class American States. Its great river, the Saskatchewan, carries a navigable water line to the very base of the Rocky Mountains. It is not at all improbable that the valley of this river may yet offer the best route for a railroad to the Pacific. The navigable waters of this great subdivision interlock with those of the Mississippi."

The Red River of the north, in connection with Lake Winnipeg, into which it falls, forms a navigable water line, extending directly north and south 800 miles. The Red River is one of the best adapted to the use of steam in the world, and waters one of the finest regions on the continent. Between the highest point at which it is navigable, and St. Paul, on the Mississippi, a railroad is in process of construction; and when this road is completed, another grand division of the continent, comprising 500,000 square miles, will be open to settlement.

Sir George Simpson, speaking of the land which is drained by the Red Deer and Swan Rivers, which drain a country of rare beauty and fertility, and which lies west of Lake Winnipeg, draws the following glowing picture:

"In this part of the country we saw many sorts of birds, geese, loons, pelicans, ducks, cranes, two kinds of snipe, hawks, owls, and gulls; but they were all so remarkably shy, that we were constrained to admire them from a distance. In the afternoon we traversed a beautiful country with lofty hills and long valleys, full of sylvan lakes; while the bright green of the surface, as far as the eye could reach, assumed a foreign tinge, under an uninterrupted profusion of roses and blue-bells. On the summit of one of these hills we commanded one of the few extensive prospects we had of late enjoyed. One range of heights rose behind another, each becoming fainter as it receded from the eye, till the farthest was blended in almost undistinguishable confusion with the clouds; while the softest vales spread a panorama of hanging copses and glittering lakes at our feet."

A writer in the *New York Knickerbocker Magazine* for October, 1858, thus expresses himself: "Here is the great fact of the north-western area of this continent—an area not inferior in size to the whole United States east of the Mississippi—which is perfectly adapted to the fullest occupation by cultivated nations, yet is almost wholly unoccupied, lies west of the 98th meridian, and above the 43d parallel—that is, north of the latitude of Milwaukee, and west of the longitude of Red River, Fort Kearney, and Corpus Christi; or, to state the fact in another way, east of the Rocky Mountains, and west of the 98th meridian, and between the 43d and 60th parallels, there is a productive cultivable area of 500,000 square miles. West of the Rocky Mountains, and between the same parallels, there is an area of 300,000 square miles."

(*To be Continued.*)

☞ The formal commencement of work on the Indianapolis, Crawfordsville and Danville R. R. took place at Crawfordsville, Ind., on the 12th inst. This road will run in a northwesterly direction from Indianapolis, *via* Crawfordsville and Covington, Indiana, to Danville, Illinois, and in the same general direction, *via* Urbana and Bloomington to Peoria, and so on pointing towards a Pacific Railroad connection at Omaha.

☞ The Frederick and Pennsylvania Line Railroad, designed to connect with the Hanover Branch road, crossing in its route the "Western Maryland," near the mouth of Double-Pipe creek, is about to be located. The engineer will commence the work immediately.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	100 $1,774,824		
Allegheny Valley	50 2,000,000		
Atlanta and West Point	100 1,282,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina	100 5,745,225		
Atlantic & Gt. Western	50 25,879,923		
" " " pref.	50 1,919,000		
Atlantic & St. Lawrence*	100 2,404,900	J. & J.	Jul. '68 2
Augusta and Savannah	100 733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio	100 16,152,962	A. & O.	Oct. '68 4
Do. Washington Br.	100 2,360,000	A. & O.	Oct. 68 5
Baltimore City Passenger	670,000		Jan. '68 3
Bay de Noquet & Marq.	100 1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line	100 4,420,000	F. & A.	Feb.'68 3
Belvidere Delaware	99 6,250		
Berkshire*	100 600,000	J. A J & O	Oct.'68 1½
Bloomsburg & Corning*	50 250,000	J. & D.	Dec.'68 2½
Boston and Albany	100 13,725 100	J. & J.	Jul. '68 5
Boston and Chelsea	100 110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont.	100 459,000		
Do. do. pref.	100 1,340,400	M. & N	Nov. 68 3
Boston and Lowell	500 1,891,500	J. & D.	Jun. 68 4
Boston and Maine	100 4 076,974	J. & J.	July'68 5
Boston and Providence	100 3,360,000	J. & J.	July'68 4
Broadway (Boston)	50 325,000	J A J O	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)	100 2,100,000	J. & J.	Jul. '67 5
Brooklyn City	10 1,000,000	F. & A.	A'g.'68 2½
Brooklyn City & Newt'n.	100 392,800		
Buffalo, Bradford & Pitts.	100 1,100,000		
Buff., New York & Erie*	100 950,000	M. & N.	N. '68 3½
Buffalo and Erie	100 6,000,000	F. & A.	Aug '68 4
Cambridge Horse (Bost'n)	100 747,800	A. & O.	Oct. '68 4½
Camden and Amboy	100 7,921 412	F. & A.	Aug '68 5
Camden and Atlantic, pref.	50 600,000		
Camden & Burlington Co.	100 331,000		
Cape Cod Branch	50 721,926	J. & J.	Jul. '68 2½
Cape May and Millville	100 447,000	J. & D.	Dec.'68 3
Catawissa	50 1,150,000		
Catawissa, pref.	50 2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna*	50 589,110		Jul. '68 4½
Central of Georgia	100 4,666,300	J. & J.	Jul. '68 7
Central of New Jersey	100 13,768,000	J. A J & O	Oct '68 2½
Central Ohio	100 2,000,000	J. & D.	Jun.'68 3
Do. pref.	100 400,000	J. & D.	Jun.'68 3
Cen. Park, N. & E. River	100 970,000		Oct.'67 2½
Chemung*	100 880,000		Oct. '68 2
Cheshire, preferred	100 2,017,825	Annual.	Jan. '68 3
Chicago and Alton	100 3,886,843	M. & S.	Sep. '68 5
" " pref.	100 2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy	50 12,500 000	M. & S.	Mar.'68 3
Chicago, Iowa & Nebras*	100 2,000,000		Jul. '68 5
Chicago and Milwaukee*	100 2,247,000		
Chicago & N. Western	100 14,555,676	J. & D.	Dec.'68 5
" " pref.	100 16,356,287	J. & D.	Dec.'68 5
Chicago, R I & Pacific	100 14,000,000	Sept.	Sep '68 10
Cin., Ham. & Dayton	100 3,521,664	Sept.	Sep.'68 5a
Cincinnati City Passenger		J'n & J'ly	Jan.'68 2
" Street		J. & J.	Jan.'68 2
Cincinnati and Zanesville	50 1,676,948		
Citizens' Passenger (Phil.)	50 192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind.	100 10,450,000	F. & A.	A'g.'68 3
Cleveland & Mahoning*	50 2,058,400	M. & N.	N. '68, 3½
Cleve., Painev. & Ashta	100 8,750,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg	50 5,424,091	J A J & O	Oct. '68 2
Cleveland and Toledo*	50 5,000,000	J. & J.	Jul.'68 3½
Col., Chi. & Indiana Cen.	100 11,420,000		
Columbus and Xenia*	50 1,786,200	J. & J.	Jan '68 4
Concord	10 1,500,000	M & N.	Nov. '68 5
Concord & Portsmouth	100 350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn	100 500,000		
Conn. & P. sumpt. Rivers	100 139,00		
Do. do. pref.	100 1,822,100	J. & J.	Jul. '68 3
Connecticut River	100 1,700,000	J. & J.	Jul. '68 5
Cumberland Valley	50 1,316,900	A. & O.	Apl. '68 4
Danbury and N'rwalk	100 400,000		
Dayton and Michigan*	100 2,392,381		
Delaware*	50 594,260	J. & J.	Jul. '68 3
Del., Lackaw & Western	50 13,386,020	J. & J.	Jul. '68 5
Des Moines Valley	100 1,820,200		
Detroit & Milwaukee	100 1,047,350		
" " pref.	100 1,500,000		
D. Dock, E. B'dw. & Bat.	100 1,200,000		
Dubuque and Sioux City	100 1,078,641		
do. do. pr f	100 1,987,351		Jul.'68 3½
Eastern (Mass.)	100 3,883,300	J. & J.	July '68 4
Eastern (N. H.)	100 492,500	J. & J.	July '68 4
East Pennsylvania	50 654,900		
East Tenn. and Georgia	100 2,389,730		
East Tenn. and Virginia	100 657,800		
Eighth Avenue (N. Y.)	100 1,000,000	J. A J & O	Jan. '68 4
Elm., Jeffers. & Canand*	100 500,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*	50 500,000	M. & N.	Nov'68 2½
Do. do. pref.	50 500,000	J. & J.	Jul. '68 3½
Erie Railway	100 39,500,000	F. & A.	Feb.'66 4
Do. pref.	100 8,530,910	Annual	Jan. '68 7
Erie & Pitt-burg	50 6 4,300		
Evansville & Crawfordsv.	100 1,143,445		
Fitchburg	100 3,400,000	J. & J.	July '68 4
Fitchburg & Worcester	100 248,000	J. & J.	Jan. '68 3
Flint and Holly	100 500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.	100 750,000	A. & O.	Oct. '67 5
Fran-f. and Southw. (Ph.)	50 491,620	J. @ J.	Jul. '67 3
Georgia	100 4,156,000	J. & J.	July '68 4
Germantown (Phila.)	50 112,248	J. & J.	Jan. '68 3
Girard College (Phila.)	50 160,000	J. & J.	Jul. '67 2
Granite	100		Sept.'68—
Green and Coates St (Ph.)	50 150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	100 3,300,000	J. & J.	Oct. '68 3
Hannibal and St. Joseph	100 1,900,000		
Do. do pref.	100 5,253,800		
Hanover Branch, Pa	50 116,850	M. & N.	Nov.'68 5
Housatonic	100 820,000		
" pref	100 1,180,000	J. & J.	Jan.'68 4
Hudson River	100 13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top	50 494,390		
" " pref.	50 190,750	J. & J.	Jn.'68 3½
Illinois Central	100 23,415,780	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.	50 6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind.	100 2 000,000	J. & J.	Jan. '68 5
Joliet and Chicago*	100 1,500,000	J. A J & O	Oct.'68 1½
Joliet & North. Indiana*	100 300 000	J. & J.	July '68 4
Lackawanna & Bloomsb.	50 1 325,000		
Leeds and Farmington*			Jul.'68 2½
Lehigh and Mahanoy	50 2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna	50 8,739,800	M. & N.	M'y.'67 5
Lehigh Valley	50 10,481,400	J. A J & O	Oct.'68 2½
Lehigh Luzerne	50 844,650	J. & J.	Jan.'68 4
Lexington & Frankfort	100 514,646	J. & J.	July'68 3
Little Miami	50 3,572,400	J. & D.	Dec.'67 4
L. M. & C. and X. (Joint)	100 1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*	50 2,846,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.)	25 90,000		
Long Island	50 3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore	95 194		N'v'67 10
Louisv., Cin. and Lex. pr.	100 211,122	J. & J	Jul.'68 4½
Louisville and Frankfort	50 1,109,594	J. & J.	July'68 3
Louisville and Nashville	100 7,869,186	F. & A.	A'g. '68 4
Louisv., N. Alb. & Chicago	100 2,800,000		
Lowell and Lawrence	100 260.000	A. & O.	Oct. '68 3
Macon and Western	100 1,500,000		Dec.'68
Mahanoy & B'd Mount'n	50 1,676,915		
Maine Central	100 1,600,850		
Manchester & Lawrence	100 1,000,000	M. & N.	Nov,'68 5
Marietta & Cincinnati	50 3,618,374		
" " 1st pref.	50 6,580,135	M. & S.	Sep. '66 3
" " 2d pref.	50 4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100 5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio	100 570,000		
Metropolitan (Boston)	100 1,250,000	J. & J.	July'68 5
Michigan Central	100 8,477,386	J. & J.	Jul. '68 6
Mich. So. & North. Ind.	100 10,059,400	August.	Aug.'68 4
" " guaranteed	100 583,400	F. & A.	Feb.'68 5
Middlesex (Boston)	100 400,000		
Mill Creek and Minehl'l	50 323,375	J. & J.	July'68 5
Millville and Glassboro'	100 405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien	100 2,966,081		
" " " 1st pref	100 3,214,250	Annual.	Feb.'68 8
" " " 2d pref.	100 1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul	100 5,406,883	J. & J	
" " " pref.	100 8,050,892	J. & J.	Jan '67 5
M. Hill & Schuylk. Haven	50 3,775,000	J. & J.	Jul. '68 4
Mobile and Ohio	100 3,764,400		
Montgomery & W. Point	100 1,644,104	J. & D.	Dec.'67 4
Morris and Essex	50 8,618,350	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon*	50 282,350	J. & J	July'68 4
Nashua and Lowell	100 720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga	100 2,056,544		
Naugatuck	100 1,496,600	F. & A.	Aug.'68 5
New Bedford & Taunton	100 500,000	J. & J.	Jul.'68 4
New Haven & N. London	100 758,538		
N Haven & Northampton	100 1,344,000	J. & J.	Jan.'68 3
New Jersey	100 6,000 000	F. & A.	Aug.'68 6
New London Northern	100 895,000	M. & S.	Mar.'68 4
New York Central	100 28,587,000	F. & A.	Aug.'68 4
New York and Harlem	50 4,255,050	J. & J.	Jul. '68 4
" " pref.	50 1,500,000	J. & J.	Jul. '68 4
New York & New Haven	100 6,000,000	J. & J.	Jul. '68 5
N. Y., Provid. & Boston	100 2,000,000	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*	100 1,000,000	J. & J.	July'68 3
Ninth Avenue	100 797,400		
North Carolina	100 4,000,000		
Northern Central	50 4,648,900	F.M.A.N	Nov. '68 2
North Eastern (S. C.) pref.	100 155,000		May '67 4
Northern of N. Hampsh.	100 3,068,400	J. & D.	Dec. '68 4
Northern of N. Jersey	100 159,100		
North Pennsylvania	50 3,150,150		Feb.'68 5a
Norwich & Worcester	100 2,303,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n.	100 3,024,000	F. & A.	Feb. '68 2
" " pref.	100 1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi	100 20,000,000		
" " pref.	100 5,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R.	50 4,259,000	J. A J & O	Oct.'68 2½
Old Colony & Newport	100 4,848,320	J. & J.	July '68 3
Orange and Newark	100 281,550		
Oswego and Syracuse	50 482,400	F. & A.	Aug.'68 4
Pacific of Missouri	100 3614,515		
Panama	100 7,000,000	J. A J & O.	Oct. '68 6
Paterson and Ramapo	100 248,500	J. & J.	Jul.'68 2½
Paterson and Hudson Riv	100 630,000	J. & J.	Jul.'68 4
Pennsylvania	50 21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*	100 1,200,000	A. & O.	Oct '68 6
Philadelphia and Erie*	50 5,93c,700		Jan. '68 3
Philadelphia and Reading	50 21,304,301	J. & J.	Jul.'68 5a
Do. Do. preferred.	50 1,551,360	J. & J.	Jul.'68 5a
Phil., Germ'nt'n & Nor'n	50 1,635,550	A. & O.	Oct. '68 5
Phila. and Trenton*	100 1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt.	50 9,058,300	J. & J.	Jul. '68 4
Philadelphia City	50 100,000	J & J.	Jul. '68 3
Philadelphia and Dar'y	20 100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry	25 217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago	100 11,500,000	J. A J & O	Oct.'68 2½
Pittsfield and N. Adams	100 450,000	J. @ J.	Jul '68 3
Portland and Kennebec.	100 579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*	100 $1,500,000	J. & D.	Jun.'68 3
Providence & Worcester	100 1,800,000	J. & J.	July'68 4
Raleigh and Gaston			Jul. '68 3
Rensselaer and Saratoga	100 2,600,000	A. & O.	Oct.'68 3½
Richmond and Danville	100 2,000,000		
Richmond and Petersb'g.	100 847,100		
Rich., Fred. and Potomac.	100 1,041.800		
Rockport	100 88,400		Nov.'67 2
Rome, Watert. and Og'nb.	100 2,400,000	J. & J.	July'68 5
Rutland preferred.	100	F. & A.	A'g.'68 3½
St. L., Alt. and T. Haute.	100 2,300 000		
" " " pref.	100 2,140,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.	100 1,169,429		
Sandusky and Cincinnati.	100 2,089,000		
" " pref.	100 445,686	M. & N.	Nov.'68 3
Sand., Mansf. and Newark	100 901,541		
Savannah and Charleston.	100 1,000,000		
Schuylkill and Susqueh'a.	50 1,289,150		
Second and Third St. (Ph.)	50 203,757	J. @ J.	Jul. '68 2
Schuylkill Valley*	50 576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke	100 868,200		
Second Avenue (N. Y.)	100 670,000	A. & O.	Oct. '66
Shamokin V. and Potts v.*	50 869,450	F. & A.	Aug.'68 3
Shore Line	100 636,200	J. & J.	Jul. '68 3
Sixth Avenue (N. Y.)	100 750,000		Nov.'67 5
Somerville	100 76,000	M. & N.	Nov.'68 3
South Carolina	100 5,819,275		
South Shore	100 259,685		Jul. 68 3
South Western, Georgia	100 3.203,400	F. & A.	A'g.'68 4
Staten Island	100 600,000	J. & J.	Jul. '67 4
Stony Brook	100 267,800	M. & N.	M'y'68 2½
Steubenville and Indiana	100 1,983,141		
Stockbridge & Pittsfield*	100 448,700		
Summit Branch	50 250,00	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.	100 1,314,150		
Taunton Branch	100 250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama	100 595,922		
Terre Haute and Indiana	50 1,988,150	J. & J.	Jul. '68 6
Third Avenue (N. Y.)	100 1,750,000		
Thirteenth and Fif. (Ph.)	50	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw	100 2,700 000		
" " (E. D.) pref.	100 1,700,000		
" " (W. D. pref.	100 1,300,000		
Tol., Wabash and West.	100 5,700,000		
" " pref	100 1,000,000	M. & N.	M'y'68 3½
Troy and Boston	100 607,111		
Troy and Greenbush*	100 274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)	100 200,000		
Union (Phila.)	50 291,475	J. @ J.	Jul. '68 3
Utica and Black River	100 836,400	J. & J.	Jul. '68 4
Vermont and Canada*	100 2,500,000	J. & D.	Dec.'68 4
Vermont Central	100 5,000,000		
Vermont and Massachu'ts	100 2,800,000	J. & J.	J'n.'68 1½
Vicksburgand Meridian	100 857,408		
Virginia Central	100 2,353,679		
Virginia and Tennessee	100 5,497,791		
Western Union	100 2,707,648		
West Jersey	100 804,150		Aug.'68 4
West Philadelphia	50 549,100	J. & J.	Jul. '68 5
Wilm. and Manchester	100 1,147,018		
Wilm. and Weldon	100 1,463,776		
Warren	100 1,547,650		
Worcester and Nashua	75 1 522,600	J. & J.	Jul.'68 3½
CANALS.			
Chesapeake and Delaware	50 1,818,968	J. & D.	Jun.'68 3
Chesapeake and Ohio	25 8,228,595		
Delaware Division	50 1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson	100 10 000,000	F. & A.	Aug.'68 6
Delaware and Raritan	100 2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania	50 64,000		
Lehigh Coal and Navigat.	50 8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.	50 728 100	J. & J.	Jan. '68 2
Morris (consolidated	100 1,025,000	F. & A.	Feb.'67 3
" (preferred)	100 1 176,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.)	50 1,408,207	F. & A.	Feb.'67 6
" " (pref.)	50 2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water	50 2,00.,746		
Union	50 2,907,880		
" preferred	50		
W. Branch and Susq.	50 1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50 800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship.	100 4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p.	100 20,000,000	MJS&D.	Dec.'67 3
Union Navigation	100 4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.	100 28,450,000	J. & J.	Jul. '68 2
American Coal	25 1,500,000	M. & S.	M. '68 6
Ashburton	50 2,500,000	J. & D.	Dec.'66 4
Butler Coal	25 500,000	J. & D.	Dec '67 2
Central Coal	100 2,000,000	J. & J.	Jul. '68 3
Fulton Coal		J. & J.	Jul. '68 4
Mt. Pleasant Coal	200,000		Sep.'68 2½
Pennsylvania Coal	50 3,200,000	FMA&N	May'68 5
Roaring Brook Coal	200,000		Sep.'68 2½
Spring Mountain Coal	50 1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal	10 1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100 3,400,000	A. & O.	
Wyoming Valley Coal	100 1,250,000	F. & A.	Aug. '66
Rut'and Marble	25 1,000,000		Dec'67 2½
Adams Express	100 10,000,000	FMA&N	Apr.'68 5
American Express	500 9,000,000	FMA&N	May,'68
Merchants Union Express	100 20,000,000		
United States Express	100 6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp.	100 10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166 493	194,992	200,807	265,626	295.512	356,408	401.103	357.228	353,344	328,828	3,235,492
1865	289,445	347,211	432 340	355,045	472,493	410,800	436,882	596,584	541,481	675.446	634.243	576,365	5,525,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	535 150	569,670	474,056	388,573	5,090,119
1867	377,852	380,190	489,555	407,018	465,102	383,596	400,550	461,579	483,177	483,917	474,154	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,225	415,484	480,430	456,886	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	384,654	329,879	307,893	252,015	2,770,454
1865	280,503	275,283	299,063	258,480	322,278	355,270	355,985	409,251	401,280	357,936	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,397	387,269	322,638	360,223	323,050	271,247	3,695,155
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415 982	408,999	429,762	359,102	359,169	3,982,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,333	488,155	489,212	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139.142	160.306	210,729	216.030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185.013	198,679	243,178	224 980	307,874	375.860	324 905	336 617	321,037	3,095,410
1865	305,554	246,331	289,403	196 580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,316,514
1866	241,395	183,385	257,230	209.099	277,506	306,693	238,926	317,977	400,941	428,474	345,026	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,058	4,558,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	589,900	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296.169	473,186	551,122	435 945	407.688	2,811,544
1864	278,876	317,839	390,355	421,363	466,830	565.145	480,710	519,306	669,605	729.759	716,278	563,400	6,114 566
1865	541,005	482,164	499,296	466,358	585,623	747,942	702,691	767,508	940,707	932,683	754,471	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	805,524	797,475	1,000,086	1,209,216	1,010 892	712 689	9,299,450
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1 541 057	1,211,530	879 900	11,082,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,044	1,091,466	1,265,831	1,518,483	1.574,996	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756.421	885.136	902 906	968 859	8,409 334
1863	845,695	859,949	956,415	948,059	848.783	770,148	731,243	687,092	816,801	965.294	1,021,049	1 085 321	10 469 451
1864	984,837	934.133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1.105.364	1,301,005	1,222,568	1,124 909	1.884 217	13.420.945
1865	1,001,007	947,146	1,256,566	1,458,455	1.133,461	1,177,372	1,202,150	1,331,046	1,386,615	1,459,989	1,5 2,472	1 129 765	15,434,775
1866	1,185,746	987,936	1,070,917	1,155,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1 476 244	1,4 0,691	1,041 116	14,580,413
1867	906,759	917,689	1,139,528	1,217,143	1,122,140	1,118,731	1,071 312	1,239,024	1,444,745	1,498,716	1,421 881	1,041 640	14.139 264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,098,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414.543	416,536	372,595	359 463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	458,576	495,433	447 679	424,591	4 771,028
1864	327,900	416,588	459,762	425,797	405,378	510,100	425,578	640,179	799 286	661 581	655 141	663,402	6,830 447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641 589	644 557	515,085	7,181 268
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661 971	588 219	583 066	6 546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	825,961	727 810	615,529	7,160 902
1868	572,364	531,224	462,817	538,077	579,560	621,685	576,458	764,138	879,500	901,651	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93.763	78,607	76 248	107.525	104.608	115,184	125.252	116.495	116 146	105.767	1.224 028
1866	90,411	85,447	84,551	81,181	96,388	103,373	98.043	106.921	104.866	115.564	112,982	122 892	1 201 739
1867	94,136	78,976	92 910	92.768	90.526	96,535	106,594	114.716	121,217	142,823	132,887	123,886	1,296 971
1868	92,433	81,599	95,482	108,461	95,416	95,924	108,413	126,556	121,619	125,065	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230 508	557,227	268,613	264,935	241,266	189 145	238,012	368,106	375.567	332,360	348,048	3,802 345
1864	256.600	304,445	338,454	330,651	267,128	315,258	278,891	358,862	402.219	407.107	448 934	411.806	4,120,152
1865	383,996	366,361	413,974	365,180	351,489	387,095	361,613	418,575	480,808	524,760	490,072	361,799	4 [illegible] 727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,660,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,150	434 518	488,588	530,871	429,785	380,054	4 668,868
1868	362,021	338,335	381,497	455,993	400,486	363,550	301,495	435,781	512,523	532,061	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,180	216,624	295,956	322 369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	258,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,665
1864	252,435	278,848	348,802	358,276	271,553	265,789	263 244	346,781	408,445	410,802	405,510	376 470	3,970 046
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413 501	476,661	480,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	395,083	324,986	359,646	429,161	493,640	414,604	308,669	4,220,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,364	390,378	4,371,073
1868	343,316	304,315	326,880	415,758	369,226	325,501	321,013	392,942	456,973	511,820	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,091	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862	749,163	631,956	710.814	770,223	736,114	610,417	749.571	752 841	892.744	1.018.375	968.228	1.002.798	9.693.244
1863	920,272	790,167	867,590	911,397	839,126	841.165	818,512	840,450	1.079,551	1,041,522	1 045.401	1.157.818	11.069.853
1864	921,831	936,587	1,059,028	1,105.664	1,004.435	1.029,736	1,055.793	1,273,117	1.450.076	1.227.113	1.187.505	1,116 529	13 357.709
1865	957,869	613,381	955,059	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1 524.434	1,526,839	1,486,356	1,117.558	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170.415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211.108	935.857	14,143,215
1867	901,571	845,863	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,973	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224.963	223,242	268,177	302.596	332.400	278.006	346.243	275.950	3.311.077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,819	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,959	240,135	254,633	322 521	366,371	379,367	338,066	272,653	3,459,319
1868	211,973	231,351	265,905	254,149	204,620	217,082	194,455	257,557	307,122	283,329	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244.423	258,674	283,996	254,285	388,725	414.707	448,994	463,873	466 557	454,826	4,086,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574.486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	1 116,215	923,283	416,341	566,979	957,194	1,121,206	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,794	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,558	903,974	864,637	693,104	873,153	950,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295.778	282.695	277,009	261,210	249.419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395.845	350,753	407,077	465 509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	552 911	506,641	625,547	675.360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	653,667	552,378	648,201	634,926	757,441	679 935	555,222	7,467 217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	666,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120.310	123,115	113.798	123.949	118.077	130.378	153.470	144.736	143.748	162.921	1,554.913
1864	100,872	147,485	160.497	157,786	149 855	155,730	144.942	218.256	234,194	204.785	202 966	204.726	2,084,074
1865	170,079	153,674	202.771	167.300	177,625	178,722	167.513	218.546	216,783	222,736	207,301	162 694	2,240.744
1866	178,120	155,893	192.138	170.485	168,099	162.532	166.015	222.953	198,884	244.854	212,227	177.364	2 250 142
1867	149,658	149,342	174,153	188,162	171.736	156,066	172 933	220,788	219,160	230,340	205,095	180,971	2,218,462
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103 056	132.111	134.272	152,585	105.554	116,379	120.595	151.052	134.563	111,339	1.439.798
1864	79,735	95,843	132,896	125 987	127.010	156,338	139,626	244.114	248,840	221,570	220.209	205.154	2.050.322
1865	144,084	139,171	155,753	144,001	138.788	194,525	271,799	374.024	377.981	375.584	361.910	247,023	2.924,543
1866	226,060	194,167	256.407	270.300	316.433	325,691	304.917	396.248	349,117	436,035	354.831	287,150	3,717.386
1867	237,674	200.793	270.630	317,052	329.078	304,810	309 951	364 724	382.996	406,766	351,759	333,480	3.809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450.203	429,898	.....	.....	.....
Western Union:													
1865	43,716	37.265	32.378	33,972	63.862	82.147	68.189	59.862	75.677	92.715	61,770	37,830	689,383
1866	45,102	36,005	39.301	43,332	86.913	62,918	85.276	60.698	84.462	100.312	75.248	54 468	814,036
1867	39,078	27,667	36.392	40.710	57.852	60.558	58.262	73.525	126.495	120,268	79,431	54,719	774.957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84.607	97,398	97,690	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest: Rate.	Interest: Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	114½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	116
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	115
" " " coupon		6	" "	1881	115¾
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,300	6	Jan & July.	1881	115
" " " coupon		6	" "	1881	115¾
Loan of Feb. 25, 1862 (5-20s) registered	1,602,312,250	6	May & Nov.	1882	107½
" " " (5-20s) coupon		6	" "	1882	113¾
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	107½
" " " (5-20s) coupon		6	" "	1884	108
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	107
" " " (5-20s) coupon		6	" "	1885	108½
" " 2d series (5-20s) registered		6	Jan. & July.	1885	110
" " " (5-20s) coupon		6	" "	1886	110¾
" " 3d series (5-20s) registered		6	" "	1887	110¾
" " " (5-20s) coupon		6	" "	1887	111¼
Loan of March 3, 1864, (10-40s) registered	194,566,400	5	Mar. & Sept.	1904	104½
" " " (10-40s) coupon		5	" "	1904	106⅝
Pacific R. R. Bonds (currency)	42,184,000	6	Jan. & July.	'95-'97	99
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	9,497,742	---	presentation.	------	----
Gold Certificates of Deposit	19,716,840	---	presentation.	------	----
Compound Interest Notes 1864 '65	----------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates	58,325,000	---	------	------	----
Fractional currency	33,413,986	---	------	------	----
Navy Pension Fund	14,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July	1876	----
" — " " (") "	698,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	132
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	99⅜
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	92
" — " " (Act Mar. 12, '66. "	3,080,000	7	Jan. & July	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,228	6	Jan. & July.	1870	100½
" — " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,367,253	6	" "	'77-'79	100½
" —War Loan Bonds "	945,200	6	" "	1879	99⅜
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	95
" — " " "	309,000	6	May & Nov.	1856	98
Iowa—State Bonds coupon	160,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " "	1,421,000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	600,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,988	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1856	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar & Sept.	'67-'74	----
" " " 1857-'61 "	171,000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100
" — " " 1863 "	525,000	6	Mar. & Sept	1883	100
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 "	2,834,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	95½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
— " " (C. and O. Can.) sterl.	1,405,507	5		1889	----
— " " (R. R. various) "	120,000	5		1890	----
— " " (") currey.	159,974	5		'89-'90	----
— " " (B. & O. R.R.) sterl.	3,277,398	5		1890	----
— " " (C. and O. Can.) "	3,259,616	5		1890	----
— " " (Ches. & Ohio Can.)	2,000,000	6		1870	98⅜
— " " (Balt. & Susq. R.R.)	1,000,000	6		1870	95½
— " (Bounty)	501,000	6	"	abt.'74	----
— " (Ches. & Ohio Can.)	30,000	6	"	1885	----
— " (Balt. & Susq. R.R.)	429,688	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh and State H. Loan	275,000	5	April & Oct.	'72-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun Hosp. (W. Mass)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	6	Jan. & July.	'77-'78	----
" —Coast Defense Loan	868,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " " "	2,150,000	6	" "	'74-'76	116
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	986,500	5	" "	'91-'93	110½
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—San't Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	------	------	----
" — " " (Union Bank)	5,000,000	6			Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	90
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	91
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'86-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99⅝
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	10.⅛
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds coupon	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds "	2,559,000	7	Jan. & July.	1877	108
" — " " " registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,650,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1873	101½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	101
" —General Fund Bonds	909,607	5	Jan. & July.	pleas.	----
" — " " "	442,000	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500,000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	2,500,000	6	Jan. & July.	1900	63½
" — " "	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	103
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	95
" — " " registered	5,083,052	5		'68-'70	100
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,988	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	104½
" — " " 2d series	7,909,520	6	" "	1882	106½
" — " " 3d series	9,270,017	6	" "	1892	108
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	798,808	6	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,420	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	63¾
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " coupon	21,869,398	6	" "	long.	----
" — " (new) registered	10,900,000	6	" "	long.	----
" — " (") coupon	1,379,500	6		1876	57
" — " (")	489,300	6	"	1886	----
Wisconsin—State Bond	39,600	6	"	1890	----
	406,100		Jan & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R. No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95½
Loan of 1850	602,000	6	" "	"	1880	95
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94¾
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	64
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,706,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	—— & ——	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	—— & ——	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	—— & ——	New York.	1916	91½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	102
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	103
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	—— & ——	Charleston.	1870	....
2d Mortgage	75,000	7	—— & ——	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	93
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	101
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	73
1st Mortgage (convertible)		7	" "	"	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	90½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	93
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	100
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	90
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	6,899,000	7	" "	" "	1896	102¾
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						94½
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	—— & ——	New York.	1895	88¾
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	—— & ——	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	—— & ——	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	—— & ——	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'00	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77½
Consol. S. F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	74½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	95
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	94
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	86
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	190
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	77½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	91
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	110½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Apr & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	105½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	114½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	...
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	95
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'78–'75	....
1st Mortgage, Bardstown Branch	27,500	7	— & —	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	— & —	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	90½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	73½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	114
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	114
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	90
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	102½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	96½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	90
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	65
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,280	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1862	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	91
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1866	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	94
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99½
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	" "	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	108
2d Mortgage	274,500	7	— & —	"	18—	87
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86½
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67–'69	96½
Company Bonds	223,000	5	Various.	"	'77–'84	86½
Company Bonds	2,467,000	6	"	"	'75–'76	95½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	77½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	96
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	000,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	98½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85⅝
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.) Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	68⅛
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	156¾
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98¼
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	.....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	.....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	.....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'62–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	85½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	75
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	74
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650.000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1896	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	70½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23.500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	71½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	$5,000	7	April & Oct.	New York.	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	100½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200.000	7	May & Nov.	" "	1873	....
Income Bonds	160 000	7	March & Sept.	Wilmington.	1804	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576 888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'83–'96	....
Winchester and Potomac:						
Stg. State Loan	86.333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175.000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25.000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375.000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500.000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767.222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5.000,000	6*	June & Dec.	"	1897	94
Convertible Loan	1,201,850	6	" "	"	1877	75
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465.500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302.750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1.764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	71
Improvement Loan	1,001,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1.250,000	6	" "	Baltimore.	1878	59
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	97
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-and Railroads are distinguished by a "¶."

Years ending.	Railroad				Rolling Stock.				Companies.	Abstract of General Balance Sheet.							Railroad Operated.	Operations.			Earnings.		Dividends.	Value of Shares.	
						Cars.				Property and Assets.				Liabilities.					Carried one mile.						
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.		Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.		Trains Moved.	Passengers.	Freight.	Gross.	Net		Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	167.0	1	—	—	6	Adirondac.....New York.	2,079,658	*	Lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	o'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.3	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	—	364,075	142,248	951,300	1,537,100	420,289	—	114 0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶.....New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,540	104.5	287,170	6,872,741	3,590,619	464,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point .....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,475	86.7	.....	.....	.....	251,071	111,667	8	100	95
Oct. 31, 1867	387.5	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	63,417	.....	27,798,923	20,999,901	1,049,166	.....	455.7	.....	.....	.....	5,195,265	835,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,256	447,708	404,447	3,824,069	1,362,900	712,155	.....	285.0	4.9,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.3	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me..N.H.& Vt.	5,978,892	*	.....	.....	2,494,000	3,483,992	.....	.....	150.5	914,563	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesco and Mount Morris ..N. Y.	198,096	18,568	2,600	12,710	194,225	22,000	8,568	6,616	15.5	19,766	448,009	45,000	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,456,951	3,621,755	12,670,810	5,330,902	16,151,962	9,756,011	1,090,222	16,0 4,9.9	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	117½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,015	.....	1,650,000	25,000	.....	683,015	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	426,729	.....	.....	758,883	42,875	—	100	24½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,028,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware .....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.9	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.5	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Bossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	145	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,892,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,682	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	146½
Nov. 30, 1867	28.0	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg .....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,240,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶..M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,854,000	8,693,350	1,623,057	.....	108.3	297,637	9,582,938	2,632,317	369,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,969	1,891,500	944,500	74,605	226,874	71.0	326,671	15,020,600	12,054,236	998,668	234,805	8	500	131½
May 31, 1868	74.3	9.0	54.4	—	43	78	21	976	Boston and Maine.....Mass. N. H. & Me.	4,128,738	658,019	506,205	289,732	4,299,724	—	205,973	976,017	119.4	89,661	42,096,255	12,886,085	1,566,462	435,780	10	100	135
Nov. 30, 1867	47.0	7.0	46.5	—	51	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,300	207,400	603,027	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,816	1,066,147	275,952	10	100	135
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,660,000	*	944,349	500,267	5,000,000	—	36,352	1,208,265	68.6	783,666	44,117,376	21,976,025	1,942,602	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	28	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,622	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140 0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie...New York	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	110.0	—	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,464	307,900	63,386	246,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	296,850	—	100	....
Dec. 31, 1867	61.3	31.1	160.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,089,091	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,904	92.4	.....	.....	.....	3,508,511	781,801	10	100	128½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	99	Camden and Atlantic.....New Jersey.	1,967,000	*	.....	.....	1,193,643	1,024,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	15
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,457	.....	12.5	46,165	.....	.....	78,263	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,124	370,527	47.1	83,388	4,107,660	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central .....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100 576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,758	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,034,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	142,361	—	50	22
Sept. 30, 1867	34.0	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela.,L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	.....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,350,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64 0	10.0	76.0	—	88	66	15	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	14,768,600	1,500 000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	118½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	32½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.6	16	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	595,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	324,000	128,750	55,590	109.6	.....	.....	.....	275,726	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,000	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	250,780	.....	2,085,925	762,700	.....	8,881	63.6	483,650	4,465,187	12,551,876	688,500	167,402	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,000	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton .....Illinois.	10,276,004	*	.....	501,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	145
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,244	3,205,408	644,445	1,138 580	12,544,030	5,488,750	1,261,029	491,909	400.0	2,048,554	39,781,829	132,435,027	6,197,726	2,721,851	15	100	170
ec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,569,092	30,911,963	18,073,400	1,735,351	20,477	1,163.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	85½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,065	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	106½
Jun. 30, 1867		Lessees		of S	an. &			Cin.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679.999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945.670	999,198	1,364,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin.and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.3	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin.and Laf.			.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9 973	374.100	500,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,246	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	85	48	22	1,220	Cleveland, Col., Cin. & Ind	Ohio & Ind.	10,938,859	*	.....	.....	10,460,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,991,026	1,087,176	...	100	78½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	—	.....	(Leased	to Atl. &	Gt. W n	.....	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,247	983,418	10	50	98
Nov. 30, 1867	101.0	102.5	57.0	—	65	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,509	287,261	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	87½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,036	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,216	932,497	14	100	99
Feb. 12, 1868	588.0	12.0	....	—	.....	.....	.....	....	Col., Chic. & Ind. Cent	Ohio, Ind & Ill.	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	.....	100	89
Nov. 30, 1867	54.7	—	12.5	—	.....	.....	.....	....	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	72½
Mar. 31, 1867	12.7	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	91
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	209	Connecticut River	Massachusetts.	1,747,254	189,716	369,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,760	9,021,492	5,073,551	629,165	169,164	8	100	129½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	.....	.....	.....	....	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	58.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	17.4	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,625	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,263	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	38.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,513	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,066	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,476	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	128
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	236	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,195	253,155	75,211	189.0	588,382	.....	.....	1,761,599	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	663,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	100
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	6.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	563,222	44,927,169	7,072,736	1,447,047	521,416	8	100	117
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	86.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	269,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	166	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,678	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northe	rn Central.)	.....	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Central.)	.....	165,000	5	100	60
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	456	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,492,920	5,978,103	800,029	774.0	6,468,279	.....	.....	14,317,213	2,936,988	—	100	38
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,888	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	.....	.....	.....	....	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	60.0	12	18	8	—	168	European and N. American ¶	N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	15	3	221	Evansville and Crawfordsville	Indiana.	2,366,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	135
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	376,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	less 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	63.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	230,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural	N. J.	230,256	*	.....	.....	230,545	.....	.....	.....	11.5	.....	.....	.....	55,691	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,863	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,464,563	*	1,200,000	1,565,837	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,669,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,514	6,862,508	7,600,000	206,710	2,677,987	219.0	972,147	12,965,380	19,922,754	1,716,270	516,270	—	100	89½
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	111½
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	264,000	958,949	389,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,854	539,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,166,558	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,008	.....	.....	524,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.0	—	82	142	32	985	Hudson River	New York	17,500,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	128
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,468,199	1,775,608	22,415,780	10,544,560	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	143½
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	40
Dec. 31, 1867	75.0	—	....	—	.....	.....	.....	....	Indianapolis, Pern and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	226.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	—	3	2	—	54	Iron	Ohio	121,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,548,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	(10 mos.)	189,439	94,904	—	100	....
Oct. 31, 1867	154.9	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,863	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	.....	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicag	o and Alt	on.)	162,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,160,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Central.)	.....	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,268,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	50.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,251,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575.100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opened Jan. 1, 1868, & operated by L. C & N. Co.			(Open. Jan.1.'68)		—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	110½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	268,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29 360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654.265	*	18,257	9,140	514,646	44.000	114,749	8,247	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,558	.....	(Operated by Lou isv., Cinc. and Lex.)			45,700	6	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	.....	.....	.....	(Operated in connection with Col. & Xenia.)			8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	.....	....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182.680	*	.....	.....	178,232	.....	.....	4,448	9.0	(Leased to Phila. and Read.)			.....	.....	4	50	92
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3.805.569	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420.360	693,016	449,189	—	50	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496.288	.....	23,260	474.307	211.122	2,116,000	575,445	95,278	94.0	244,034	7,078,999	3,181.380	493,219	157,247	9	100	....
Jun. 30, 1868	85.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1.532.645	*	36.367	5.519	1.168.594	282.520	4.536	185.179	.....	(Operated by Louisv., Cinc. and Lex.)			103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062 925	*	1,466,271	757,765	7,869,186	4,083 500	1,337,458	1,996,618	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1868	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	543.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)			.....	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600.000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)			.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893.327	196,641	862,803	31,032	1,315,597	415.000	222.174	.....	59.0	.....	.....	.....	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1.500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164.089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897.202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operated with Concord.)			.....	97.925	9	100	130
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600.000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned and oper. by Conc.)			50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6.527,050	1,134,558	858,329	578,030	5.312,725	3,588,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3.500,000	*	.....	.....	.....	1,999.000	.....	.....	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14.914,167	*	571.510	543.869	8,477,366	6,968,989	948	582.244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	117
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358 549	2,866,817	738,436	799,793	10,646.200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747.219	1,710,007	—	100	85½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113.014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased to West Jersey.)			59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30.931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2.296.146	35 282.221	96,178,049	5,683,608	2,017,923	—	100	68
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	5	50	116
Dec. 31, 1867	93.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429.653	.....	.....	1,002.774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,19[illegible]	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1.500,0[illegible]	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,40[illegible]	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300.269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,7[illegible]	73,990	6,633	44.459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2.444,7[illegible]	350,667	288,652	33,477	1,644,224	1,183,900	289 438	.....	116.9	172.918	.....	.....	.....	411,714	143.722	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,360	6,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	33
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	.....	.....	.....	.....	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶.Tenn. & Ky.	4,600,[illegible]55	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶..N. Brune.	2,500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182.955	43.062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744.092	79,781	26,269	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	233,000	164,200	.....	14.9	(Operated by Phg. & Phil., and B.)	F.W.&C.)		178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142.167	.....	6.0	(Owned & oper. by N. Y. & N. H.)			13,294	.....	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	868,314	2,393,297	631,137	6,000 000	1,362,614	194,010	403,618	33.8	(Operated partly			.....	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1.402,267	*	145,000	54,733	895,000	430,000	277,000	.....	33.8	677,201	.....	.....	1,866,303	747,351	10	100	131½
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	—	5.0	....	34.6	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	28,537,000	12,069,820	698,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	124½
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109.365	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143.480	900,000	499,181	465,426	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16.156,304	2,688,121	1,144,018	8	100	124
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	6.000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218.509	864,879	10	100	140
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,825	2½	100	85
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,816	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			.....	60,000	6	100	....
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
														4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)			12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27.548	1,053.950	873,000	266,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	—	—	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150.000	3,447,549	80,586	196,668	67.3	343,023	12,118,701	13,691,447	892,057	377,206	55	50	70
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,000	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	96
Mar. 31, 1868	89.0	13.0	....	—	24	16	8	468	Northern New Hampshire..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	.....	126,201	159,100	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	642,862	*	2,363.600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	90
Nov. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0	.....	.....	(9 mos.)	155,098	22,699	—	—	....
Jan. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	68½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	547,386	23,500.000	3,888,000	398,683	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	31
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,903	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,578	.....	.....	1,509,246	599,882	—	50	80½
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,524	696,806	906,677	*	4,848,320	2,870,000	128.000	255,781	141.0	826.061	32,496,484	5,372,737	1,381,065	473,987	6	100	95½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	80
Dec. 31, 1867	9.1	—	....	—	—	—	—	—	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	130,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716.000	3.387	.....	—	(Leased to R., W. & Ogdens.)			111,196	55.598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482.400	573,500	4.875	.....	36.3	101,544	3,747,266	1,920,412	256.528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349.000	806,281	.....	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	151	Panama.....New Granada.	8,000,000	*	.....	.....	7,000.000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	330
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)			.....	53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)			.....	26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	460,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,109	4,476,850	15,932,903	1,052,522	21,045.750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	109
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376.592	1,646,300	174,515	516,385	155.0	138,864	1,497,343	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600.000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)			.....	125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800.000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	51½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,023	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	154
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,008	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	99
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287.418	.....	1,099.120	200,000	.....	.....	33.3	.....	.....	.....	863.705	254,288	10	100	128
Dec. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore. Penn.	10,219,072	*	1,788,938	459,087	9,058.300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	110
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983.141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776.129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O. J. & I.	25,271,286	*	1,807,370	1,265,126	11,500.000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	110½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville. Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)			.....	.....	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	25.0	—	...	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4.240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,650,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500.000	—	358,581	317,370	51.3	227,394	.....	.....	529,325	250,825	6	100	103
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350.000	.....	.....	.....	—	(Leased to Concord.)			.....	24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol. R. I. & M.	434,942	49,787	6,500	.....	457,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov 30, 1867	43.4	1.0	20.4	—	19	17	4	88	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,302	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,48	71,477	25.144	505.798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500.000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,099	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	283	Richmond and Danville ¶.....Virginia.	4,020,000	*	1,900,411	241,003	2,000.000	1,982,800	1,025,789	2,061,824	190.5	310,204	4,106,364	5,934,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,567	*	.....	.....	1,141.080	616,300	358,222	.....	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	152	Richmond and Petersburg ¶.....Virginia.	935,896	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,591	1,146,910	778,267	130,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)			.....	.....	—	100	....
Sept. 30, 1867	22.5	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	2.	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg. N. Y.	4,000,724	*	469.141	118,378	2,400.000	1,834,000	.....	353,049	221.0	.....	.....	.....	1,215,471	440,003	10	100	114
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	769	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233.000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	34½
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute. Illinois.	11,040,000	*	303,010	251,465	4,340.000	6,700.000	754,475	.....	209.0	(Leased June 1'67, I. & St.L.)			2,218,402	608,112	—	100	40
Dec. 31, 1867	80.2	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400.000	.....	.....	—	(Completed Jan. 1, 1868.)			.....	.....	—	100	....
Dec. 31, 1867	54.6	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)			.....	.....	.....	.....	54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	10.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	....	....	....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020.000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)			.....	16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	0.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	5,887,479	*	.....	.....	2,534,506	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	.....	—	50	....
Dec. 31, 1867	116.5	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,068,474	*	40,290	14,916	991,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,389	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,496	*	.....	.....	1,269 150	97,000	149,210	.....	54.0	143.124	.....	.....	146,840	18,540	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576 050	.....	.....	.....	—	(Leased to Phila. and Reading.)			.....	.....	5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke ¶.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868 200	469,983	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Dec. 29, 1868	1.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,165,564	.....	.....	.....	999.050	796,820	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*.Ala. & Georgia.	.....	.....	.....	.....	2,481 092	1,079 100	.....	.....	135.0	164,118	1,922,936	5,093,900	383,684	.....	—	100	....
Dec. 31, 1867	24.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	1,559,450	—	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)			.....	.....	5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac...Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,995	—	.....	.....	100.000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)			.....	.....	—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	204,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	—	—	—	—	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)			.....	.....	—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	—	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)			36,000	.....	—	100	....
Dec. 31, 1867	1.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	—	.....	.....	438 300	.....	.....	.....	—	(Leased to Central of New Jersey.)			.....	.....	6	100	....
Dec. 31, 1867	137.0	196.0	29.1	—	43	59	—	345	South Carolina ¶.....South Carolina.	6,980 734	647,607	3,110,721	435,388	5 819.275	3,767.944	658.801	953,430	243.0	669,871	.....	.....	1,316,000	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.0	—	3	12	2	15	South Shore .....Massachusetts.	462,657	39,436	.....	.....	1 159.485	150,000	20.147	100,583	11.5	52,309	2,200,996	22,926	86,509	27,888	—	100	15½
Dec. 31, 1867	21.0	—	....	21.0	8	17	5	15	South Side L. I.....New York.	1,300,000	*	.....	.....	450.000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	14.0	0.5	....	—	15	9	2	142	South Side Petersburg & Lynchburg ¶..Va.	3,726,589	*	12,924	40,200	1,365.600	1,708,900	683,047	22,766	132.5	200,058	1,961,845	5,329,242	330,000	97,921	—	100	....
Dec. 31, 1867	3.0	—	....	43.0	3	2	1	75	Southern Minnesota.....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	....	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	.....	.....	.....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	.....	.....	.....	100	.....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(6½ mos.)	118,970	6,751	—	100	.....
Dec. 31, 1867	20.0	—	....	—	....	....	....	....	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	196,000	150,000	.....	.....	68.0	.....	.....	.....	1,006,953	408,959	9	100	90
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	.....	(Leased to Cinc., Dayton and Eastern.)					—	100	.....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	.....
Nov. 30, 1867	21.9	—	1.1	—	....	....	....	....	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	.....
Nov. 30, 1867	13.2	—	....	—	....	....	....	....	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	267,300	.....	.....	.....	.....	(Leased to Housatonic.)				31,409	7	100	.....
Dec. 31, 1867	—	—	—	22.0	....	....	....	....	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	13.2	(Leased to Nashua & Lowell.			17,700	14 118	5	100	.....
Sept. 30, 1867	61.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	.....
Dec. 31, 1867	—	—	—	165.0	....	....	....	....	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	.....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	.....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,028	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90½
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,403	187,005	—	100	.....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,395	—	100	58½
Sept. 30, 1867	6.0	—	6.0	—	....	....	....	....	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)				3,809,353	1,022,471	—	100	.....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operated by Vt & Mass., & T. & B.)				19,208	7	100	.....
Sept. 30, 1867	2.1	—	2.1	—	....	....	....	....	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned by railroads centring in Troy.)				32,000	—	100	.....
Oct. 31, 1867	20.4	—	....	—	....	....	....	....	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)				.....	.....	—	....	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	962,732	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	....	....	....	....	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,169	Vermont Central.....Vermont.	8,402,055	*	.....	.....	2,860,000	550,000	3,172	212,120	.....	(Leased to Vermont Central.)					8	100	100½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	61
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	204.0	9.5	....	—	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1867	18.3	—	....	—	....	....	....	....	Warren.....New Jersey.	2,000,000	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Sept. 30, 1867	10.3	—	....	—	....	....	....	....	Warwick Valley .....New York.	172,577	.....	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Dec. 31, 1867	7.0	—	....	—	....	....	....	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operated by Erie.)			458,606	155,926	7	100	....
Dec. 31, 1867	23.0	—	....	—	....	....	....	....	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	51,630	20,596	8	100	....
Oct. 31, 1867	28.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23.0	(Opened Nov. 20, 1867.)					—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	187,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	....	....	....	....	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	807,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	....	....	....	....	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)	.....	200,000	.....	.....	.....	.....	.....	.....	.....	278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—	....	....	....	....	White Mountains.....New Hampshire.	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,257	27,441	6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Welden ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—	....	....	....	....	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	....	....	....	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	....	....	....	....	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300,000	203,333	.....	.....	.....	(Leased to Balt. and Ohio.)				27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—	....	....	....	....	Wrightsville, York and Gettysburg..Penn.	293,230	.....	.....	.....	317,050	52,000	24,180	.....	.....	(Leased to Northern Central.)					—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	216,271	3	100	39
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	131
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5	.....	.....	.....	.....	.....	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	871,672	543,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,753,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,563	61,091	101.0	.....	.....	.....	.....	247,603	8	50	56½
Oct. 31, 1867	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	1,099,013	.....	6	50	20
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	28
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	211,829	61,218	—	50	....
																						152,037	33,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No.	No.		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,236	187,427	29,490	9.9	—	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	98
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,536	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,974	154,857	loss.	—	—	10
0 Nov.'67	3.00	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,000	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	—	65
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,967	—	—	57
30 Nov.'67	3.29	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.15	—	6	2	—	North Woburn street	27,252	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	4.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.1	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	35,000	—	—	8,569	69	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	68,851	13 015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	288	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	59,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	29,418	56,513	—	100	—
30 Sep.'67	10.00	—	—	—	37	Broadway (Brooklyn)	26 561	200,000	85,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	15.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166 59	99,850	80,000	85,172	27.253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1.31129	195,907	12	100	—
30 Sep.'67	11.00	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200 000	20,587	129,267	14,852	—	100	—
30 Sep.'67	.12	—	—	14	—	Brooklyn City & Rock. B'ch	125,586	107,700	45,000	—	15,065	6,852	—	100	—
30 Sep.'67	21.0	—	—	57	22	Brooklyn Central & Jamaica	995,786	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	9.0	—	—	—	—	Buffalo Street	181,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep.'67	1.75	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,100	17,655	4,786	8	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16,265	—	100	—
30 Sep.'67	4.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47.727	118,307	226	—	100	—
30 Sep.'67	2.09	—	—	31	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,832	89,516	5	100	—
30 Sep.'67	13.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	4	—	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,323	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42.194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Morris' & Ford'm	227,400	96,800	124,000	7,500	68,603	4,518	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 620	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,350	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,085	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	153,400	100,000	13,000	48,259	1,500	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,915	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	75 564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	68,858	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondaga	31,000	31,000	—	—	6.59	1,175	6	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453.404	1,170,000	1.280000	50 000	1.184945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albany	71,952	44,150	19,000	11 238	12,446	2,240	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,178	14,767	—	100	—
30 Sep.'67	4.25	—	—	4	—	W. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.00	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300 000	30,750	124,679	30,586	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230.480	166,000	56,300	7,700	144.008	59,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4.971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southwk (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	450,000	20,000	284,574	63,582	26	50	24
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	114,204	15,978	1½	50	24
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.	234,463	150,000	100.000	—	170,439	9,004	10	50	34½
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9.760	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,967	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	580	49.980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34.800	34.800	—	—	4,600	2, 82	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	2'5,000	150,000	61,911	226.044	53,944	10	50	46
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	58,871	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	2=5,307	—	—	9 ,888	2,343	3	50	22½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35.600	24,916	138,501	22,405	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,866	76,000	10,000	10.000	14,852	21,500	11½	50	—
31 Oct.'67	8.00	—	58	12	—	Ridge Avenue & Manyunk	175,635	120,500	63,300	—	40,7 9	6,75	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,097	114,200	68.088	404 156	105,448	18½	50	47
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69 627	11.284	4	50	14
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,128	22 16	3½	50	3
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	Uncertain	—	—	—	208,84	84,648	—	50	101
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	12
31 Oct.'67	6.00	—	341	66	—	West Philadelphia	479,706	275,000	100,000	—	281,658	50,992	10	50	67
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,12?	5.965	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	—	31,549	239 059	21,058	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	68,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Pay. able.	Principal payable.	Market Price.
	$	p. c.	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1864	----
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1885	----
Brook yn and Rockaway 1st Mort. age	35,000	7	J. & J.	----	----
Brooklyn Centr. & Jamaica 1st Mortgage	498,000	7	J. & D.	1870	----
Brooklyn City. 1st Mortgage	170,000	7	J. & J	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County: 1st Mortgage	6,500	7	----	----	----
Dorchester: Real Estate Mortgage	5,000	6	----	----	----
D. Dock, E, B'dw, & Battery: 1st Mortgage	550,000	7	J. & J.	----	----
Eighth Avenue: 1st Mortgage	100,000	7	J. & J.	----	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	----
Real Estate	134,500	7	J. & J.	----	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia: 1st Mortgage	50,000	7	----	----	----
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	---
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris' & Ford'm 1st Mortgage	124,000	7	J. & J.	----	----
Hestonville Mantua & Fairmount: 1st Mortgage	183,000	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J	71-72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	----	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	----	----	----
Middlesex: 1st Mortgage	38,00	--	----	----	-
Malden & Melrose bonds	46,971	--	----	----	----
Real Estate	6,000	--	----	----	----
Ninth Avenue: 1st Mortgage	112,000	7	----	----	----
North Philadelphia: 1st Mortgage	100,000	7		1869	----
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J	1870	----
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J	1871	----
Quincy. Plain bonds	58,100	--	M. & S	1868	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	----	----
Second Avenue: 1st Mortgage	520,000	7	J. & D	1867	---
Second and Third Street: 1st Mortgage	160 000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	160,000	7	J. & J.	1870	----
Real Estate bonds	$80,000	--	----	----	----
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	----
Utica and Waterville: 1st Mortgage	100,000	7	----	----	----
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	----	----
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N	1879	----
West Philadelphia: 1st Mortgage	100,000	7	J. & J	1866	----

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	21
Catawissa,* pref. and guar.	2,200,000	7	7	31½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	66½
Chicago and Alton, pref.	2,425,400	7	10	147
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	87½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	95
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	59
Hannibal and St. Joseph, pref.	5,253,836	...	...	90
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	68½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6 586,135	6	...	23½
" " 2d pref.	4,051,744	6	...	10
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	84½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	101½
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,561,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	62
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	70
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	20
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	39
Mariposa Mining, pref.	5,771,400	7	7	7½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	41 — @ 44 50
Pig, American, No. 1 (good to best)		41 — @ 43 —
Pig, American, No. 2		37 — @ 39 —
Pig, American, Forge		34 — @ 38 —
Bar, Refined, English and American		90 — @ 95 —
Bar, Swedes, assorted sizes	(gold).	82 — @ 87 —
		—Store Prices.—
Bar, Swedes, ordinary sizes		— — @155 —
Bar, English and American, Refined		— — @100 —
Bar, English and American, Common		— — @ 90 —
Scroll		130 — @175 —
Ovals and Half-round		125 — @155 —
Band		130 — @ — —
Horse Shoe		130 — @ — —
Rods, ½@3-16 inch		105 — @165 —
Hoop		135 — @190 —
Nail Rod	per lb.	— 9½@ — 10¼
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 13
Sheet, Single D. and T. Common		— 5½@ — 7½
Rails, English	(gold) per ton.	51 — @ 52 —
Rails, American		79 — @ 81 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ — 23
English Spring (2d and 1st quality)		— 10 @ — 12½
English Blister (2d and 1st quality)		— 11½@ — 20
English Machinery		— 13½@ — 16
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 32 @ — —
Brazier's		— 33 @ — —
Nails		— — @ — 42
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 26
American Ingot		— 22½@ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 28 @ — 29
Straits	(gold).	— 25½@ — 26
English	(gold).	— — @ — 25½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. $ 12½@ $ 37½	11 25 @ 11 75
I. C. Coke	7 — @ 7 50	9 50 @ 10 50
Coke Terne	6 — @ 6 25	8 50 @ 8 75
Charcoal Terne	7 75 @ 8 25	11 75 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 19
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 23½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 35
Refined, Standard White (in ship'g order)		— 37 @ — 38
Refined, prime White (in shipping order)		— 36 @ — 36½
Refined, S. W. (in merchantable order)		— 36 @ — 36½
Naptha, Refined, (60 @ 63 gravity)		— 12 @ — 12½
Residuum	per bbl.	— — @ 3 75

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	....
Canton Co.	47½	....	....	49½	50½	50½
Central of N. Jersey	118½	....	....	....	118½	118½
Chicago & Alton	138½	141	143	....	145	....
" pref.	....	....	....	....	....	147
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	169½	170	....	....
" 8s, 1883	....	....	....	111	111½	....
Chi. & Gt. Eastern 1st m.	....	....	....	73½	....	....
Chic. & Northwestern	84½	....	85½	85½	85½	85½
" pref.	88	86½	....	87½	87½	87½
" 1st M.	90	90	90	....	90½	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	93	93	....	93	....	....
Chic., Rock Isl. & Pac.	106	107½	....	107	106½	106½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	94½
Clev., Col., C. and Ind.	75	75	75	....	76½	76½
Clev. and Pittsburg	85	86½	86½	87½	....	87½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	77½	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	99	99½	101	101½	100½	99
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	....	....	....	....	....
" 1 M.	74	....	74	74½	74½	74½
Cumberland Coal pref.	39	40	....	40½	39½	39
Del. & Hudson Canal	....	130	130	130	131	....
Del., Lack. & Western	....	127½	....	....	128	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	100	....	....
Erie Railway	46	43½	42½	42½	37½	38
" pref.	64	....	63	....	62½	59
" 1 M. 7s, 1867	....	101½	....	101½	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	94
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	86	....
Great Western 2d mort.	....	76½	....	77	77	77½
Hudson River	124	124	125	127½	128	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	141	141½	142½	....	142½	143½
" bonds	....	114½	....	....	....	114½
Lake Shore (C., P. & A.)	97	97½	....	98	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	118	....	....	....
" S. F. 8s, 1882	114	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	83½	86½	87½	88½	89½	88½
" 1 M. S. F.	....	....	....	....	98	....
" 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	67	64½	62	67½	68½	68
" pref.	82	83½	83½	84½	85½	84½
" 1st mort.	93	....	93	93	94	....
" 2d mort.	....	....	....	....	....	....
" 8s	102	....	102½	....	....	....
" 7 3-10s con.	....	....	....	....	96½	....
Missouri 6s	90	90	89½	89½	90	90
" H. & St. J. iss.	91	....	....	....	....	....
Morris and Essex	....	....	....	....	....	....
" 1st mort.	....	....	95½	96	....	96
" 2d mort.	88½	....	90½	90	....	91
N. Jersey R.R. & T. Co.	....	....	....	....	131½	....
New York Central	124½	124½	124½	125	124½	124½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	120
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	99½	....
N. Y. and N. Haven	....	....	....	....	....	140
N. Carolina 6s	66	65	65½	65	65½	65½
" new	64½	64	64	63½	63½	....
Ohio and Miss.	30½	30½	30½	31	31	31
" pref.	....	79	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	115½	115½	115½	118½	117½	116½
Panama	....	....	330	....	....	....
Phila. and Reading	98	99½	99	99½	....	98½
Pitts., Ft. W. & Chicago	108½	108½	109½	110½	110½	110½
" 1 M.	....	....	103	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	93½	....	....	....	....	....
Quicksilver Mining Co.	....	23	....	24	25	23½
St. L., Alton & T. H.	....	....	....	....	40	....
" pref.	....	....	....	....	....	....
" 1 M.	....	93	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	80	....	....
Tennessee 6s	69½	69	....	69½	69½	....
" new	68	68	68½	68½	68½	68½
Tol., Wab. & Western	57	57½	57½	58½	58	58½
" pref.	....	....	....	....	70	....
" 1 M. ex	....	....	....	....	94½	....
" 2 M.	82	....	....	82	....	....
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	55	....	55½	56	56½	56½
" new	....	....	....	53	57	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	105	105½	105½	105⅞	106⅛	106⅛
U. S. 5s, 10-40s, reg	104	104	104¼	104⅜	104⅜	104½
U. S. 6s, 1881, reg	113½	114	114⅛	115	115	....
U. S. 6s, 1881, coup	114⅛	114⅜	114⅜	115	115⅛	115⅜
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, ...y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	106⅛	....	107½	107½	107⅝	107⅝
U. S. 6s, 5-20s, c. 1862.110	110⅜	111¼	112⅛	113⅛	113⅛	113⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	....	107⅝	....
U. S. 6s, 5-20s, c. 1864.107½	107½	107⅝	107⅝	108¼	108	....
U. S. 6s, 5-20s, reg. '65	....	107	....	....	107	....
U. S. 6s, 5-20s, c. 1865.107⅛	107⅛	107⅛	108¼	108⅛	108⅛	....
U. S. 6s, 5-20s, r. n. '65	110	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.110	110⅛	110⅛	110⅝	110⅝	110⅝	....
U. S. 6s, 5-20s, reg. '67	....	....	110⅝	....	....	....
U. S. 6s, 5-20s, c. 1867.110½	110½	110⅛	110⅝	111⅛	111⅛	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..110⅜	110½	....	111	....	....	....
U. S. 6s, Pac.R.R.issue	....	....	....	99	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa	....	....	....	....	....	....
.. preferred	....	31½	31½	....	....	....
Camden and Amboy	....	....	128½	....	128½	128½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	93	....	93½	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	28	28¼	....	....	28	28¼
.. 6s, 1884	83½	82½	....	....	....	....
.. Gold L	93¼	93	93	93	93½	94
.. R. R. L	....	....	....	....	....	....
Lehigh Valley R. R	55	55	55½	55½	55½	....
.. 6s new	....	95	....	....	....	....
Little Schuylkill R.R	....	....	45½	46	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	57⅞	58	....	....	58
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	89	89	....	....
.. 7s	....	....	87	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	47⅞	47⅞	48
Pennsylvania R. R	53½	53⅜	53	53⅜	54¼	54⅛
.. 1st M	100⅜	....	....	....	100½	....
.. 2d M	....	....	....	....	96	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	106½	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	108	....
.. 6s, W. L	....	....	....	....	....	101½
Philadelphia City, 6s	101	101	....	....	....	101
.. new	103	103	102½	103	103	102½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	48¾	49½	49½	49½	49½	49½
.. 7s, 1893	105	105	....	....	....	....
Philadelphia and Erie	....	....	....	25½	25¾	....
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	71	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	87	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	31
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	10½	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	47	....	....	....
Spruce and Pine ..	....	....	23	22¾	....	....
13th and 15th sts. ..	....	17	....	....	16½	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875	....	....	....	94	94	....
.. 1886	....	....	....	....	....	....
.. 1890	....	....	95	95	95	95½
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	117½	....	117¾	....
.. bonds, 1875	....	....	....	....	95¾	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	94¾	....	....	....
Marietta & Cin. 1st M	....	....	90½	....	90½	....
.. 2d M	....	....	....	....	73¾	....
Northern Central	48	....	48	....	48½	148¼
.. bonds, 1885	....	....	....	....	85½	....
.. .. 1900	....	....	....	....	85	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	90	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston and Albany	....	....	147	146½	147	
Boston and Lowell	....	131½	....	....	....	
Boston and Maine	134½	134½	135	135	135	....
Boston and Providence	....	....	....	....	135	....
Boston, Hartford & Erie	27½	27½	27½	27½	27½	27½
.. 7s, new	....	....	64	....	....	....
Cheshire, pref	66½	....	....	....	....	67
Concord	....	....	....	....	....	....
Connecticut River	....	....	129½	....	....	....
Eastern	....	....	117	....	117	....
Fitchburg	135	135	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	117	....	....	....	....	118½
Northern, N. H	....	....	112	....	....	113
Ogdens. & Lake Champ	68½	....	....	....	....	....
.. pref	101½	....	....	....	....	101½
Old Colony & Newport	95½	95½	95½	....	95½	95½
Ph., Wil. & Baltimore	55	55	55	....	....	....
Portl'd, Saco & Ports	103	....	....	....	....	....
Vermont & Canada	....	104½	....	....	....	104½
Vermont & Mass	....	....	....	....	....	....
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	63½
Cambridge ..	98	....	....	....	....	98½
Metropolitan ..	65	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	13½	....	12½	12	12	
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	7	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	10
Quincy ..	....	....	....	....	....	....
Rockland ..	....	....	....	45	....	

London Stock Exchange.

	Closing Prices.— Nov. 6.	Nov. 13.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	38 — 39	39 — 40
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	27 — 28	24 — 24½
Do. sterlg. 6 p. c. convertible bonds	67 — 69	67 — 69
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —100	99 — 101
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	96 — 97½	96 — 97
Marietta and Cin. R. R. bonds 7 p. c.	72 — 74	72 — 74
Panama General mort. 7s, 1897	107 —109	107 — 109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	89 — 91	89 — 91
Philadelphia and Erie 1st mort. 1881	89 — 91	89 — 91
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, November 28, 1868.

Stock Exchange and Money Market.

There has been a marked increase in the supply of Money available to responsible borrowers since our last. The banks as well as private lenders have added largely to their reserves. The U. S. Sub Treasury has also augmented its cash balances considerably. The demand from speculative sources has been less urgent, and has been readily responded to at from 5@7, generally at 5@6 per cent. There has been more call for choice to good business paper within a range of from 7@10 per cent. per annum. The city banks this week have reported a gain of $12,133,251 of legal tender notes, $8,959,751 in deposits, and $4,178,145 in specie, with an increase of $2,971,521 in the loan and discount average, with a reduction of $54,406 in the circulation. This is the most favorable showing for some time past. The U. S. Sub Treasury has gained about three millions of coin and currency, within the week. It derives a considerable portion of the daily increase from its daily sales of gold. The tendency toward the close was to greater ease. The report that Secretary McCulloch contemplates making no further sales of bonds, through any channel, during the remaining portion of his term of office, tends to strengthen popular confidence in an easy movement in the way of money, and in the stability, if not buoyancy, of financial and commercial values.

The specie reserve of the city banks is now $17,333,153, against $15,499,110 same time last year. The city bank deposits are now $184,110,340, against $174,721,683 week ending Nov. 16, 1867. The legal tender reserve amounts to $63,599,944, against $51,121,911 same time last year. The circulation now stands at $34,195,068, against $34,129,911 same time last year. The loans are now $251,091,063, against $249,343,649 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $144,185,333 a day, against a daily average of $134,636,424 the preceding week, and $146,095,267 the week ending with Nov. 5, 1868. The current week's exchanges average about $92,500,000 a day. The city banks, last week, gained $1,178,145 of specie, $8,959,751 of deposits, and $12,133,251 of legal tender notes. They increased their loans $1,971,524; and reduced their circulation, $54,496.

The New York Gold Exchange Bank reports for the week ending Saturday, the 21st day of November, 1868, the average amount of loans and discounts as $1,376,856; average amount of specie, $1,142,854; average amount of deposits, $1,743,798.

National Bank notes to the amount of $159,300 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $310,723,296, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $10,821,907, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,901,389. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,566,604; and for the public deposits, $38,073,050—making a total of $379,639,654. The Treasury Department last week redeemed and destroyed $500,300 of worn and mutilated fractional currency, and issued $665,368 of new. The outstanding amount of fractional currency on the 1st of November, was $33,413,985, against $32,933,614 on the 1st of October, 1868.

The U. S. Sub-Treasury receipts, week ending with Nov. 21, were $13,852,092, including $1,779,309 from customs duties; payments, $10,012,549, including $1,377,000 of coin interest; balance at the close of the week, $86,569,823, against $82,730,280, at the close of the preceding week, showing an increase of $3,839,543. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,587,770 including $434,064 from customs; and payments, $1,651,161, including $368,000 of coin interest; on Tuesday, receipts, $1,577,920 including $373,615 from customs, and payments, $2,824,687, including $433,529 of coin interest. The balance at the close of business on Tuesday stood at $86,259,666, against $83,658,776 a week previous; and $82,237,998, on Nov. 4, 1868. The aggregate receipts of the office from all sources in October, were $56,749,293; aggregate payments, $59,249,680. The balance on the 1st of

November was $91,999,615, or about 2½ millions more than on the 1st of October, which amounted to $94,499,990.

The outstanding amount of coin certificates on the 1st of Nov., was $19,716,840, against $20,236,400 on the 1st of Oct., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,443,000, and retired $1,676,308 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during October, reached $5,208,560.

Government revenues have been very limited in the excise line of late, and moderate in the customs form. The excises, last week, yielded about $1,800,000; customs at the port of New York, $1,779,309, and at the outport about $600,000 (in coin) more, making the grand total income for the week equal to abou. $5,012,055 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $58,000,000, according to the latest Washington advices.

Gold has been less freely dealt in, since our last, within a range of from 134 to 135⅝, closing at 135⅛. The speculative demand has been kept in check by the Government sales. The customs' inquiry has been light. There is not much call from shippers. The government award on Monday of $500,000 was made at from 133 89 to 134 09. The aggregate of the bid was $1,606,000; and the range from 133 77 to 134 09. The Government award on Tuesday of $560,000 of gold was made at from 134 55 to 134 60. The range of the proposals from 134¼ to 134 60; and the aggregate of the bids, $2,860,000. The European steamer of Tuesday carried out $250,000 in specie. The award of the $500,000 of Government gold on Wednesday was made at 134$\frac{85}{100}$. The aggregate of the bids on that day, was $2,710,000. The *Scotia* took out no specie on Wednesday.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,576,979, against $2,938,405 same time last year. The customs demand for Gold last week, averaged $296,551 a day; thus far, this week, it has been equal to $333,898 a day, or equal to a weekly aggregate of $2,002,388. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $66,754 and from California, $294,722. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $107,809,433, against $110,035,166 same time in 1867.

The total receipts of California gold at this port, since Jan. 1, 1868, have been $33,584,039, against $25,490,634 in 1867, showing an increase thus far in 1868, of $8,093,405. The exports of specie, from this port, last week, were $22,100, against $364,075 same week last year; total, since Jan. 1, 1868, $68,481,580, against $44,723,804 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,377,000; since Jan. 1, 1868, $78,622,609, against $59,027,981 same time in 1867. The specie exports from San Francisco, from Jan. 1, to Nov. 5, were $31,239,951, against $34,766,342 same time last year.

Foreign Exchange has been in more demand and quoted firmer on a lighter offering of prime drafts. Bankers' prime sixty day bills on London closed on Wednesday at 109⅜@109⅝, and on Paris to 5.20c.@5.16¼; sight bills on London to 109⅞@110¼, and on Paris to 5.14⅜c.@5.13⅛. The offering of produce bills has been more fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,261,984, against $4,484,083, same week last year; total, since Jan. 1, 1868, $148,602,157, against $171,093,613 in 1867.

Government securities have been in much better demand for home and foreign account at a sharp rise in prices, on a materially reduced offering of bonds, particularly the more active issues of the Five-Twenties, such as those of 1862, 1865 and 1867, in which the dealings have been particularly brisk. The market closed strong and buoyant on all issues.

The Government and Stock Boards adjourned at an early hour on Wednesday, till Friday forenoon.

U. S. sixes of 1881 closed here on Wednesday at 115⅜@115½; U. S. Five-twenties of 1862, (ex Nov. coupons) 113¼@113⅜; U. S. Five twenties of 1864 at 109@109⅛; U. S. Five-twenties of 1865 at 108⅝@105⅞; U.S. Five-twenties of 1865, consolidated, 110¾@111; U. S. Five-twenties of 1867, 111@111⅛; U. S. Five-twenties of 1868, 111@111¼; U. S. Ten-forties at 106¼@106½; U. S. Six per cent. currency bonds, 99@99½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 11.	Nov. 18.	Nov. 25.
Consols	94⅜	94⅛	94⅜
U.S. 5-20's of 1862	74¼	74⅛	75
Erie	27	31½	26¾
Ill. Central	96½	96	96

Railway and miscellaneous stocks have been less freely dealt in, during the week, and prices have been quite unsettled. The later transactions indicated reviving firmness on a moderate volume of business. The legal contest about the Erie property has seriously disturbed confidence in the clique stocks.

At the regular monthly sale of Scranton coal on Wednesday, the bidding was less animated, and prices were much lower. There were 70,000 tons disposed of at from $5.35@$5.60 for lump, to $7.82½@$8.50 for stove, as against a range of from $5.67½@$9.20, last month, per ton of 2,240 lbs., deliverable at Elizabethtown, N. J.

General business has shown more animation in nearly all branches. Produce has been in more request, but irregular in prices. Breadstuffs and provisions have declined, in most instances. Middling upland cotton closed buoyantly on Wednesday at 25¼@25½ cents per lb. The stock of cotton now here is estimated at about 24,500 bales. The receipts at the port this week, have averaged about 4,200 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 502,500 bales, against 337,000 bales same time last year; exports, same time 203,000 bales, against 131,000 bales same time last year; stock on hand at latest dates, 185,000 bales, against 163,500 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 21,937 pkgs., against 11,698 pkgs., same time last year. At the Live Stock market, this week, Beeves have been more active at from 10@16½c. per lb.; week's receipts, 5,326. Veal calves in fair request at from 9@14c. per lb.; receipts, 848. Sheep and lambs, in moderate demand, at 3¾@6½c., and 6½@7½c. per lb.; receipts, 41,682. Swine, less sought after at 7⅞@8⅞c. per lb.; receipts, 36,822. Foreign merchandise has been more sought after, and quoted steady, as a rule. The Dry Goods trade exhibits a little more animation, but without any noticeable change in price. At the few auction sales really desirable fabrics found ready buyers at generally satisfactory rates. The total imports of foreign dry goods, last week, were $959,962, and the total amount marketed $862,652. The value of foreign merchandise imported last week, was $2,697,663—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,657,355, against $3,197,684 same week last year; from Jan. 1, 1868, $222,782,624, against $221,674,046 same time in 1867. The ocean freight market has been more active and firmer. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. 3d.@3s. 6d. by steamer, per bbl.; grain at 7d. by sail, and 8d. by steamer, per bushel; cotton at ¼d.@$\frac{5}{16}$d. by sail, and ½@⅝d. by steamer, per lb.; and heavy goods 25s.@35s. by sail, and 32s. 6d.@50s. steamer, per ton. Total number of vessels in port on Wednesday, 516.

The New York exports, exclusive of specie, for the week ending Nov. 24, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,484,083	$3,261,984
Prev. reported	166,609,530	145,840,173
Since January 1	$171,093,613	$148,602,157

The imports for the week ending November 21, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$831,595	$959,692
Gen. merchandise	2,366,089	2,697,663
Total for the week	$3,197,684	$3,657,355
Previously reported	218,476,362	219,125,269
Since January 1	$221,674,046	$222,782,624

The balance in the Sub-Treasury on Tuesday was $86,259,665 93.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Mississippi Consol. mort. bonds, 86½; American Dock and Imp. Co., 7s, 97; Long Dock bonds, 97; Galena and Chicago 1st mort., 100; St. Louis and Iron Mountain 1st mort., 86; Central R. R. of New Jersey 2d mort., 100½; Hannibal and St. Joseph, pref., 90; do., Land Grant bonds, 110½; Brooklyn 6s, W. L., 96½; do., Park Loan, 93; New York 6s, 1872@1873. 101¾; Mariposa, 6; do., pref., 21½; do., Tr. 10s, ctfs., 56; Brunswick City Land, 11; Boston Water Power Co., 15½; Adams' Express Co., 49½; American Exp., 44; Merchants' Union Exp., 20⅜; Wells-Fargo Exp., 27½; U. S. Exp., 46; Western Union Telegraph, 86¼; do., 7s, 89;

Phœnix Bank, 100; American Ex. Bank, 111¾; Fourth National Bank, 105; Central National Bank, 110; Mechanics' Bank, 130; Metropolitan Bank, 142; Bank of Commerce, 123½; Ocean Bank, 109; Merchants' Bank, 125; Benton Gold, 0.25; Buchanan Farm oil, 0.42; Consolidated Gregory gold, 0.10; Grass Valley, 0.41; La Crosse Gold, 0.14; Montana Gold, 0.55; National petroleum, 3.50; Quartz Hill Gold, 0.84; Rocky Mt. Gold, 0.10; Rutland Marble, 16.50; Smith and Parmalee Gold, 4.35; United States petroleum, 1.50; Wallkill Lead, 0.10.

Philadelphia.—Phila. and Erie 7s, 79¾; West Jersey 6s, 93⅞; Penna. State 5s, 1870, reg., 100; do., coupon, 95; Pittsburg 6s, 94; Big Mt. Coal, 6⅛; Butler Coal, 8; St. Nicholas Coal, 1; Clinton Coal, ¾; Fulton Coal, 6⅛; New Creek, 0.44; Ocean Oil, 0.69; Keystone Zinc, 1¼; Girard Bank, 60; Penna. National Bank, 57; Mechanics' Bank, 31⅛; Manufacturers' Bank, 30. The latest quotations are: City 6s, 100¾@101; do., free of tax, 102¾@102⅞; State 5s, reg., 100@100½; do., coupon, 95@95¼; do., 6s, W.L., 101½@102; do., 1st series, 104@104¾; do., 2d series, 106½@107; do., 3d series, 107¾@108; Reading, 49⅜@49½; do., 7s, 1893, 105@105¼; do., 6s, 1880, 93@93¼; Camden and Amboy, 128¼@128½; do., mort. 6s, 1889, 93@94; do., 1883, 88@90; Penn. R. R., 54⅜@54½; do., 1st mort., 100¾@100⅞; do., 2d mort., 96@96; Little Schuylkill R. R., 45½@46; Morris Canal, 30@34; do., pref., 72@73; do., bonds, 82@87; Wyoming Valley Canal, 30@31; do., 6s, —@80; Susquehanna Canal, 14@15; do., 6s, 57@58⅝; Sch. Nav., 10@11; do., pref., 20@21; do., 6s, 1882, 70@71; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40@45; do., 7s, 1873, 94@98; do., 5s, 60@63; Lehigh Coal and Navigation, 28¼@28½; do., 6s, 1884, 82@82¾; do., R. R., Loan, 84@86; do., Gold Loan, 94@94⅛; North Pennsylvania, 34@34½; do., 6s, 89@89; do., Chattle 10s, 107@109; Philadelphia and Erie, 25¼@25½; do., 6s, 85⅞@87; Minehill, 57¾@58; Catawissa, 9@12½; do., pref., 30½@31; Lehigh Valley, 55¼@55½; do., 6s, new, 94@95; Fifth and Sixth streets, (horse,) 34@37; Second and Third, 49@50; West Philadelphia, 66@67; Spruce and Pine, 22@23; Green and Coates, 32½@32½; Chestnut and Walnut, 46½@48½; Thirteenth and Fifteenth, 16½@17; Girard College, 23@24; Tenth and Eleventh, 70@73; Union, 41@43; Hestonville, 10½@10¾.

Boston.—Vermont Central 1st mort., 7s, consol., 76¾; Rutland and Burlington 2d mort. 7s, 60; Boston and Lowell 6s, 1879, 98¾; Eastern R. R. 6s, 1874, 96; Cedar Rapids and Missouri 7s, 1916, 91½; Indianapolis and Cincinnati R. R., 20; Boston and Lowell new stock, 110; Mt. Pleasant Coal, 17; Lackawanna Coal, 4¼; Wellington gold, 45c.; Ophir (N. S.) gold, 75c.; Gilpin gold, 30c.; Bullion Consol. gold, 50c.; Boston Water Power Co., 15¼; Cary Imp. Co., 8⅛; Massachusetts 5s, 1883, gold, 107¼; do., 6s, 5-20s, currency, 101; Augusta 6s, 1887, 94¾; Portland 6s, Building Loan, 95; Concord, N. H., 6s, 1887, 96; Boston Gas Light, 800; Blue Hill National Bank, Milton, 119¾; Bay State Bank, Lawrence, 85⅛; Continental National Bank, 122¼; Eagle National Bank, 120; Merchants' National Bank 116½; National Bank of Commerce, 120¼; New England National Bank, 130; State National Bank, 110½; Suffolk National Bank, 120½; Traders' National Bank, 102; Tremont National Bank, 122¾; Washington National Bank, 128⅞; Webster National Bank, 109; Allouez Mining Co., 6¾; Hancock, 3⅞; Manhattan, 25c.

Baltimore.—Virginia 6s, old, reg., 46¼; do., coupon, old, 56; do., reg., 1866, 51½; do., 1867, 49¼; Maryland Defense Loan, 101¼; do., 6s, 1690, 96; Memphis City bonds, 52⅞; Virginia and Tennesse 8s, 71½; Central Ohio R. R., 32⅞; Parkersburg R.R., 24½; Orange, Alexandria and Manassas R. R., 80; Gardner Hill, 0.06; George's Creek, 60; Virginia Coal and Iron, 0.50; Franklin Bank, 14½; Bank of Baltimore, 115¾; Mechanics' Bank, 11¼; Merchants Bank, 116; Union Bank, 59; Citizens Bank, 16½. The latest quotations are: Balt. and Ohio, 117¼@120; do., 6s, 1875, 95@96¼; do., 1880, 95@96¼; do., 1885, 94¼@94¾; Northern Central, 48@48¼; do., bonds, 1885, 85@85¼; do., 1900, 85@85¼; Parkersburg Branch, 24½@25; N. W. Va. 1st mort., 95@97; do., 2d mort., 90¼@94⅛; do., 3d mort., 1873, 90½@91; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 90@91½; do., 2d mort., 73⅛@73½; Central Ohio, 32½@33; do., 1st mort., —@83½; Western Md. 6s, 1890, 79@80; do., guar., 92@95; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 68@68¾; Baltimore 6s, 1875, 94@94½; do., 1886, 96@96; do., 1890, 95⅛@95¼; do., 1893, 95@95; do., 5s, 1838-'70, 80@80; City Passenger R. R., 18@18; George's Creek Coal, 63@65; Santa Clara, 1.50@3.00; Atlantic Coal, 2.60@2.75.

☞ NEARLY FIVE HUNDRED MILES COMPLETED.—The Central Pacific Railroad Company have added 300 miles to their line during the current year, while doing a large local passenger and freight business. The through connection will be completed next summer, when the through traffic will be multiplied.

A limited portion of the popular First Mortgage Loan, secured by the prior claim upon this valuable and productive property is offered at the Company's price—103 *per cent. and accrued interest, in currency.* Bonds of $1,000 each. Particulars of

FISK & HATCH,
Bankers and dealers in government securities,
No. 5 Nassau street.

Lindsay, Walton & Co.

We would respectfully call especial attention to the advertisement of Messrs. LINDSAY, WALTON & Co., on outside page.

This new firm succeeds the old house of Waltons & Leonard, so well and favorably known to railroad men throughout the country. The energy and talent connected with this new firm, and their thorough knowledge of the supply business in all its details, commends them to favorable consideration by our railroad companies.

☞ From official reports it appears that the amount of railroad iron exported from England during the month of September, 1866, was 7,599 tons shipped to the United States; in the same month, 1867, 12,333 tons, and during last September 20,638 tons. The same table also shows the amount imported for the nine months ending September, for the same years. In 1866 there were 70,405 tons; in 1867, 137,884 tons; in 1868, 209,868 tons.

☞ SEVEN PER CENT. INTEREST IN GOLD.—The First Mortgage Seven per Cent. Sinking Fund Bonds of the Rockford, Rock Island and St. Louis Railroad Company, pay both Principal and Interest in GOLD COIN, FREE OF GOVERNMENT TAX.

Each Bond is for $1000 or $200 Sterling, and is convertible into stock at the option of the holder. The coupons are payable Feb. 1st and Aug. 1st, in New York or London, at the option of the holder.

The Road runs from Rockford in Northern Illinois to St. Louis, a distance including tracks to Coal Mines, &c., of about 400 miles, and traverses the finest district of Illinois.

The Bonds have 50 years to run, and are a lien of $21,000 per mile upon the Company's railroad franchises, its coal lands—of which it has 20,000 acres containing A HUNDRED MILLION TONS OF COAL—its rolling stock, and property of every sort.

A Subscription of $8,800,000, at par, to the Capital Stock of the Company, furnishes a large part of the means required to construct and equip the road.

Nearly half the entire length of the road is graded and substantially ready for the iron; the rails are now arriving upon the line. The first division, giving an outlet to the coal, will be in operation in 60 days, and track-laying will from this time be prosecuted with the utmost energy till the last rail is in position. The Company intend to have the whole road in readiness for the Autumn business of 1869.

The Bonds are for sale at 97½ and accrued interest in currency, and may be obtained through bankers and brokers throughout the country, or at the office of the Company, 12 WALL STREET, New York.

Governments and other securities received in exchange at market rates.

The Trustees for the Bondholders is the UNION TRUST COMPANY of New York.

Pamphlets giving full information sent on application.

H. H. BOODY, Treasurer.

Union Pacific Railroad.

The Secretary of the Interior on the 19th inst. received a report from the government commissioners of the Pacific Railroad on the thirtieth section of twenty miles of the road and telegraph line of the Union Pacific Railroad Company, which completes the road to a point 820 miles west of the eastern terminus on the Missouri river, near Omaha, Nebraska. The commissioners report the section as ready for immediate service, and equipped as a first class railroad, and recommend that the same be accepted. The President has accepted the section and ordered the issue of the bonds and patents due the company.

☞ The Board of Directors of the Chesapeake and Ohio Canal, at their last meeting, decided to order the water to be turned off on the 10th of December. This was the time set last year, but was postponed afterwards to the 15th, and again to the 21st.

☞ The project of constructing a canal from Camden, N. J., to some eligible point on the Mullicas, river, near Batsto or Tuckerton, is again being agitated. Application is to be made to th Legislature for a charter the coming winter.

Journal of Railroad Law.

CONSTRUCTION OF A PASSENGER'S TICKET.—RESPONSIBILITY OF COMMON CARRIERS FOR TRUNKS.—WHEN AND WHERE TO BE DELIVERED—DEMAND FOR BAGGAGE TO BE MADE WITHIN A REASONABLE TIME.

The facts in the late case of Gilhooly *vs.* The New York and Savannah Steam Nav. Co. [1 Daly (N. Y.) 197], were as follows:

The plaintiff took passage in the defendants' steamship at Savannah, Ga., for the city of New York. The receipt given at the time he purchased his ticket is as follows:

"Steamship Alabama, Sav., Sept. 13, 1858.

Received fifteen dollars for the passage of Thomas Gilhooly from Savannah to New York, per Steamship Alabama, to sail (unless prevented by some unforeseen occurrence), on Saturday, the 15th day of September, 1858, at 4 o'clock, P. M.

J. B. RIPLEY, for Agents.

This receipt must be given up when called for by the clerk. Boxes or trunks not allowed in the cabins or staterooms. Baggage should be marked with the number of the passenger's room. If valuable packages are sent on board, the value must be declared and paid for accordingly. The ship will not be accountable for baggage or goods unless bills of lading are regularly signed. Dogs will be charged five dollars each, and in no case allowed in the cabin or state rooms.

GEORGE MITCHELL."

When the vessel reached the quarantine in the harbor of New York, the plaintiff, being ill, was ordered ashore by the quarantine officers, where he remained for three days. On reaching New York city, he went to the office of the steamer for his trunk, containing his wearing apparel; the officer in charge said he knew nothing of it. The plaintiff then waited several days until the vessel returned to New York, and made further inquiries. He then brought his action to recover the value of his trunk.

Judgment was rendered for the plaintiff, and the defendants' appealed to this court. The opinion of the court was delivered by BRADY, J.—The plaintiff took passage on the defendants' steamer Alabama, from Savannah to New York, and left the former place on the 15th September, 1858. He was sick and put ashore at quarantine when the vessel reached that place. His trunk was taken to New York and never delivered to him. The defendants set up that it was delivered to him at New York, but gave no evidence to establish the truth of that allegation, and proved nothing to relieve themselves from liability. They were bound to deliver to the plaintiff his trunk at the end of the journey. They failed to do so. If the voyage ended at quarantine, then they were bound to deliver the trunk to the plaintiff when put ashore at that point. If they had offered to deliver it there, and the plaintiff had refused to take it, it might be regarded as carried from that place at the risk of the owner, their duty having been performed. There was no evidence, however, showing that the plaintiff knew or was advised that the voyage of the defendant's steamer had ended at quarantine during the season of the year in which he traveled in one of them. The evidence, on the contrary, shows that he paid for a passage to the city of New York, and to that place the defendants' were bound to take him and and his baggage, unless excused by the health laws regulating their intercourse with that city. The omission of the plaintiff to call for his trunk for several days after the steamer arrived, did not release the defendants from their obligation to deliver it to him. The defendants were bound to deliver, and the whole duty rested on them. Hollister *vs.* Nowlen, 19 Wend. 234; Bowman *vs.* Teal, 23 Wend. 306; Cole *vs.* Goodwin, 19 Wend. 251.

The arrival of the steamer at its place of destination with the luggage will not discharge the carrier until its delivery to the owner. It must be demanded, however, within a reasonable time. Powell *vs.* Myers, 26 Wend. 591. What is a reasonable time is, in all cases, a question of fact, and the finding on that question in favor of the plaintiff cannot be disturbed.

The judgment should be affirmed.

Virginia and Tennessee Railroad.

The report of this company for the year ending September 30, 1868, presented at the recent session of the stockholders in Lynchburg, Va., shows the immediate liabilities of the road to be $461,649, with $313,000 additional on account of interest upon past due coupons, certificates and bonds. The assets of the company, including open accounts, stores and cash in hand, amount to $227,074.

The funded debt of the company stands as follows:

1st mortgage bonds	$494,000 00
2d mortgage bonds	23,500 00
Enlarged bonds	990,000 00
Income bonds	138,500 00
Salt Works Branch bonds	9,500 00
8 per cent. bonds of the $1,000,000 so far issued	736,000 00
And in 8 per cent. registered certif's.	61,352 36

The revenue of the road for the fifteen months preceding the termination of the fiscal year, as now fixed was $1,108,537 01, and its current expenses for that period $933,710 27, in connection with which, however, it is but proper to remark that this charge to current expenses is rightfully entitled to a reduction, as near as can be ascertained, of at least $176,145 28, for payment made on account of transactions which belong to the previous fiscal years, and the current expenses would then appear to have actually been $757,564 99, from which it will be seen that the net revenue for this period may be stated at $350,972 02, a sum more than sufficient to discharge all current demands of interest, on account of the funded debt, for the same period, by an excess of over $125,000. The earnings for the months of September and October, 1868, amount respectively in round numbers to the sums of $100,000 and $94,000.

Detroit and Milwaukee Railway.

We learn that the Seven Per Cent. Bonds of this company, issued for the second series of funded coupons, which expired on the 15th of November, 1868, are now in course of extension to May 15th, 1875. These bonds were given for the three half yearly interest coupons of the ordinary bonds of the company, which were payable prior to May 15th, 1864, amounting to, first mortgage coupons, $262,500, second mortgage coupons $129,000. The funded coupon bonds are secured by mortgage, preserving, however, intact, the priority of lien secured to the respective bonds from which the coupons had been detached, the coupons themselves being held uncancelled by the trustees in the mortgage deed.

Canada Railways.

The earnings of the Canadian Railways for the month of October, 1867 and 1868, were as follows:

	1867.	1868.
Great Western Railway	$438,759	$442,483
Grand Trunk Railway	762,974	826,553
London & Port Stanley R.W.	5,942	4,995
Welland Railway	16,792	11,383
Northern Railway	75,641	68,974
Brockville and Ottawa R. W.	17,750	21,861
St. Lawrence & Ottawa R. W.	11,546	12,234
St. Lawrence and Industry Railway	1,884	1,429
European and North American Railway	19,782	20,479
Total	$1,391,070	$1,410,391

The United States Bonds in Europe.

The *Echo de la Bourse*, published in Paris, has an interesting article on the operations in United States bonds in France and Germany. This journal states that of upwards of six hundred millions of dollars worth of American securities held in Europe, four-fifths, at least, are held in Germany. The daily sales of United States bonds at Frankfort, Hamburg, Bremen and Berlin will, it is asserted, compare favorably with the transactions in Wall street, and at Rotterdam and Vienna the sales are larger than in London. In Paris the purchases are small, and are principally effected by Americans residing in or passing through that city. The *Echo* states, however, that while the European securities have fluctuated greatly in value, the United States Bonds continue to advance steadily, and at present are quoted on the Bourse at a high figure. This appreciation of the high value of American securities is attributed to the *Monthly Circular*, issued by the Treasury Department, showing the financial condition of the country, and which is sent to all the bankers of Europe.

☞ The following gentlemen have been elected directors of the Eatonsville Passenger Railway Company for the ensuing year: John C. Holland, H. H. Graw, Benjamin Whiteley, Frank Frick, Jeremiah Storm, James W. Flack and Asa H. Smith. The new board have elected Col. John C. Holland, President, W. W. Orndorff Secretary, and H. H. Graw, Treasurer.

☞ The Rondout and Oswego Railroad Company will receive proposals at their office in Rondout, N. Y., until January 2, 1869, for the grading and masonry of the Mountain and Delaware Divisions of their road, extending from Phœnicia, in Ulster Co., to Harpersfield Centre, in Delaware Co., a distance of 52.85 miles. See Advertisement.

☞ Proposals will be received until the 3d of December, for the graduation, bridges and culvert masonry of fifty miles of the Elizabethtown and Paducah Railroad. Address Geo. Macleod, Chief Engineer, Elizabethtown, Hardin Co., Ky.

☞ The West Wisconsin Railroad was completed to the end of the 20th mile on the 12th inst., and was to have been finished to Black Rock on the 24th.

☞ Rails are now being deposited along the line of the Metropolitan Branch of the Baltimore and Ohio Railroad, preparatory to going on with the work.

Railroads in Maine.

The following information in reference to the various railroad enterprises in Maine, now under way, has been supplied by Col. A. W. Wildes of the Board of Railroad Commissioners of that State:

The Bangor and Piscataquis Railroad which connects with the European and North American Railroad at Oldtown, and passes through the towns of Alton, Lagrange and Orneville to a point in Milo, within four miles of the Brownville slate quarries, and fifteen miles from the Katahdin Iron Works, and thence up the delightful valley of the Piscataquis to Dover and Foxcroft, is progressing finely. It is forty miles in length. Three thousand eight hundred tons of iron have been bought for the road, to be delivered May 1, of next year. The road, exclusive of rolling stock, will cost $19,800 per mile. Although the road was not located until the 24th of last June, since then work has progressed with such rapidity that twenty-eighty miles are now completed, and it is confidently expected that the entire road will be completed and open for traffic Nov. 1, 1869.

The Dexter and Newport Railroad has been pushed with such energy that the road is ready to be delivered to the Maine Central, with which it forms a connection, and which has leased it for thirty years, paying six per cent. on its cost, annually. It is expected that it will be open for travel next week. It is fourteen miles in length.

The Belfast and Moosehead Lake Railroad is nearly forty miles in length, and connects with Maine Central at Newport. A force of 300 men are employed on the first ten miles this side of Belfast, the heaviest portion of the road, which will be completed this winter, and the entire road, it is believed, will be constructed by next summer.

The Somerset Railroad runs from West Waterville to Solon, about thirty-four miles; also located to Narridgewock, twelve miles. On that portion of the road under construction, the contractors are engaged in the work of grading and preparing stone for bridge masonry.

The proposed extension of the Maine Central road, from Danville Junction to Portland, a distance of twenty-seven miles, bids fair to be an accomplished fact. The line is being located with a view of entering upon the work of grading next spring. A branch line of this road has been surveyed from Pittsfield to St. Albans, twelve miles, the charter for which was obtained last winter. The people of St. Albans and Hartland have expressed an earnest determination to build this piece of road at an early day.

The European and North American Railroad is in operation as far as Oldtown, twelve miles from Bangor, and it is expected that some time next month the cars will be running as far as Passadumkeag, twenty miles from Bangor.

All the foregoing lines were surveyed by Col. Wildes, and their importance to the general interests of the State cannot be undervalued. Col. Wildes is also engaged in surveying a line from Skowhegan to Solon, with a view of extending the Somerset and Kennebec Railroad to that point, a distance of fourteen miles. He has also just finished a reconnoisance of a road from Bangor to Rockland, the charter for which was obtained last winter, and whose projectors are determined to make such an effort as will insure the building of the road at an early day.

Subscriptions for the construction of the Portland and Ogdensburg Railroad are being freely taken, and the prospect for the building of the road is very encouraging.

☞ The officers of the Danville, Urbana and Pekin Railroad Company are as follows: President, C. R. Griggs; Vice Pres't, T. Smith; Secretary and Treasurer, William J. Ermentrout; Engineer, Thos. King; Superintendent, Wm. H. Smith. The office of the company is at Urbana, Ohio.

Cooperstown and Susquehanna Valley R.R.

The Oneonta *Herald* says that the controversy between the town of Hartwick and the Cooperstown and Susquehanna Valley Railroad Company has been decided in favor of the town, by Judge Mason, the referee appointed to hear and determine the case. The referee's decision is, that the consent of the owners of a majority of the taxable property of the town was not obtained, and therefore that the bonding was illegal and unauthorized. The decission of the suit has given a new impulse to the project of continuing the railroad from Richfield Springs down the valley of the Otego creek to Oneonta. It is thought that a feasible route from Schuylers lake to Oneonta has been found, money has been raised for a survey and the engineers are expected to be on the ground during the coming week. The people of Oneonta, New Lisbon, Burlington and Laurens will subscribe liberally to the stock, if the Otego creek route is adopted.

Georgia Air Line Railroad.

The Atlanta (Ga.) City Council have pledged the city for $300,000 to the Georgia Air Line Railway, and thereby secure the early commencement and certain completion of the work. Colonel Buford, the President of the Company, is also President of the Richmond and Danville Railroad—a road 190 miles in length. He pledges his company to put in $100,000 immediately if the city and citizens would raise $400,000 additional, which amount is necessary to build the first twenty miles. The City Council heads the list with $300,000.

☞ The work of construction on the Massawippi Valley Railroad was formally commenced, at Lennoxville, on the 16th inst. This road will be about 30 miles in length, and will connect the Connecticut and Passumpsic Rivers Railroad with the Grand Trunk Railway. The contracts have been let, and work will commence at several points and continue all winter.

☞ At the annual meeting of the Hempfield Railroad Company at Washington, Pa., on the 16th inst., the following gentlemen were elected directors for the ensuing year; J. S. Clark, Greensburg, W. S. Workman, Charles Hays, Washington, Pa.; John Birch, Claysville, J.C. Acheson, S. Brady, A. J. Hannell, Wheeling, W. Va.

☞ The contractors of the Honduras Interoceanic Railway, Messrs. Waring Brothers, have made arrangements for the shipment of all the plant required for the first section of the railway from the harbor of Puerto Caballos on the Atlantic coast to the town of Santiago.

☞ Application will be made for a charter to build a roadway from some point on the Grand Trunk Railway, at or near Lennoxville, and, following up the valley of the St. Francis River, to terminate in the vicinity of Lake St. Francis.

☞ James Verner, James H. Wright, Alex. Speer, Richard Hays, and J. H. Jones have been elected directors of the Peoples' Passenger Railway, Pittsburg Pa.

☞ The work on the railroad bridge at Parkersburg, West Va., is progressing steadily.

☞ The surveyors of the Exeter (N. H.) Railway have reached Hampton Falls on their route.

Richmond, Fredericksburg and Potomac Railroad.

The annual meeting of this company was held in Richmond on the 18th inst. The annual report of the board of directors was read, giving a satisfactory view of the condition of the company. The receipts of the year were as follows: Through travel, $169,373 79; local travel, $46,285 83; United States mail, $13,019 25; United States transportation, $6,294 60; express, $15,745 40; through freight, $3,196 97; local freights, $40,623 61; rents, of real estate, $2,186 71—total, $296,726 16. Expenses of transportation, $193,984 07. Leaving the net earnings, $102,742 09. Of this sum $70,172 17 was absorbed in paying off interest on funded debt, Connection Company's stock, and dividend on guaranteed stock. The balance, of $32,559 93, carried to profit and loss.

On motion, P. V. Daniel, Jr., Esq., was unanimously re-elected president. Messrs. G. A. Myers, R. W. Haxall, C. S. Mills and Elihu Chauncey, were unanimously elected directors on the part of the stockholders, and Mr. Andrew Johnson announced as director on the part of the State.

Southern Maryland Railroad.

Commissioners are now engaged in surveying the route for the Southern Maryland Railroad, from Point Lookout to some point in Prince George's county, and have reached a point within eighteen miles of Washington. The Washington *Chronicle* says if encouragement was given them by the city council, they would, no doubt, survey this route to the city limits, which would give Washington an independent line of eighty-four miles to Point Lookout, sixty-four miles of which carries it to the mouth of the Patuxent river, through a country richly adapted to farming, grazing, and fruit raising. The mouth of the Patuxent is one of the finest harbors in that section of the country commanding an extensive oyster trade.

☞ The directors of the Pittsburg and Birmingham Railway are: W. M. Harsh, W. K. Nimick, M. W. Beltzhoover, B. F. Jones and John McD. Crossen. W. M. Hersh, Esq., was elected President, W. K. Nimick, Esq., Secretary, and James H. Wright, Esq., Treasurer of the Company.

☞ The directors of the Owensboro and Russellville, (Ky.,) Railroad Company are having three lines surveyed from Owensboro to intersect with the main line already surveyed to determine the most advantageous entrance and the most eligible locality for a depot.

☞ The directors of the Citizens Passenger Railway (Pittsburg) are as follows: James Verner, James Wright, Alexander Speer, Richard Hays and J. H. Jones. James Verner, President; D. D. Corwin, Secretary, and James H. Wright, Treasurer.

☞ A survey of a railroad route from Danforth's Corner, on the Nashua and Wilton Railroad, to Amherst, has been completed, and found to be a very favorable one.

☞ The Nashville and Decatur Railroad Company have resolved to extend their road to Montgomery.

☞ The Canal Commissioners have adopted a resolution to close the canals of this State on the 7th of December.

☞ The Port Tobacco (Md.) *Times* states that the commissioners appointed under the recent act of the Legislature for the survey of a route from Point Lookout, in St. Mary's County, to some point in Prince George's County, have reached Mount Pleasant, in the western section of Charles County. According to this survey the line of route will pass through that county a distance of about fifteen miles. The point at which it is proposed to connect the road with the Baltimore and Potomac road, in Prince George's Co., is as yet undetermined. The route, as far as the survey has progressed, is understood to be very level.

☞ At a recent meeting of the citizens of Minneapolis and St. Anthony, Minn., the Lake Superior, St. Anthony Falls and Minnesota River Air Line Railroad Company was organized, with a capital of $1,500,000. The proposed air line will run from a point near White Bear Lake to Shakopee, with a branch to St. Peter. A board of fifteen directors was selected, embracing some of the leading men of Minneapolis, St. Anthony, St. Peter, &c.

☞ Bids have been received, opened and examined for the construction of that portion of the New York and Oswego Midland Railroad, extending from Sidney to Walton, and the branch from that place to Delhi, and the company only await the procuring of the right of way thereon before awarding and proceeding with the work.

☞ The receipts into the Treasury of Kentucky from January 6, 1868, to October 10, 1868, were $3,816,508 38, and the disbursements, $2,068,009 81, leaving a balance in the Treasury of $748,128 57. The balance to credit of sinking fund was $587,199 68; and the balance to credit of school fund, $31,996 50.

☞ The contract for grading four miles of the Shamokin and Treverton Pa., Railroad, beginning at the Gap and extending West, has been let to Messrs. King and Bradley. They expect to commence work shortly, and we learn intend prosecuting it vigorously. They advertise for 200 men.

☞ Col. Sledge, President of the Buffalo Bayou, Brazos and Colorado Railroad Company, is about to survey the route from Columbus to San Antonio, Texas.

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6m38 DARRELL & NASH, 83 Pearl street.

Notice to Contractors.

GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, Rondout, N. Y., November 13th, 1868.

Proposals will be received at this office until January 2d, 1869, for the Grading and Masonry of the Mountain and Delaware Divisions of this Road. The Mountain Division consists of 23 sections containing 23 miles, commencing at Phœnicia, in Ulster County, and extending to Margaretville, in Delaware County. The Delaware Division consists of 29 sections, containing 29 85-100 miles, commencing at Margaretville, in Delaware County, and extending to Harpersfield Centre, in Delaware County. Map, plans, and specifications will be furnished on and after December 1st 1868, at the Chief Engineer's Office in Rondout. All other information furnished at this office.

6t48 THOMAS CORNELL, President.

SALE OF THE UNITED STATES MILITARY ROLLING MILL at Chattanooga, Tennessee.—The Directors of the South-Western Iron Company will receive proposals for the purchase of their Rolling Mill at Chattanooga, Tennessee, erected by the United States authorities, and greatly enlarged and improved since it became private property. The land (comprising 150 acres) and the railroad are now held in fee simple, with brick works, saw-mill, dwellings, and all the appurtenances required for the production of 300 tons of railroad iron per week. The superior character of the works and their admirable location are well known, but a detailed description can be had on application to the undersigned.

The proposals will be opened on the 31st day of December, 1868, and if none satisfactory to the Directors are received, the property will then be sold at public auction, in the City of New York, on WEDENSDAY, the 3d day of February, A. D. 1869, to the highest bidder.

Parties desirous of examining the works will apply to GUSTAVUS W. SMITH, General Manager of the Works, at Chattanooga, and further information may be had on application to the undersigned, at No. 17 Burling-slip, New York.

ABRAM S. HEWITT, Treasurer.
6t48 EDWIN F. BEDELL, Secretary.

To All Whom it may Concern.

Notice is hereby given that the Mead Rubber Company of the City of New York, a corporation duly organized, under and in pursuance of an act of the Legislature of the State of New York entitled: "An Act to authorize the formation of corporations for Manufacturing, Mining, Mechanical, or Chemical purposes," passed February 17th 1848, and the several acts amendatory thereto, will apply to the Legislature of said State, at the next session thereof, for a special act of said Legislature, altering or amending the charter of said corporation, by changing the name of said Company from the "Mead Rubber Company," to the "Star Rubber Company."

Dated New York, November 4th, 1868.

For the Company,
JOSIAH J. BURGESS, President.
W. W. WARD, Secretary. 6t48

FOR SALE.

2,000 TONS ENGLISH RAILS, 56 lbs. to the lineal yard, finished for Fish Plates. Apply to

GEO. T. M. DAVIS, 47 Exchange street.

STREET CARS FOR SALE.

15 ENTIRELY NEW 2-Horse Cars, finished in the best manner, 4 ft., 8½ in. gauge. Address

47 GRICE & LONG, Philadelphia.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

CARS FOR SALE.

2 New 60-Seat Passenger Cars, Raised Roof, 4 8½ gauge, ready for delivery. Also Freight Cars.

WM. H. PETIT, 72 Wall st.

MEMPHIS, EL PASO AND PACIFIC Railroad Company's

SIX PER CENT.

FIRST MORTGAGE LAND BONDS,

Principal and Interest payable in Coin,

FOR SALE, at 105 and ACCRUED INTEREST IN CURRENCY,

By Hodgskin, Randall & Hobson, 14 Broad street, N. Y.,

and by Corn & Aufermann, 30 Broad street, N. Y.

ONE OF THE

BEST INVESTMENTS.

THE

First Mortgage Bonds

OF THE

UNION PACIFIC

RAILROAD COMPANY.

900 Miles Completed.

A limited amount of the First Mortgage Bonds of the Union Pacific Railroad Company are offered to the public, as one of the safest and most profitable investments.

1. They are a first mortgage upon the longest and most important railroad in the country.

2. By law they can be issued to the Company only as the road is completed, so that they always represent a real value.

3. Their amount is limited by act of Congress to Fifty Million Dollars on the entire Pacific line, or an average of less than $30,000 per mile.

4. Hon. E. D. Morgan, of the United States Senate, and Hon. Oakes Ames, of the United States House of Representatives, are the Trustees for the bondholders, to see that all their interests are protected.

5. Five Government Directors, appointed by the President of the United States, are responsible to the country for the management of its affairs.

6. Three United States Commissioners must certify that the road is well built and equipped, and in all respects a first class railway, before any bonds can be issued upon it.

7. The United States Government lends the Company its own bonds to the same amount that the Company issues, for which it takes a second mortgage as security.

8. As additional aid, it makes an absolute donation of 12,800 acres of land to the mile, lying upon each side of the road.

9. The bonds pay six per cent. in gold, and the principal is also payable in gold.

10. The earnings from the local or way business were over FOUR MILLION DOLLARS last year, which, after paying operating expenses, was much more than sufficient to pay the interest. These earnings will be vastly increased on the completion of the entire line in 1869.

12. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond, with such guarantees, were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices. No other corporate bonds are made so secure.

13. The issue will soon be exhausted. The sales have sometimes been half a million a day, and nearly twenty millions have already been sold. About ten millions more may be offered. It is not improbable that at some time not far distant, all the remainder of the bonds the Company can issue will be taken by some combination of capitalists and withdrawn from the market, except at a large advance. The long time, the high gold interest, and the perfect security, must make these bonds very valuable for export.

All the predictions which the officers of this Company have made in relation to the progress and business success of their enterprise, or the value and advance in the price of their securities, have been more than confirmed, and they therefore suggest that parties who desire to invest in their bonds *will find it to their advantage to do so at once.*

The price for the present is 102 and accrued interest at 6 per cent., from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

Nov. 1, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

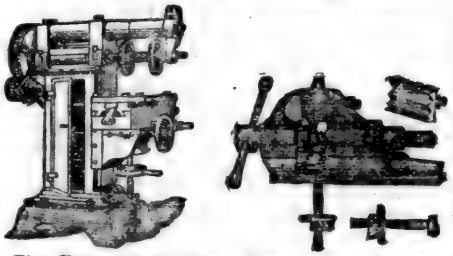
LONDON HOUSE,
58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

UNION VISE COMPANY,

61 Water Street, Boston, Mass.



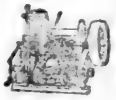
Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.



ANDREWS'

PATENT



Smoke-Burning and Super-Heating Boilers,

Are Economical of Fuel, and perfectly Safe.

HOISTING MACHINES,

Run without noise.

Drainage and Wrecking Pumps,

Pass Sand and Gravel without injury,

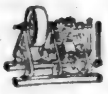
Capacity 100 to 40,000 Gallons per minute.

OSCILLATING ENGINES,

Run at great speed.



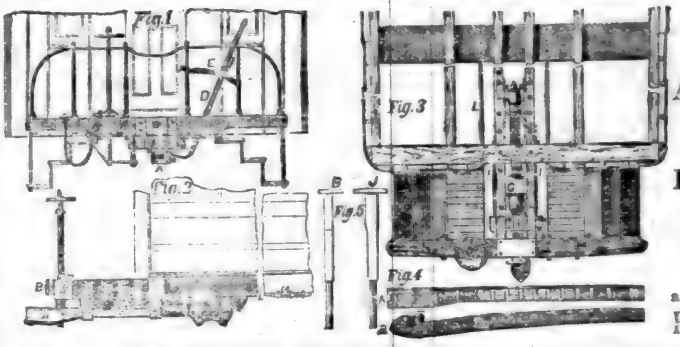
All light, compact, and durable.



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WM. D. ANDREWS & BRO.,
414 & 416 Water St., N. Y.

Miller's Trussed Platforms.



COMPRESSION
BUFFERS,
AND
Automatic Couplers,
FOR
RAILROAD
Passenger Cars.
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NEW YORK.

Send for Illustrated Pamphlet, and call and see working Models

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For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

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Broad & Buttonwood Sts.,
(Opposite Baldwin Locomotive Works,)
PHILADELPHIA

Work shipped to all parts of the United States

G. COPELAND,

72 WALL STREET, N. Y.

Buy and sell Town, City, State, Railroad and other Securities. 3m36

FOR SALE.

A FIRST CLASS LOCOMOTIVE WORKS, well located, capable of manufacturing 60 Locomotives per annum. Inquire of

JOHN H. SCHULTZ,
American Railroad Journal.

CAR PLUSHES.

Best French and German makes.

LOUIS WINDMULLER & ROELKER,
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GERMAN STEEL AND HARDWARE

For sale by

LOUIS WINDMULLER & ROELKER,
20 Reade street.

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & CO.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

WROUGHT IRON PIPE

For Steam, Gas and Water.

Every variety of Fittings

FOR STEAM AND GAS WORKS.

Steam and Gas Fitters' Tools

Of the most Improved kind.

IRON AND BRASS CASTINGS

Of every Description.

JAS. J. WALWORTH & CO.,
18 Devonshire st.,
Boston.

TEN NEW DUMP CARS,

For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

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NATURAL
OIL COMPANY

No. 7 Broadway, New York City,

SOLE PROPRIETORS OF THE CELEBRATED

American
NATURAL
LUBRICATING OILS

Prepared expressly for all classes of
MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the
UNITED STATES AND EUROPE.

American
NATURAL
PAINT OILS

At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above Trade-marks and Titles furnished on application to the Co.

Post-Office Box 4781, New York City.

VAN ANDEN RAIL CHAIR COMPANY,



359 MAIN STREET,
POUGHKEEPSIE, N. Y.,

By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

☞ *All orders will receive prompt attention. Samples sent on application.*

PATENTED SEPT. 18th, 1866.

HERMANN BOKER & CO.,
NEW YORK;
Agents for
Funcke & Elbers Steel and Iron Works,
HAGEN, PRUSSIA.

Specialty:

Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against breakage.) 6m39

Steel and Iron Rails,
American, English & German,
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,
For sale by
HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
22 William st., New York.

THE
NOVELTY IRON WORKS,
NEW YORK,
FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

—o—

Stationary, River, Marine, Side-Wheel and Propel. Engines:
Boilers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Blowing and Pumping Engines;
Sugar Mills, Engines, Chariffers, Kettles, Vacuum Pans;
Steam, Vacuum and Water Guages, Indicators, Regis ters, &c.;
Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
Barnett's Movable Cranes, Crane Engines, Hoisting Gear, &c.
Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

RICHARD B. OSBORNE,
CIVIL ENGINEER,
No. 431 Walnut street, Philadelphia.

OIL! OIL!! OIL!!!
FIRST PREMIUM.. ....PARIS, 1867.
EXPOSITION UNIVERSELLE!
PEASE'S IMPROVED OILS!
Acknowledged the Best in the World! The Highest Award over all others!

Grand Silver Medal and Diploma!
The Only One to the United States awarded to
F. S. PEASE,
For the Greatest Excellence in Oils for Lubricating and Burning.

London ....1862.
WORLD'S FAIR—TWO PRIZE MEDALS
Awarded to F. S. PEASE for Improved Engine, Signal, Lard, and Premium Petroleum, as the Best made!

These Improved Oils cost no more than many of the common oils in market, while they are endorsed by the greatest experience and highest authority in the United States and Europe, and offered to the public upon the most thorough, reliable, and practical tests as the Best Oils made fr
Railroads, Steamers, and for Machinery and Burning.

F. S. PEASE, Oil Manufacturer,
Nos. 61 and 63 Main street, Buffalo, N. Y.
N. B.—Reliable orders filled for any part of the world.

HARRISBURG FOUNDRY
—AND—
MACHINE WORKS,
(Branch of Harrisburg Car Manufacturing Co.,)
HARRISBURG, PENN.,
MANUFACTURERS OF
MACHINISTS' TOOLS,
SUCH AS
Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.

W. T. HILDRUP, Treasurer.



Factory, TRENTON, N. J.
Office, 2 Jacob st., New York.

THE
NOVELTY IRON WORKS,
NEW YORK,
Manufacture
Iron Piers and Bridges.
Works foot 12th street, E. R.
Office, 77 and 83 Liberty st.

IRON AND STEEL WIRE ROPE,
MANUFACTURED BY
JOHN A. ROEBLING,
TRENTON, N. J.,
FOR
INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
TILLERS, &c.

A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

☞ For strength, size and cost see circular, which will be sent on application.

IRON BRIDGES, PIVOT BRIDGES,
AND
TURN TABLES.

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F. C. LOWTHORP,
CIVIL ENGINEER,
Patentee and Builder,
TRENTON, N. J.

CHAPIN & WELLS,
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86 Dearborn street,
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Mill and Machine Shops, 721 & 723 S. Clark street,

Dock and Bridge Bolts, Bridge Materials and Dimension Timber, promptly furnished.

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SMITH & LATROBE,
CIVIL ENGINEERS
AND
BRIDGE BUILDERS,
No. 49 Lexington Street,
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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.

Particular attention paid to Hydraulic Engineering.

CAR AXLE WORKS.



A. & P. ROBERTS & CO.,
PENCOYD IRON WORKS,
OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
Rolled or Hammered Car Axles, Bar Iron and Forgings.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 49.] SATURDAY, DECEMBER 5, 1868. [WHOLE No. 1,703, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 5, 1868.

Chesapeake and Ohio Railroad.

The annual meeting of the stockholders of the Chesapeake and Ohio (late Virginia Central) Railroad Company was held in Richmond on the 28th ult. Gen'l Williams C. Wickham, of Hanover, was elected President by a majority of 31,104 over Col. Fontaine, who has long held the position. The whole number of votes cast was 63,884, viz:

	Wickham.	Fontaine.
Private stockholders	203	4,642
Individual proxies.....	1,901	9,498
County and City proxies....	25,000	2,000
State proxies.....	20,140	.....
Total	47,244	16,140
Majority for Wickham.....	31,104	.....

On the announcement being made, Gen'l Wickham thanked the friends who had supported him, and promised to do all in his power to advance the interests of the road. The Richmond *Dispatch* says that the new President "is a gentlemen of education and talent. He has energy and strong practical sense, and combines with these qualities that physical strength and capacity and endurance of labor and fatigue which are so highly important in his relation to the great work now entrusted to him." The *Dispatch* also says that "the friends of General Wickham, in pressing the change by which the Chesapeake and Ohio Railroad has been placed under his chief direction, averred with great positiveness that under his management the money to build the road would be promptly obtained, and that the work would be finished in a short time—as, indeed, it may with the money at command."

Gen'l Wickham, after being elected, offered the following resolutions, which were adopted:

Resolved, That the mortgage executed by the President and Treasurer of the company on the 1st day of October, 1868, under instructions from the board of directors, for the purpose of securing a loan of $10,000,000 (or two million pounds British sterling,) be and the same is hereby approved and ratified.

Resolved, That the contract entered into on the 31st day of August, 1868, between the Virginia Central Railroad Company and the commissioners of Virginia and West Virginia, for the construction of the railroad from Covington to the Ohio River, be and the same is hereby ratified.

The following gentlemen were elected directors of the company.

H. C. Cabell, Franklin Stearns, Horace L. Kent, John S. Mulford, Dr. Alexander Sharp and Chas. T. Wortham, of Richmond; John Wood, Jr., of Albemarle; John Echols, of Augusta; James G. Paxton, of Rockbridge; Dr. John G. Hunter, of Greenbrier, W. Va.; Alexander R. Humphries, of Monroe, W. Va.; John Slack, Jr., of Kanawha, W. Va.; H. C. Parsons, of Putnam, W. Va.; Jno. S. Witcher, of Lincoln, W. Va.

Pennsylvania Coal Trade.

The quantity of coal brought down by the Philadelphia and Reading Railroad for the week ending Nov. 30, amounted to 102,354 tons, and for the season 3,523,099, against 3,415,747 tons in the same time last year. The Schuylkill Navigation shipped for the week 33,299 tons, and for the season 946,615 tons, against 985,585 tons to the same time last year. The increased tonnage over the road is 107,352 tons, and the decrease of shipments by canal is 46,320 tons—giving a net increase from the region for the year of 61,032 tons. The entire coal tonnage from all the coal regions in the State during the week was 386,191 tons, and for year 12,954,136 tons, against 11,917,443 tons to the same date in 1867—an increase of 1,036,693 tons.

☞ SEVEN PER CENT. INTEREST IN GOLD.—The First Mortgage Seven per Cent. Sinking Fund Bonds of the Rockford, Rock Island and St. Louis Railroad Company, pay both Principal and Interest in GOLD COIN, FREE OF GOVERNMENT TAX.

Each Bond is for $1000 or $200 Sterling, and is convertible into stock at the option of the holder. The coupons are payable Feb. 1st and Aug. 1st, in New York or London, at the option of the holder.

The Road runs from Rockford in Northern Illinois to St. Louis, a distance including tracks to Coal Mines, &c., of about 400 miles, and traverses the finest district of Illinois.

The Bonds have 50 years to run, and are a lien of $21,000 per mile upon the Company's railroad franchises, its coal lands—of which it has 20,000 acres containing A HUNDRED MILLION TONS OF COAL—its rolling stock, and property of every sort.

A Subscription of $8,800,000, at par, to the Capital Stock of the Company, furnishes a large part of the means required to construct and equip the road.

Nearly half the entire length of the road is graded and substantially ready for the iron; the rails are now arriving upon the line. The first division, giving an outlet to the coal, will be in operation in 60 days, and track-laying will from this time be prosecuted with the utmost energy till the last rail is in position. The Company intend to have the whole road in readiness for the Autumn business of 1869.

The Bonds are for sale at 97½ and accrued interest in currency, and may be obtained through bankers and brokers throughout the country, or at the office of the Company, 12 WALL STREET, New York.

Governments and other securities received in exchange at market rates.

The Trustees for the Bondholders is the UNION TRUST COMPANY of New York.

Pamphlets giving full information sent on application.

H. H. BOODY, Treasurer.

☞ It is said by the officers of the company that the Manassas Railroad will be finished to Harrisonburg, Va., by the 7th of December.

Southwestern (Ga.) Railroad.

The earnings of this road for the year ending August 1, 1868, were from the following sources, viz:

Up freight through	$243,915 16
" way	195,643 15
Down freight through	129,369 38
" way	127,795 75
Up passage through	25,141 67
" way	18,153 63
Down passage through	88,605 83
" way	89,789 12
United States mail	2,130 60
	$920,544 29

Expenses, viz:

Repairs of road	$153,263 39	
" buildings	26,614 66	
Fuel and water	28,059 75	
Maintenance of motive power	111,369 59	
Maintenance of cars	89,982 68	
Transportation exp.	153,922 32	
Incidental expenses	13,345 43	
Annuity to City of Macon	1,250 00	
		577,807 82
Leaving net sum of		$342,836 47

Disposed of as follows:

Dividend 4 per cent. Feb. 13, 1868	$128,156 00
Interest on bonds	81,570 00
Tools and machinery	4,094 10
Macon depot	200 00
Construction	350 00
Appropriated for iron	35,000 00
Dividend 4 per cent. Aug. 13, 1868	128,436 00
Appropriated for revenue tax	6,759 79
Surplus	8,170 58
Total, as above	$342,736 47

Included in the above expenses are the following expenditures:

New cars purchased and built	$54,220 70
New freight locomotives	29,091 00
New brick warehouses at Fort Valley and Butler, and addition to office in Macon including fixtures for same	21,849 00
New iron cistern, stationary engine, etc.	3,350 00
	$108,510 70

This amount might very properly have been charged to motive power, cars and construction accounts, as these expenditures were for additional rolling stock, and permanent improvements, and is that much added to the value of the company's property; the actual current expenses would then amount to $469,297 12, and the net earnings of the company over actual current expenses would stand at $451,247 17, or about 49 per cent. of gross earnings.

A comparison of the earnings with those of the preceding year shows an increase in up freight of $118,371 20, with a decrease in down freight of $112,664 12, and a decrease in passage, mail, etc., of $92,115 99—making the total decrease in earnings, $86,408 91.

The number of miles of road in use during the year (being total length of road,) was 207½, against an average of 193 miles in the preceding year. The earnings per mile were: passenger and mails, $1,078 66; freight and miscellaneous, $3,357 70—total, $4,436 36. The current expenses per mile were $2,261 67, and the net earnings $2,174 69. Including permanent expenditures, the expenses were $2,784 62 per mile, and net earnings, $1,651 74. The gross earnings per mile run by engines, were $2 76.2; current expenses, $1 40.8; net earnings, $1 35.4. Including permanent expenses, $1 73.3, net earnings, $1 02.9.

The total number of bales of cotton transported during the year, was 232,343, of which 131,598 bales were from the South Western Railroad proper, and 100,745 from stations on Muscogee Railroad, Columbus and beyond. The number transported in 1867, was 137,696—a total increase of 94,647 bales. From the South Western Railroad to Macon there were 34,919 bales; from Columbus and Muscogee Railroad to Macon, 442 bales—total to Macon, 35,361, an increase of 11,110 bales.

The number of through passengers for the year was 9,853; way passengers, 85,021—total, 94,874, being an average per day of 268, against 300 in 1867, and 317 in 1866. Total number of passengers carried over the road since it was opened in July, 1851, 2,225,618.

The company have 26 locomotives, of which 18 are in good order, 2 want repairs, 2 want new tire, 2 are in shop for repairs, and 2 have been condemned. Since August, 1867, four new first class freight locomotives have been purchased—two from the Rogers Locomotive and Machine Works, Paterson, N. J., and two from M. Baird & Co., Philadelphia. These engines are now on the road and are doing good service.

There have been received during the year 756 tons of T rail, weighing 43 lbs. per yard, purchased in England through Messrs. Paddelford & Cope, of Savannah. 600 tons were received in August, 1867, of which 200 tons were sold to the Central road, and 100 tons to the Muscogee road; and in May, 1868, 756 tons, of which 300 tons were sold to the Central road—leaving this company from both lots, 756 tons, or about 11 miles, most of which has been laid in the road.

There have been added to the rolling stock during the year, 18 box, 4 stock and 46 platform cars. The company now have 13 first class and 7 second class passenger and baggage cars, 5 baggage and mail, 1 express, 4 pay, 9 conductors, 188 box, 118 platform and 8 stock cars.

The number of miles run by passenger and mail trains, was 173,621; by freight and other trains, 159,681—total, 333,302 miles, an increase over the previous year of 26,967.

There have been built two commodious warehouses, one at Fort Valley, 40×125, at a cost of $9,241, and one at Butler, 35×85, at a cost of $6,391; also an andition of 32 feet to offices in Macon at a cost of $6,217. The warehouse at Butler has since been destroyed by fire, and about $3,000 will be required to rebuild it.

The road is represented by the Superintendent as being in fine order, as good as it ever was, except the iron, which of course is more worn than it was in 1860, and will require larger outlay for iron for renewal now than then. The President in his report says:

By an examination of the balance sheet of the Treasurer, you will find the bond account of the company amounting to $430,000. This is a decrease from last year of $7,000, owing to a conversion of that amount of bonds into the general stock of the company. The outstanding bonds of this company are convertible on their face, with the exception of $45,000, and as they only bear 7 per cent. interest, and the stock paying at least 8 per centum, it is reasonable to conclude that many others will be converted.

I regret to say that I cannot congratulate the planters of South Western Georgia on as flattering a prospect of cereal crops this year as last. The long and continued drought of about two months in many localities, has cut the crops of corn short, from one-third to one-half, and although at least twenty per cent. has been added to that particular crop in breadth of land, I doubt very much whether a sufficient quantity will be gathered for home consumption. The crop of cotton is liable to so many casualties, that we cannot speak or predict with any certainty, with regard to its yield, at the present writing. The area of land planted along the line of road, from the best information that we can obtain, is about twenty-five per cent. less this year than last; and notwithstanding the weed is of sufficient size, healthful looking and strong, should the incessant rains continue much longer, it will cast its forms and fruit, even should the worms not appear, that are so destructive in their operations.

In October last, a meeting of the stockholders of this company was called, in accordance with the charter of said company, for the purpose of considering the propriety of amalgamating the Muscogee and South Western roads, as provided for by an Act of the General Assembly of this State, approved March 4th, 1856. That Act requires two-thirds in amount of stock to form the union and consolidation of the two roads. As there was not a sufficient amount of stock represented at that meeting to form a quorum, no direct action was taken by the stockholders. A report was read, showing the condition of the Muscogee Railroad Company at that time, and alluded to an unsettled claim against said company, growing out of a disaster that happened at Randall's Creek, prior to the war, by which several persons were unfortunately drowned. There was also another account unsettled, between the City of Columbus and said company, with regard to the crossings of the river and making connections through said city.

Since that meeting these accounts have been adjusted, and your board after mature deliberation, believing it to be not only desirable, but to your interest, that the amalgamation should be effected on a just and equitable basis, and with as little delay as is practicable, has unanimously agreed to assume the liabilities of the Muscogee Rail-oad, receive all of its assets, and give its stockholders scrip of this company amounting to eighty-seven dollars and fifty cents per share, rating each share of the Muscogee Railroad Company at one hundred dollars per share—subject to your approval and concurrence. Knowing the difficulties that may intervene at a second called meeting, prohibiting a sufficient representation of stock, your board has deemed it practicable to issue circular letters addressed to the stockholders, setting forth their views in the premises, and asking their consideration of the subject. Should the action of the board meet your approval, you are requested to sign a response to said circular letter, and return the same to this office, to be used as an affirmative proxy at said meeting.

During the past winter an association was formed between the Atlantic and Gulf Railroad Company and a line of boats known as the Barnett Line, plying the Chattahoochee and Flint Rivers. In order to secure the business and transport the cotton, merchandise, etc., over that line, to and from Savannah, overtures were made to the merchants and citizens of Eufaula, Fort Gaines, etc., to reduce the price twenty-five per cent. less than was then charged by this company. As we had extended our road to the points above mentioned, we regarded the business of those places as belonging to us regularly and legitimately, and of course could not yield it without a struggle, basing our prices upon those of our competitors. Seeing and knowing the evil consequences that must result from such a policy, a conference was held in Savannah, on the 20th of January last, and an agreement entered into between all parties concerned, and stipulated rates of freight agreed upon. One clause in that agreement gave each party the privilege of annulling the contract by

giving the others thirty days' notice. During the following month notice was given this company by the Atlantic and Gulf Railroad Company, that at the end of thirty days we might consider the contract abrogated. Having no means of checkmating the operations of this line of boats along the lines of the two rivers, an agreement was consummated with Capt. Whitesides, the owner of two small steamers plying the Chattahoochee River, to run in connection with our road, which he has performed satisfactorily to us.

For the future protection of your interest, this company and the Central Railroad Company have agreed and purchased two first class river steamers, with iron hulls; and I am gratified to be able to state that they have arrived at Apalachicola without accident, and will be in readiness for the Fall trade. The cost of these two steamers delivered at Savannah, was fifty thousand dollars.

The following is a statement of receipts and disbursements of the funds of the South Western Railroad Company, to August 1st, 1868:

Receipts:

Received for capital stock, 32,109 shares		$3,210,900 00
Bond account issued for 20 years		324,000 00
Bond account issued for 10 years		55,000 00
Bond account issued for 20 years, endorsed		51,000 00
Fare tickets issued		4,337 50
Freight earnings since Aug. 1, 1867		715,882 10
Passenger earnings since Aug. 1, 1867		224,747 39
Post Office department mail service		2,130 60
Due other railroads		8,456 99
Unclaimed dividends, Nos. 1 to 27		3,839 00
Internal revenue tax "coupons"		147 90
Premium and discount		3,381 98
Profit and loss		130,224 10
		$4,734,047 51

Disbursements:

Construction		$3,382,873 70
Locomotive engines		110,660 14
Passenger cars		24,000 00
Freight cars		132,266 10
Macon depot		45,829 00
Tools and machinery		16,248 69
Land account		7,935 00
Current expenses		576,557 82
Interest on bonds		31,370 00
Annuity to City of Macon		1,250 00
Stock in other companies		47,394 73
City of Columbus bonds		5,000 00
Montgomery and West Point Railroad bonds		1,000 00
Dividend No. 28, paid		123,828 00
Balance		227,633 70
		$4,734,047 51

BALANCES FROM BOOKS, JULY 31ST, 1868.

Railroad and appurtenances		$3,711,878 26
Land account	$7,935 00	
Stock of other Co.'s	47,394 73	
Bonds of other Co.'s	6,000 00	
		61,329 73
Railroad expenditures	$576,557 82	
Interest on bonds	31,570 00	
Annuity to city of Macon	1,250 00	
		609,377 82
Cash	$35,782 91	
Central Railroad and Banking Co.	103,104 65	
C. A. Nutting, Banker	60,179 35	
Bills receivable	28,566 79	
		227,633 70
Due by agents	$18,603 85	
Due by Southern Express Co	550 60	
Due by National Express Co	165 59	
Due by United States	2,009 38	
		21,329 42
Dividend No. 28, paid		123,828 00
		$4,755,376 93

Capital stock, 32,109 shares		$3,210,900 00
Bonds issued		430,000 00
Railroad earnings prior to August 1, 1867	$47,149 51	
Railroad earnings since August 1, 1867	920,544 29	
		967,693 80
Fare tickets		4,337 50
Premium and discount		3,381 98
Unclaimed dividends, Nos. 1 to 27		3,839 00
Due other railroads		4,852 70
Internal revenue tax on coupons		147 90
Profit and loss		130,224 10
		$4,755,376 93

President.—WILLIAM S. HOLT.

Directors.—Timothy M. Furlow, John McNab, John E. Jones, William M. Wadley, Virgil Powers, Alex. R. Lawton, Howell Cobb.

Treasurer.—JOHN T. BOIFEUILLET.

Engineer & Sup't.—VIRGIL POWERS.

Washington and its Railroad Facilities.

A correspondent of the N. Y. *Herald* reports a conversation recently had with Senator Sherman in reference to the removal of the National Capital from Washington owing to the inaccessibleness of that city by railroad. Mr. Sherman remarked—

"Yes; it is a matter of railroads. Washington is inaccessible through the action of the Baltimore and Ohio Railroad, which is a close monopoly. It is inconvenient and sometimes dangerous to get there, and unless the arrangement that enables the Baltimore and Ohio Railroad to make Washington a mere suburb of Baltimore is broken up, the Capital will be removed within five years. My own opinion is that Congress has power to regulate railroad lines above all State power. It is in the power given over commerce. 'Congress shall have power to regulate commerce with foreign nations and among the several States.' This is an important power, for the railroads are to be a wonderful element in our development. Already the value of the railroads in the United States is $1,600,000,000—sixteen hundred millions—but little less than the national debt, and their receipts are three times the interest of the debt. Any one of the four leading railroads transports property worth $150,000,000 per year. If it is doubtful whether Congress has the power to build new railroads, its authority to regulate those already built is clear. In taking hold of matters like this we must move cautiously, and with good precedent in view, though the tendency of the times is to a stronger central nationality. Unless Congress has this power there will be trouble about it by and by. Suppose, for instance, that Ohio should do what New Jersey actually does—declare that only one railroad shall cross her territory—she could dissolve the Union with this power, for all communication between the East and the West lies across her territory; to the South you must go to Kentucky, where there is a range of mountains that cannot be passed by a railroad, and to the North you must go to the lakes and take the chances of the water. This is too much power for any State to possess."

Lebanon Springs Railroad.

This railroad is now open from Bennington, Vt., to North Chatham, eight and a half miles from Chatham Four Corners. The road, when completed to Chatham Four Corners, will connect the Rutland and Burlington and Western Vermont railroads directly with the New York and Harlem railroad, thus forming a direct line to Lebanon, N. Y., Manchester, Vt., Burlington and Montreal.

☞ The South Side (L. I.) Railroad is now finished to Sayville, and trains will run through to that point hereafter. It is hoped before winter sets in that the road will be finished to Patchogue.

Morris and Essex Railroad.

We learn from the Newark (N. J.) papers that the negotiations which have for some time past been pending have finally culminated in an agreement of the proper authorities by which the Morris and Essex Railroad is to be leased in perpetuity to the Delaware, Lackawanna and Western Railroad Company. In taking the Morris and Essex Railroad, it is said, the Delaware, Lackawanna and Western Railroad Company agree to pay to its stockholders dividends of seven per cent. for five years, after which time eight per cent. will be paid, and still more if the gross earnings of the roads reach a figure that the management think can easily be attained. The Newark *Journal* says—this will "settle the difficulties with the Sussex road on account of its drawback; as the Delaware and Lackawanna directors own that road also, and are making additions to it of much importance. It is expected that the transfer will take place on the first of January. This will make necessary the completion of the double track to Easton and the laying of an additional rail to accommodate the six foot gauge of the Delaware, Lackawanna and Western, which will join the Morris and Essex at Washington, in Warren County, or near there." The *Advertiser* says—the Delaware, Lackawanna and Western "is now a powerful company, owning large tracts of coal lands as well as railways, and holds a controlling influence in the anthracite coal business. It is managed by the most sagacious and successful financial men of New York. Their present outlet in this direction is by way of the New Jersey Central road to Elizabethport. By the new arrangement they will have a terminus on the Hudson River at Hoboken, immediately under their own control; and Newark, which is one of the largest coal consuming cities in the country, will have all the advantages that may arise from being directly on the line of transportation."

Rutland and Burlington Railroad First Mortgage Bonds.

The first hearing in the case of Cheever & Hart *vs.* Brichard & Page, for the foreclosure of the first mortgage on the Rutland and Burlington Railroad, took place last week before Chancellor Pierpont of Vermont, the testimony having previously been taken before a Master in Chancery. At the opening a motion to refer the whole matter to a Master in Chancery was denied, and it went to trial on its merits. The trial will occupy about a fortnight, and is considered one of the most important ever entered in the courts of Vermont. There are nineteen lawyers engaged in the case, among whom are Geo. W. Baldwin, John S. Eldredge and George O. Shattuck of Boston.

☞ The survey of the Frederick and Pennsylvania Line Railroad has just been finished, and the road will be put under contract immediately. A preliminary survey of the Frederick and Williamsport Railroad is also about to be made.

☞ Simsbury, Ct., has voted, in town meeting, to subscribe five per cent. on its "grand list" to the stock of the Connecticut Western Railroad, about $50,000.

☞ The trains on the European and North American Railway have begun to make regular trips as far as Olamon.

Hudson's Bay—Past, Present and Future.

We continue, from page 1173, our extracts from the work of Mr. Thomas Rawlings on the position and prospect of this undertaking:

Father De Smet, a devoted Jesuit missionary to the Indians of Oregon (mentioned by Governor Stevens in an address before the New York Geographical Society, as "a man whose name is a tower of strength and faith,") thus describes what he calls "the vast plain—the ocean of prairies:"

"The entire region in the vicinity of the eastern chain of the Rocky Mountains, serving as their base for thirty or sixty miles, is extremely fertile, abounding in forests, plains, prairies, lakes, streams, and mineral springs. The rivers and streams are innumerable, and on every side offer situations favorable for the construction of mills. The northern and southern branches of the Saskatchewan water the district I have traversed for a distance of about 300 miles. Forests of pine, cypress, thorn, poplar, and aspen trees, as well as others of different kinds, occupy a large portion of it, covering the declivities of the mountains and banks of the rivers. These originally take their rise in the highest chains, whence they issue in every direction, like so many veins. The beds and sides of these rivers are pebbly, and their course rapid, but as they recede from the mountains they widen, and the currents lose something of their impetuosity. Their waters are usually very clear. The country would be capable of supporting a large population, and the soil is favorable for the production of barley, corn, potatoes, and beans, which grow here as well as in the more southern countries. Are these vast and innumerable fields of hay for ever destined to be consumed by fire or perish in the autumnal snows? How long shall these superb forests be the haunts of wild beasts? And these inexhaustible quarries—these abundant mines of coal, lead, sulphur, iron, copper, and saltpetre—can it be that they are doomed to remain for ever inactive? Not so. The day will come when some laboring hand will give them value; a strong, active, and enterprising people are destined to fill this spacious void. The wild beasts will, ere long, give place to our domestic animals; flocks and herds will graze in the beautiful meadows that border the numberless mountains, hills, valleys, and plains of this extensive region."

Professor Henry Youle Hind, in speaking of the natural advantages of the basin of Lake Winnipeg for a route across the continent, says—"It is impossible to examine a correct map of the North American continent without being impressed with the remarkable influence which the Great American Desert must exercise upon the future of the United States and British North America. The general character of this desert south of the forty-ninth parallel is described elsewhere, and the important fact has been noticed that any railroad constructed within the limits of the United States must pass for a distance of 1,200 miles west of the Mississippi through uncultivable land, or, in other words, a comparative desert. Along the thirty-second parallel the breadth of this desert is least, and the detached areas of fertile soil greatest in quantity; but the aggregate number of square miles of cultivable land amounts only to 2,300 in a distance of 1,210 miles. The northern limit of the Great American Desert is an imaginary line drawn from the Touchwood Hills to the Moose Woods on the south branch, then south of Battle River as far as longitude 112 deg., when, turning south, it sweeps along the flanks of the Rocky Mountains in longitude 115 deg. North of this limit of the Great American Desert there is a broad strip of fertile country, rich in water, woods, and pasturage, drained by the North Saskatchewan and some of its affluents, and being a continuation of the fertile prairies of Red River, the eastern watershed of the Assiniboine and Red Deer River, with the outlying patches called the Touchwood Hills, File Hill, &c.

"It is a physical reality of the highest importance to the interests of British North America, that this continuous belt can be settled and cultivated from a few miles west of the Lake of the Woods to the passes of the Rocky Mountains, and any line of communication, whether by wagon road or railroad, passing through it will eventually enjoy the great advantage of being fed by an agricultural population from one extremity to the other."

We have been particular to quote the descriptions of this "Fertile Belt," because when we come to the consideration of a railroad from the Atlantic to the Pacific Oceans, the importance of this testimony in relation to this magnificent country will then be perceived.

Gold has of late been discovered in the banks of the River Saskatchewan, near the foot of the Rocky Mountains. News received as late as December, 1864, states men are gathering as much as 4*l.* per day. Copper and malachite exist in the region of Coppermine River; plumbago, iron, and mineral pitch have been found on Lake Athabasca; salt has been found in a very pure state near Great Slave Lake, as well as salt springs on the borders of Lake Manitoba and Winnipegosis; limestone occurs at Red River and Lake Winnipeg; granite is found in inexhaustible quantities between Lake Winnipeg, Lake Superior, and Hudson's Bay; coal has been discovered on the Assouri River, near Edmonton, and also on Red Deer River.

The principal trees which abound are the balsam, the poplar, and the aspen, and are the common trees of the plain country; there is also, in limited quantities, the white spruce, the American larch, the fir, bank pine, white or bass wood, the sugar maple, spruce tree, the ash, the oak, as far as Red River and Lake Manitobas. But the Rocky Mountains are covered with a luxury and splendor of timber growth sufficient to supply the wants of the valleys at her feet for centuries. If the vast tracts of prairie land teem with verdant grasses which preclude the forest's growth, the watercourses can carry into all its river ramifications timber of every variety.

Grass is everywhere, spreading in fields of natural verdure that would gladden the eye of any agriculturist. When we think of the millions of buffaloes that year after year find pasture sufficient for their wants, we may imagine what herds of cattle and horses could subsist upon the nutritious grasses and vetches that abound on the plains and the numerous swamps.

Berries and roots are abundant and various, and include the cranberry, sasketoom, pembina, currant (black and red), gooseberry, raspberry, and strawberry. Wild rice is plentiful, the prairie turnip peculiar to Hudson's Bay, besides numerous roots used for medicinal and dyeing purposes.

The various fur-bearing animals we have previously specified, and will therefore add those which are used for purposes of food and usefulness: The bear, reindeer, moose, muskrat, porcupine, beaver, hare, musk ox, buffalo, antelope, big horn, and mountain goat, and the wapeti.

The principal fish are the white fish (a delicious fish, and found in all the lakes,) the sturgeon, pike, gold-eyes, trout, cat-fish, suckers, &c.

The seal, the waburs, the white bear, and the white tortoise, called the "white whale," frequent Hudson's Bay and Straits.

The Red River settlement was originally projected by Lord Selkirk, a Scottish nobleman largely interested in the Hudson's Bay Company, who held a vast extent of land by charter from the British Crown. Of the company he made an extensive purchase, and brought over his first colonists in 1813, and remained with them twelve months. Another accession was made in 1817, and another in 1828; and they now number, in Europeans, French Canadians, and half breeds, about 10,000 souls. One-half the population are hunters, and the other half farmers. The main settlement, known as "Red River," is about 60 miles north of Pembina, or down the river, and is on an extensive plain, which extends, somewhat broken and interspersed with timber, east to Lake Winnipeg. The hunters, mostly half breeds, do nothing but hunt buffalo. They make two grand excursions each year; one commencing on 20th June, and lasting two months, and the other on 10th September, and lasting till 10th November. The hunters lead a free, happy, wild, romantic life, and are, when in the settlement, temperate and well-behaved.

The farmers raise wheat, oats, barley, potatoes, cattle, and sheep. Turnips, onions, peas, cabbage, rhubarb, radishes, mangel, hops, pumpkins, and melons grow in abundance. In 1856 there were 922 houses, 1,232 stables, 899 barns, 1,503 horses, 1,296 mares, 2,796 oxen, 290 bulls, 3,593 cows, 2,644 calves, 4,674 pigs, 2,429 sheep, 585 ploughs, 730 harrows, 2,045 carts, 522 canoes, 55 boats, 8,347 acres of cultivated land; number of acres in 1864, 22,000.

Oxen are worth from $60 to $100 a yoke; cows from $15 to $20; a good cart-horse, $80; and a horse trained to hunt buffalo will bring $150 to $200.

Their wheat is equal to any in the world, weighing from 65lb. to 70lb. to the bushel; barley and oats are also heavy, and potatoes and all kinds of garden vegetables grow luxuriantly. The land is never manured. From 3½ to 4 feet of snow falls in winter, and rain is unknown from November to April.

They originally received their supplies of merchandise from York Factory, a store of the Hudson's Bay, 700 miles from Red River. It required two months to make the journey, and there were thirty-six portages (carrying places) to be made in going that distance. The title of the settlement is "The Red River Colony," and it is ruled by a Governor appointed by the Queen. The magistrates, councillors, and officers receive their commissions from the committee of the Hudson's Bay. The jurisdiction of the Governor extends 100 miles in all directions from Fort Garry, except over the American line.

The census of 1856 shows the fruit of its recent intercourse with the new American settlements in Minnesota, in the introduction of new agricultural machinery: 8 thrashing machines, 3 steam saw mills, 2 reaping machines, 1 carding machine, 800 harrows, 2,000 carts, 500 ploughs, 2 steam ploughs, and 56 merchant shops. Its rapidly increasing intercourse with an American market has developed a spirit of enterprise among the people, new forms of industry, and a growing demand for American commodities.

Trade must find its natural outlet and agriculture demands its most advantageous markets. We cannot well force commerce through unnatural currents, and we cannot for ever shut out the solid cohorts of advancing emigrants when they are thundering at our gates for a passage to lands inviting them by their extent, their accessibility, and their richness. It is better to open the gates willingly—better to guide than to be jostled by the throng. The splendid landscapes of the Assiniboine that adorn the great picture gallery of nature cannot be closed for ever. The measureless prairies that stretch in vast waves of beauty from the Lake of the Woods to the base of the Rocky Mountains, redolent and gorgeous with the richest profusion of rose bushes, bluebells, woodbine, convolvulus, helianthii, and thousands of nameless and delicate flowers, tell the beholder the wealth of soil that supports them in their entangled and untrained luxuriance of variety and numbers. The thousands of small lakes—sweet eyes of earth—that dot the valleys, invite him with their clear waters and fisheries; the rivers that spread, interlace, and ramify for thousands of miles, tell of a well-watered soil. The yellow sand of the Saskatchewan, made brilliant by the noonday sun, flashes and sparkles with auriferous wealth; the dark black seams that crumble beneath his tread are signs of coal that tell him his hearth shall glow with a genial warmth that shall bid defiance to the external frost. The stately elms, the graceful ash and bending willow, the grand spreading oak, and the ever-verdant pine, that fringe the prairies, gather in assemblies, and crowd so close upon the mountains that their leaves, limbs, and trunks shoulder and jostle each other in progressive development, tell him there

is labor for the forester, the lumberer, and the builder. Granite, as compact and strong as that on which the pyramids of Egypt rest, is scattered in numerous quarries throughout this great province. Game, such as the buffalo, swarm over the plains, while the stately cariboo, the prowling bear, the wily fox, the pretty mink, the busy otter, the nimble squirrel, and the scented rat are swarming through the forest, and by lake and river. Of birds, there is the majestic eagle and the blue-winged jay, the murderous hawk, and the little jewelled humming-bird; together with duck and pigeon, sandpiper and cherry bird, loom and partridge, magpie and blackcap, nightingale and swallow, grouse and snipe, kingfisher and plover. Here experiments have been carried on for fifty years, and here we find corn, and wheat, and fruit, and vegetable thrive in a remarkable manner, and where wheat can be grown "for twenty years in succession." But all this land has been shut from the knowledge of the world. A new era is at hand. The people of the Atlantic are wooing the people of the Pacific; they would be united by an iron band. The great North-east invites British Columbia to share her future with her, and to march forward hand in hand with her; to send her the tributes of the Pacific—the gold of Vancouver, Australia, California and Columbia—and the spices, silks, and teas of India, China and Japan; while from across the Atlantic will come an endless variety of exchanges.

Gentlemen of the Hudson's Bay, you have possessed for two centuries a splendid monopoly. We are not of those who wholly condemn the manner in which you have administered the power delegated to you; on the contrary, a careful knowledge of the history and results of your rule prove, that your affairs have been administered with much ability, discretion, and judgment. Your labors have been prosperous to an unparalleled degree, and the amicable manner in which you, and those under your authority, have conducted your relations with the Indians, and to which they bear testimony, for so lengthened a period, certainly is in the highest degree creditable to you when contrasted with the exterminating warfare which has characterised the relations of the United States Government with them. It cannot be expected that a monopoly so entire should be carried on without producing many animosities, and that acts have not been committed which appear unwise, impolitic, and arbitrary. It would be unreasonable to suppose that you are so devoid of self-interest as to be willing to give up a power so long possessed and providing such a splendid interest on the capital employed, or that you are willing to forego any right you may possess for the general good. When merchants place their surplus profits in a joint stock company they do so for the purpose of securing continued and safe interest. Now, the cry against the Hudson's Bay is, that locked in the valleys of the Assiniboine, and Saskatchewan, there is 65,000 square miles of cultivable land, of which 27,000 square miles, or 17,000,000 acres, is at once available for the agriculturist; and this land is black with richness. The whole of your land is 150,000 square miles. The principal means from which you derive your income at present is the fur trade. In the year 1864 the sales of furs in London amounted to 262,869*l.*; but the public believe that there are many other sources of supply to swell the dividends. As the operations of the company have not been published as widely as those of many joint-stock companies of London, we have taken the latest statement which we have received previous to the abridgement of the company's power over Vancouver's Island and British Columbia. On June 1, 1856, the capital of the Hudson's Bay was as follows:

Amount of assets	£1,468,301
Amount of liabilities	203,233
Capital	£1,265,067

Consisting of—

Stock standing in the names of the proprietors	£500,000
Valuation of the company's lands and buildings, exclusive of Vancover's Island and Oregon	318,884
Amount expended up to 16th September 1856 in sending miners and laborers to Vancouver's Island, in the coal mines, and other objects of colonisation, exclusive of the trading establishments of the company, and which amount will be repayable by Government, if possession of the island is resumed	87,071
Amount invested in Fort Victoria, and other establishments and posts in Vancouver's Island, estimated at	75,000
Amount paid to the Earl of Selkirk for Red River settlement	84,111
Property and investments in the territory of Orgeon, ceded to the United States by the treaty of 1846, and which are secured to the company as possessory rights under that treaty, $1,000,000	200,000
Total	£1,265,067

Now we must deduct all interests in Vancouver's Island which are in direct possession of the British Government.

Let us take away the whole of the 17,000,000 acres of available land; the fur trade would suffer but very little. Suppose that, instead of allowing the whole of the Indians to subsist by trapping and hunting, one-half were taught the first elements of agriculture and located at various points on a given line, which leads from Pembina to the Rocky Mountains. It is all nonesense to say we cannot civilise the savage. Give him the implements and the seeds, set over him or them an overseer to guide, direct, and teach them, and keep away the curse of rum, and there will be no difficulty in civilising them. They farm well enough at Red River, and, be assured, when they are convinced that by proper attention and a certain amount of labor they may provide comforts for the long winter, the revolution will be complete. For the other half there is employment beyond the prairies. The fur bearing animals are not found in great numbers or variety here; therefore we maintain that the cultivation of this district would not materially affect the fur trade. There are regions adapted for fur-bearing animals and not adaptable for purposes of agriculture; the land of the Ojibways east and north of Lake Winnipeg, Winnepeg River, and Rainy River, and away to Labrador and Hudson's Bay; all the land north of 55 deg; the land of the Black Foot Indians, a portion of the Assiniboine Indian's land, and the Rocky Mountains. "Give us a market for our cattle and we can raise incalculable numbers,"—so say the people of the Red River Settlement.

The *Nor'-Wester*, a newspaper published for the first time at the Red River Settlement on the 28th December 1859, mentions Mr. Gowler's success as an agriculturist in the following terms: "He sowed 63 bushels of wheat, 36 of barley, 24 of oats, and 101 of potatoes, and from these he realised 700 of wheat, 350 of barley, 480 of oats, and 2,100 of potatoes. The cost of the seed was 50*l.*; in preparing and tilling the soil about 25*l.* more were expended; and the cost of gathering in and threshing the crops is set down at 100*l.*—making a total expenditure of 175*l.* Place against that the sums representing the sale of wheat at 6s., and the barley at 3s. 9d., the oats at 2s. 6d., and the potatoes at 1s. 3d. per bushel (average price which the produce will easily command), and an argument more strong and convincing than could be wrought out by any other process of reasoning, stands stubbornly forth in favor of the claims of the settlement as being one of the best agricultural countries on the face of the globe. It should be added that Mr. Gowler's profit have already enabled him to enlarge the bounds of his estate to 600 acres, to stock it with a noble herd of cattle and horses, and to make the necessary preparations for erecting thereon, next summer, a snug and comfortable mansion."

Imagine the value of 20,000,000 acres of rich land ready for cultivation thrown into the market. When the lands in Connecticut and New York reached 10*l.* in value, the people moved westward to Michigan and Ohio; when, in a few years, lands which had cost 10s an acre increased to 10*l.*, they moved to Wisconsin and Illinois, and bought lands as low as 5s sterling an acre. Then lands increased here to 2,000 per cent. over their original price. Then Iowa and Minnesota soon came into the market, and these lands are being rapidly taken up, and their value has increased in marvellous ratio.

Westward is the movement towards the Pacific beyond the Mississippi; the arid districts of the Upper Missouri are barren tracts, wholly uncultivatable; the coming exodus of people will soon overrun Minnesota, and seek the rich lands of the "Fertile Belt." Who shall stop them? The splendid and complicated system of the Hudson's Bay is admirably adapted to map out this vast tract; the army of servants who obey their behests could soon survey every part. Before long, the rumbling of wheels, and the whistle of the advancing locomotive, will be heard at Pembina; the great bodies of emigrants who seek the gold-fields of the Pacific and the Saskatchewan are coming with their long trains. Surely it is time for the company to awake; the great modern revolutioniser is near them—the iron bands are waiting to span the prairies. But it is said the Rocky Mountains are an insuperable obstacles to a railroad.

Can it be supposed that a people who have tunnelled the Alps and the Thames; who have arched the Loire and the Seine a hundred times; who have united the shores of the St. Lawrence, and crossed its mighty current with two miles of iron tubing; who have leaped yawning chasms at a bound; who have, amidst discouragement, difficulty, doubt, and fatigue, but with iron will, constructed in this age 100,000 miles of railroads across prairies—by the side of yawning precipices—overlooking miles upon miles of cities and towns—ascending peak after peak, and descending awful slopes—now sweeping in graceful curves by the side of rushing rivers, then rumbling over the tops of houses whose dwellers lived in security—off again into the daisied and cowslipped fields—speeding through umbrageous forests that formed an avenue o'ertopped and arched with foilage—leaping rivers innumerable, on its iron supports—pushed beneath the hills, which towered above hundreds of feet—till once again the shrill whistle announced a stoppage to its progress; the people who have erected palaces of glass and iron; who have built ships as large as the ark; who can build ships impervious to cannon balls, and lay a cable beneath the ocean 3,000 miles wide, are not going to stop or halt at the oot of the Rocky Mountains because those mountains are tall. They are going over them, up them, or down them—around their sides, across their passes, or through them or under them'; but iron rails must be wedded to iron rails from one side of the slope to the other—and once wedded, there will be no divorce. Every nerve should be strained, every influence used, and every desire of the company should be, to open a track for the emigrant. The ultimate value of their possessions, once under the sway of agriculture, no figures could calculate.

☞ The Columbia and Augusta Railroad has been finished from Columbia to Graniteville, ten miles from Augusta, where it connects with the South Carolina Railroad. Trains ran through on the 30th ult.

☞ The Ninevah tunnel of the Albany and Susquehanna Railroad, a few miles northeast of Binghamton, is so far completed that a locomotive was run through it on the 30th ult. The track will soon be completed to Binghamton.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	100 $1,774,824		
Allegheny Valley	50 2,000,000		
Atlanta and West Point	100 1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina	100 5,145,225		
Atlantic & Gt. Western	50 25,879,923		
" " " pref.	50 1,919,000		
Atlantic & St. Lawrence*	100 2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah	100 735,700	J. & J.	Jan.'68 3½
Baltimore and Ohio	100 16,151,962	A. & O.	Oct. '68 4
Do. Washington Br	100 1,250,000	A. & O.	Oct. '68 5
Baltimore City Passenger	670,000		Jan. '68 3
Bay de Noquet & Marq	100 1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line	100 4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware	100 996,250		
Berkshire*	100 600,000	J. A J & O	Oct.'68 1½
Blossburg & Corning*	50 250,000	J. & D.	Dec.'68 2½
Boston and Albany	100 13,725,100	J. & J.	Jul. '68 5
Boston and Chelsea	100 110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont.	100 459,000		
Do., do. pref.	100 1,340,400	M. & N	Nov.'68 3
Boston and Lowell	500 1,891,500	J. & D.	Jun. '68 4
Boston and Maine	100 4 076,974	J. & J.	July'68 5
Boston and Providence	100 3,360,000	J. & J.	July'68 4
Broadway (Boston)	50 325,000	J A J O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)	100 2,100,000	J. & J.	Jul. '67 5
Brooklyn City	10 1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n.	100 399,800		
Buffalo, Bradford & Pitts.	100 1,100,000		
Buff., New York & Erie*	100 950,000	M. & N.	N. '68 3½
Buffalo and Erie	100 5,000,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)	100 747,800	A. & O.	Oct. '68 4½
Camden and Amboy	100 7,921,412	F. & A.	Aug.'68 5
Camden and Atlantic, pref.	50 600,000		
Camden & Burlington Co.	100 331,000		
Cape Cod Branch	60 721,926	J. & J.	Jul. '68 3½
Cape May and Millville	100 447,000	J. & D.	Dec.'68 3
Catawissa	50 1,150,000		
Catawissa, pref.	50 2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna*	50 589,110		Jul. '68 4½
Central of Georgia	100 4,666,900	J. & J.	Jul. '68 7
Central of New Jersey	100 13,768,000	J. A. J & O	Oct. '68 2½
Central Ohio	100 2,600,000	J. & D.	Dec.'68 3
Do. pref.	100 400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.	100 970,000		Oct.'67 2½
Chemung*	100 330,000		Oct. '68 2
Cheshire, preferred	100 2,017,825	Annual.	Jan. '68 3
Chicago and Alton	100 3,886,643	M. & S.	Sep. '68 5
" " pref.	100 2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy	50 12,500 000	M. & S.	Mar.'68 5
Chicago, Iowa & Nebras*	1.0 2,000,000		Jul. '68 5
Chicago and Milwaukee*	100 2,227,000		
Chicago & N. Western	100 14,556,676	J. & D.	Dec.'68 5
" " pref.	100 16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific	100 14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton	100 3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger		J'n & J'ly	Jan.'68 2½
" Street		J. & J.	Jan.'68 2½
Cincinnati and Zanesville	50 1,676,348		
Citizens' Passenger (Phil.)	50 192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind.	100 10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*	50 2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta	100 8 750,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg	50 5,424,091	J A J & O	Jan. '69 2
Cleveland and Toledo*	50 5,000,000	J. & J.	Jul.'68 3½
Col., Chi. & Indiana Cen.	100 11,420,000		
Columbus and Xenia*	50 1,786,200	J. & J.	Jan.'68 4½
Concord	50 1,500,000	M. & N.	Nov. '68 5
Concord & Portsmouth	100 350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.	100 400,000		
Conn. & Passump. Rivers.	100 139,000		
Do. do. pref.	100 1,822,100	J. & J.	Jul. '68 3
Connecticut River	100 1,700,000	J. & J.	Jul. '68 5
Cumberland Valley	50 1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk	100 400,000		
Dayton and Michigan*	100 2,392,381		
Delaware*	50 594,260	J. & J.	Ju . '68
Del., Lackaw. & Western.	50 13,386,020	J. & J.	Jul. '68 5
Des Moines Valley	100 1,820,200		
Detroit & Milwaukee	100 1,047,350		
" " pref.	100 1,500,000		
D. Dock, E. B'dw. & Bat.	100 1,200,000		
Dubuque and Sioux City	100 1,673,641		
Do. do. pref.	100 1,987,351		Jul.'68 3½
Eastern (Mass.)	100 3,883,300	J. & J.	July '68 4
Eastern (N. H.)	100 492,500	J. & J.	July '68 4
East Pennsylvania	50 654,600		
East Tenn. and Georgia	100 2,389,730		
East Tenn. and Virginia	100 657,800		
Eighth Avenue (N. Y.)	100 1,000,000	J. A J & O	Jan. '68 4
Elm., Jeffers. & Canand*	100 500,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*	50 500,000	M. & N.	Nov'68 2½
Do. do. pref.	50 500,000	J. & J.	Jul. '68 3½
Erie Railway	100 69,000,000	F. & A.	Feb.'68 4
Do. pref.	100 8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg	50 6 4,300		
Evansville & Crawfordsv.	100 1,143,445		
Fitchburg	100 3,540,000	J. & J.	July '68 4
Fitchburg & Worcester	100 248,000	J. & J.	Jan. '68 3
Flint and Holly	100 500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.	100 750,000	A. & O.	Oct. '67 5
Frankf. and Southw. (Ph.)	50 491,620	J. @ J.	Jul. '67 3
Georgia	100 4,156,000	J. & J.	July '68 4
Germantown (Phila.)	50 112,245	J. & J.	Jan. '68 3
Girard College (Phila.)	50 160,000	J. & J.	Jul. '67 2
Granite	100		Sept.'68—
Green and Coates St (Ph.)	50 150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	100 3,300,000	J. A. J & O	Oct. '68 3
Hannibal and St. Joseph	100 1,900,000		
Do. do pref.	100 5,253,830		
Hanover Branch, Pa	50 116,850	M. & N.	Nov.'68 5
Housatonic	100 820,000		
" pref	100 1,180,000	J. & J.	Jan.'68 4
Hudson River	100 13,937,100	A. & O.	Oct.'68 4
Huntingdon & B'd Top	50 494,350		
" " pref.	50 190,750	J. & J.	J'n.'68 3½
Illinois Central	100 23,415,780	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.	50 6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind.	100 2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*	100 1,500,000	J. A J & O	Oct.'68 1½
Joliet & North. Indiana*	100 300,000	J. & J.	July'68 4
Lackawanna & Bloomsb	50 1 326,000		
Leeds and Farmington*			Jul.'68 2½
Lehigh and Mahanoy	50 2,158,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna	50 3,739,800	M. & N	M'y.'67 5
Lehigh Valley	50 10,731,400	J. A J & O	Oct.'68 2½
Lehigh Luzerne	50 344,650	J. & J.	Jan.'68 4
Lexington & Frankfort	100 514,646	J. & J.	July'68 3
Little Miami	50 3,572,400	J. & D.	D'c.'67 4
L. M. & C. and X. (Joint)	100 1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*	50 2,646,100	J. & J.	Jan. '68 2
Lomb. and South St (Ph.)	25 90,000		
Long Island	50 3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.	100 211,122	J. & J	Jul.'68 4½
Louisville and Frankfort	50 1,109,594	J. & J.	July'68 3
Louisville and Nashville	100 7,869,186	F. & A.	A'g. '68 4
Louisv., N. Alb. & Chicago	100 2,800,000		
Lowell and Lawrence	100 200 000	A. & O.	Oct. '68 3
Macon and Western	100 1,500,000		Dec.'68 6
Mahanoy & B'd Mount'n	50 1,676,915		
Maine Central	100 1,600,880		
Manchester & Lawrence	100 1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati	50 3,618,374		
" " 1st pref.	50 6,586,135	M. & S.	Sep. '66 3
" " 2d pref.	50 4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100 5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio	100 570,000		
Metropolitan (Boston)	100 1,250,000	J. & J.	July'68 5
Michigan Central	100 5,477,366	J. & J.	Jul. '68 5
Mich. So. & North. Ind.	100 10,059,400	August.	Aug.'68 4
" " guaranteed	100 588,800	F. & A.	Feb.'68 5
Middlesex (Boston)	100 400,000		
Mill Creek and Minehill*	50 323,375	J. & J.	July'68 4
Millville and Glassboro'	100 405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien	100 2,956,081		
" " " 1st pref	100 3,214,250	Annual.	Feb.'68 8
" " " 2d pref.	100 1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul	100 5 496,883	J. & J	
" " " pref.	100 5,050,892	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven	50 3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio	100 3,762,400		
Montgomery & W. Point	100 1,244,104	J. & D.	Dec.'67 4
Morris and Essex	50 3,616,350	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon*	50 282,350	J. & J.	July'68 c
Nashua and Lowell	100 720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga	100 2,056,544		
Naugatuck	100 1,436,600	F. & A.	Aug.'68 5
New Bedford & Taunton	100 500,000	J. & J.	Jul. '68 4
New Haven & N. London	100 788,538		
N Haven & Northampton	100 1,344,000	J. & J.	Jan. '68 3
New Jersey	100 6,000 000	F. & A.	Aug.'68 5
New London Northern	100 895,000	M. & S.	Mar.'68 4
New York Central	100 28,537,000	F. & A.	Aug.'68 4
New York and Harlem	50 6,255,050	J. & J.	Jul. '68 4
" " pref.	50 1,500,000	J. & J.	Jul. '68 4
New York & New Haven	100 6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston	100 2,000,000	J. & J.	Jul. '67 3
Nisg. Bridge & Canandai*	100 1,000,000	J. & J.	July'68 3
Ninth Avenue	100 797,400		
North Carolina	100 4,000,000		
Northern Central	50 4,648,990	F.M.A.N	Nov. '68 2
North Eastern (S.C.) pref.	100 155,000		May '67 4
Northern of N. Hampsh.	100 3,06 ,400	J. & D.	Dec. '68 4
Northern of N. Jersey	100 159,100		
North Pennsylvania	50 3,150,150		F'b.'68 5s
Norwich & Worcester	100 2,368,600	J. & J.	July'68 3
Ogdensb. & L. Champl'n	100 3,024,000	F. & A.	Feb.'68 3
" " pref.	100 1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi	100 20,000,000		
" " pref.	100 3,500 000	J. & D.	Dec'68 3½
Oil Creek & Alleghany R.	50 4,259,000	J. A. J & O	Oct.'68 2½
Old Colony & Newport	100 4.848,320	J. & J.	July'68 3
Orange and Newark	100 281,550		
Oswego and Syracuse	50 482,400	F. & A.	Aug.'68 4
Pacific of Missouri	100 $614,516		
Panama	100 7,000,000	J. A J & O.	Oct. '68 6
Paterson and Ramapo	100 248,500	J. & J.	Jul.'68 2½
Paterson and Hudson Riv	100 630,000	J. & J.	Jul '68 4
Pennsylvania	50 21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*	100 1,200,000	A. & O.	Oct '68 6
Philadelphia and Erie*	50 5,980,700		Jan.'68 3
Philadelphia and Reading	50 21,304,301	J. & J.	Jul.'68 5s
Do. Do. preferred.	50 1,551,800	J. & J.	Jul.'68 5s
Phil., Germ'n't'n & Nor't'n	50 1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*	100 1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt	50 9,058,300	J. & J.	Jul. '68 4
Philadelphia City	50 100,000	J & J.	Jul. '68 3
Philadelphia and Darby	20 100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry	25 217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago	100 11,500,000	J. A. J & O	Oct.'68 2½
Pittsfield and N. Adams	100 480,000	J. @ J.	Jul '68 3
Portland and Kennebec.	100 $79,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*	100 $1,500,000	J. & D.	Jun.'68 3
Providence & Worcester	100 1,800,000	J. & J.	July'68 4
Raleigh and Gaston			Jul. '68 3
Rensselaer and Saratoga	100 2,(00,000	A. & O.	Oct.'68 3½
Richmond and Danville	100 2,000,000		
Richmond and Petersb'g.	100 647,100		
Rich., Fred. and Potomac.	100 1,041,800		
Rockport	100 88,400		Nov.'67 2
Rome, Watert. and Og'nb.	100 2,400,000	J. & J.	July'68 5
Rutland preferred.	100	F. & A.	A'g.'68 3½
St. L., Alt. and T. Haute.	100 2,300,000		
" " " pref.	100 2,(40,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.	100 1,469,429		
Sandusky and Cincinnati	100 2,089,000		
" " pref.	100 445,598	M. & N.	Nov.'68 3
Sand., Mansf. and Newark	100 901,241		
Savannah and Charleston	100 1,000,000		
Schuylkill and Susqueh'a.	50 1,289,150		
Second and Third St. (Ph.)	50 203,757	J. @ J.	Jul. '68 2
Schuylkill Valley*	50 576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke	100 868,200		
Second Avenue (N. Y.)	100 670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	50 869,450	F. & A.	Aug.'68 3
Shore Line	100 636,200	J. & J.	Jul. '68 3
Sixth Avenue (N. Y.)	100 750,000		Nov.'67 5
Somerville	100 75,000	M. & N.	Nov.'68 3
South Carolina	100 5,810,275		
South Shore	100 259,685		Jul. '68 3
South Western, Georgia	100 3,203,400	F. & A.	A'g.'68 4
Staten Island	100 660,000	J. & J.	Jul. '67 4
Stony Brook	100 267,300	M. & N.	M'y'68 2½
Steubenville and Indiana	100 1,983,141		
Stockbridge & Pittsfield*	100 448,700		3½
Summit Branch	50 250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.	100 1,314,130		
Taunton Branch	100 250,000	J. @ J.	Jul.'68 4
Tennessee and Alabama	100 595,924		
Terre Haute and Indiana	50 1,983,150	J. & J.	Jul. '68 6
Third Avenue (N. Y.)	100 1,750,000		
Thirteenth and Fif. (Ph.)	50	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw	100 2,700 000		
" " (K. D.) pref.	100 1,700,000		
" " (W. D. pref.	100 1,300,000		
Tol., Wabash and West.	100 5,700,000		
" " pref	100 1,000,000	M. & N.	M'y'68 3½
Troy and Boston	100 607,111		
Troy and Greenbush*	100 274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)	100 200,000		
Union (Phila.)	50 291,475	J. @ J.	Jul. '68 3
Utica and Black River	100 834,400	J. & J.	Jul. '68 4
Vermont and Canada*	100 2,600,000	J. & D.	Dec.'68 4
Vermont Central	100 5,000,000		
Vermont and Massachu'ts.	100 2,800,000	J. & J.	J'n.'68 1½
Vicksburgand Meridian	100 357,408		
Virginia Central	100 3,353,679		
Virginia and Tennessee	100 3,497,791		
Western Union	100 2,707,693		
West Jersey	100 804,150		Aug.'68 4
West Philadelphia	50 249,100	J. & J.	Jul. '68 5
Wilm. and Manchester	100 1,147,018		
Wilm. and Weldon	100 1,463,776		
Warren	100 1,547,650		3½
Worcester and Nashua	75 1 522,500	J. & J.	Jul.'68 4
CANALS.			
Chesapeake and Delaware	50 1,818,963	J. & D.	Jun.'68 3
Chesapeake and Ohio	25 8,228,595		
Delaware Division	50 1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson	100 10 000,000	F. & A	Au. '68 6
Delaware and Raritan	100 2,821,300	F. & A.	Aug.'68 5
Kne of Pennsylvania	50 64,000		
Lehigh Coal and Navigat.	50 8,739,800	M. & N.	M'y '67 3
Monongahela Navigation	50 728 100	J. & J.	Jan. '68 2
Morris (consolidated)	100 1,025,000	F. & A.	Feb.'67 3
" (preferred)	100 1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.)	50 1,508,207	F. & A.	Feb.'67 6
" " (pref.)	50 2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water	50 2,002,746		
Union	50		
" preferred	50 2,907,850		
W. Branch and Susq	50 1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50 800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship	100 4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p	100 20,000,000	MJS&D.	Dec.'67 3
Union Navigation	100 4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph	100 28,450,000	J. & J.	Jul. '68 2
American Coal	25 1,500,000	M. & S.	M. '66 6
Ashburton	50 2,500,000	J. & D.	Dec.'66 4
Butler Coal	25 500,000	J. & D.	Dec '67 2
Central Coal	100 2,000,000	J. & J.	Jul. '68 3
Fulton Coal		J. & J.	Jul. '68 4
Mt. Pleasant Coal	200,000		Sep.'68 2½
Pennsylvania Coal	50 3,200,000	FMA&N	May'68 5
Roaring Brook Coal	200,000		Sep.'68 2½
Spring Mountain Coal	50 1,250,000	J. & J.	Jan.'67 6
Spruce Hill Coal	10 1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal	100 3,400,000	A. & O.	
Wyoming Valley Coal	100 1,250,000	F. & A.	Aug. '66
Rutland Marble	25 1,000 000		Dec'67 2½
Adams Express	100 10,000,000	FMA&N	Apr.'68 5
American Express	500 9,000,000	FMA&N	May,'68
Merchants Union Express	100 20,000,000		
United States Express	100 6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp.	100 10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	363,544	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,941	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	488,177	485,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,525	413,484	480,430	456,886	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	256,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,225	325,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	250,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,800	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,816	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,328	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	380,355	421,363	466,830	565,145	480,710	519,306	669,605	720,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	862,686	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,256	1,448,942	1,541,057	1,271,330	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,485	1,574,906	.....	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,324
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	934,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,165,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	490,433	457,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	709,236	661,391	657,141	693,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,206	505,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,000	901,631	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,243	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,549	125,005	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,166	375,567	332,960	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	462,219	407,107	448,964	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,709	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,740	397,968	313,130	434,318	488,388	560,871	429,785	380,034	4,663,805
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	592,091	.....	.....	.....
Michigan Central:													
1862	230,150	150,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	256,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,954	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,620	565,718	458,094	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1 045,401	1,167,818	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,809	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,093	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,013	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,683,026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	990,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,058	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,825	401,299	364,294	370,983	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	468,509	505,814	466,300	487,642	5,182,994
1864	290,676	457,227	611,297	588,066	525,751	582 911	500,641	625.547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,393	580,964	8 489,092
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,980	590,557	586,484	507,451	537,381	606,218	669,057	784,800	600,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	701,829	842,114	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144.736	145.748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	178,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,129	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	156,388	130,545	140,406	143,987	204,597	196,910	210,473	.....	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103.056	132,111	134,272	152,585	105,554	116,379	120.595	151,052	134,563	111,339	1,439,708
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248.840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,834	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	466,766	351,759	323,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,308	450,203	420,898	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	64,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,098	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,568	58,262	73,525	126,495	120,268	79,431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Nov. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	114½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " " ..... coupon		5	" "	1871	126
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	110½
" " " ..... coupon		6	" "	1881	114½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	294,246,300	6	Jan & July.	1881	110½
" " " ..... coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) ..... registered	1,602,312,250	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) ..... registered		6	May & Nov.	1884	107½
" " " (5-20s) ..... coupon		6	" "	1884	107
Loan of March 3, 1865 (5-20s) ..... registered		6	May & Nov.	1885	107
" " " (5-20s) ..... coupon		6	" "	1885	107½
" " 2d series (5-20s) ..... registered		6	Jan. & July.	1886	110
" " " (5-20s) ..... coupon		6	" "	1886	110½
" " 3d series (5-20s) ..... registered		6	" "	1887	110½
" " " (5-20s) ..... coupon		6	" "	1887	110½
Loan of March 3, 1864, (10-40s) ..... registered	194,565,400	5	Mar. & Sept.	1904	104
" " " (10-40s) ..... coupon		5	" "	1904	104½
Pacific R. R. Bonds ..... (currency)	42,184,000	6	Jan. & July.	'95-'97	99
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July	1868	----
Matured Debt not presented	9,497,742	---	presentation.	------	----
Gold Certificates of Deposit	19,716,840	---	presentation.	------	----
Compound interest Notes 1864 '65	------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates	58,325 000	---	------	------	----
Fractional currency	33,413,985	---	------	------	----
Navy Pension Fund	14,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ..... "	648,000	5	Jan & July	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ..... coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	132
" " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free) ..	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	100½
" " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,367,253	6	" "	'77-'79	100½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	95
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	686,000		various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'60-'99	63½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,500	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1882	100
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	95½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
— " " (C. and O. Can.) sterl.	1,405,507	5	"	1889	----
— " " (R. R. various) "	120 000	5	"	1889	----
— " " (") currcy.	159,974	5	"	'89-'90	----
— " " (B. & O. R.R.) sterl.	3,277,289	5	"	1890	----
— " " (C. and O. Can.) "	3,259,616	6	"	18.0	----
— " " (Ches. & Ohio Can.).	2 000,000	6		1870	96½
— " " (Balt. & Susq. R.R.).	1,000,000	6		1870	96½
— " (Bounty)	601.000	6	"	ubt.'74	----
— " (Ches. & Ohio Can.).	30,000	6	"	1885	----
— " (Balt. & Susq. R.R.).	429,088	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" "	21,000	5	"	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'72	120
" — " " "	2,250,000	6	" "	'74-'76	117
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'88	101½
" —Western R.R. Loan (ster.ing)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	110½
" — " " " sig.)	554,180	5	" "	'88.'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1896	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	'41-'71	----
" " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	89½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	91
" —Pacific R.R.	7,000,000	6	" "	'81- 87	----
" —Southwestern R.R.	4,500,000	6	" "	'86-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'88-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'86-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	706,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " ..registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " "	6,000,000	6	" "	1872	100
" — " "	2,250,000	6	" "	1873	101½
" — " "	1,400,000	6	" "	1874	100½
" —General Fund Bonds	909 607	6	" "	'75-'77	101
" — " "	442,960	5	Jan. & July.	pleas.	----
" — " "	900,000	5	May & Nov.	1868	----
" — " "	800,000	5	Jan. & July.	1875	91
" —Canal Fund Bonds	1,168,000	5	" "	1878	----
" — " "	167,000	5	J. A. J. & O.	1868	----
" — " "	4,500 000	5	" "	1871	----
North Carolina—State Bonds	366,000	5	" "	1874	93
" — " "	8,334,000	6	Various.	'60-'78	65
" — " "	650,000	6	Jan. & July.	'81-'90	----
" — " " (new)	3,500,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1900	64
" — " "	2,183,532	6	Jan. & July.	1868	100
" — " "	1,600,000	6	" "	1870	100
" — " "	4,095,309	6	" "	1875	101
" — " "	2,400,000	6	" "	1881	103
Oregon—State Bonds (Relief and Bounty) ...	218,674	6	" "	1886	102
Pennsylvania—State Bonds ..... coupon	4,998,000	7	Jan. & July.	1875	----
" — " " ..... registered	5,083,052	5	Various.	'77-'82	95
" —Inclined Plane Bonds	400,000	5	"	'68-'70	100
" —State Bonds, 1st series	92,850	6	April & Oct	1879	----
" — " " 2d series	99,480	5	Jan. & July.	1877	----
" — " " 3d series	720,983	5	" "	1882	----
" — " " 1st series	4,907,150	5	" "	1892	----
" — " " 2d series	7,909,520	6	" "	1877	104½
" — " " 3d series	9,270,017	6	" "	1882	106½
" —Military Loan Bonds	2,000,000	6	" "	1892	107½
Rhode Island—State War Bonds of 1861	468,500	6	Feb. & Aug.	1871	102
" — " " " 1862	1,196,000	6	April & Oct.	1871	100
" — " " " 1863	269,000	6	Mar. & Sept.	1882	100
" — " " " 1863	776,000	6	April & Oct.	1883	100½
" — " " " 1864	917,000	6	Jan. & July.	1893	100½
South Carolina—Free Loan Bonds	798,848	6	Feb. & Aug.	1894	100
" —State Bonds (various)	3,276,000	5	J. A. J. & O.	'68-'70	----
" — " " (new)	1,210,803	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,949,430	6	" "	1887	----
" — " "	239,187	5	April & Oct.	1868	60½
" —Railroad, &c., Loan Bonds	1,706,000	5½	" "	Var.	----
" — " endorsement	14,006,000	6	" "	1868	----
" —New Bonds	2,207,000	6	Jan. & July	30 yrs.	----
Vermont—State War Bonds	6,000,000	6	" "	Var.	----
Virginia—State Bonds (sterling)	1,567,500	6	" "	1882	68½
" — " " (sterling new)	1,865,000	6	June & Dec.	'71-'78	100½
" — " " ..... registered	466,250	5	Jan. & July.	long.	----
" — " " ..... "	108,000	5	" "	long.	----
" — " " ..... coupon	21,649,398	6	" "	long.	----
" — " " (new) ..... registered	10,900,000	6	" "	long.	----
" — " " (") ..... coupon	1,379,500	6	"	1876	67
" — " " (")	489,300	6	"	1886	----
Wisconsin—State Bond	39,600	6	"	1890	----
	405,100		Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	378,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1 96	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95¾
Loan of 1850	602,000	6	" "	"	1880	95
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'-	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	66
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,000	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,000	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294.000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	91½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	103
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	78
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,000	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	93½
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1906	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1906	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1868	90
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	102½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	83½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	597,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	78
Consol. S. F. Mort. ($5,000,000)	126,000	7	May & Nov.	" "	1890	96

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	103
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	73¼
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	97
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1889	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1893	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	670,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	95
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	91½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85
5th Mortgage	926,500	7	June & Dec.	" "	1888	84
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	91
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	110½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	451,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	"	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	105½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,080,500	7	April & Oct.	New York.	1875	114½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1868	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1861	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	"	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69-'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	91
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69-'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage, Memphis Branch	287,000	7	May & Nov.	" "	'70-'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70-'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	90½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	73½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1900	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	114
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	114
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	91
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (G. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	96½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	90
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,990	6	Jan. & July.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	308,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	91
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88-'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94	....
2d Mortgage	792,050	6	" "	" "	'71-'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73-'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	75½
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	6,189,954	6	May & Nov.	New York.	1883	94
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	100
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65-'70	72½
1st Mortgage	328,600	8	" "	" "	65-'70	90
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1893	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	108
2d Mortgage	274,500	7	— & —	"	18—	87
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	96½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	77½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	96
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	98½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85½
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	92
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.) Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	68½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	156½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	320,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	96
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible reg stered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
6th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	75
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	74
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895*	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1906	77
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494.000	6	Jan. & July.	New York.	1873	....
2d Mortgage	25.500	6	" "	" "	1870	....
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	100½
Western Maryland:						
1st Mortgage	400.000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W. Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175.000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375.000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,201,850	6	" "	"	1877	75
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	70½
Improvement Loan	1,001,070	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	97½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,493	o'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,965	—	100	....
Sept. 30, 1867	108.0	—	9.0	32.0	15	15	7	157	Albany and Susquehanna ¶ ... New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7 000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶ .. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶ .... Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	117½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24½
Dec. 31, 1867	45.0	—	....	96.0	9	3	—	600	*Bay de Noquet and Marquette.* ... Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,699	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	.....	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	147½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	86.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	131½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine ..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	583,661	42,096,255	12,886,085	1,565,462	435,780	10	100	135
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,649	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	135
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 31, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb. . Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb. ... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie .. New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	154.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	15
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co .. New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	22
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* .. Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,416	3,581,244	1,617,268	10	100	116
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,681	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	33½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	595,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,146	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	6
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	145
Apr 30, 1868	370.0	32.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy .. Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	172
ec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	00	....
May 31, 1868	900.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	84½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	107½
Jun. 30, 1867		Lease	es	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern ..... Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton .. Ohio.	3,945,670	999,198	1,364,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	19	12	5	199	Cin. and Indianapolis Junction .. O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	6	—	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	2.7	—	16	11	11	508	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	396,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....										
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	77										
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	—	—	—	(Leased to Atl. &	Gt. W n	.....	.....	.....	8	100	....									
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash. Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	100½									
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	88									
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	102									
Feb. 12, 1868	588.0	12.0	....	—	.....	.....	.....	.....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	6,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	80									
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....									
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	72½									
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont..New Hampshire.	698,258	*	.....	.....	595,587	374,680	.....	.....	27.0	.....	.....	.....	68,707	20,768	—	100	....									
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90									
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	129									
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....									
Mar. 31, 1867	14.6	—	....	—	.....	.....	.....	.....	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....									
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....									
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania. Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....									
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....									
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	.....	9,622	24.0	64,670	.....	.....	156,756	11,292	—	100	....									
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....									
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....									
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....									
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....									
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	263.3	2,034,524	.....	.....	2,613,979	loss.	10	50	131									
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....									
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....									
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....									
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	100									
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....									
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties....N. Y.	.....	.....	.....	.....	34,680	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....									
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....									
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	117½									
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....									
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	397,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....									
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....									
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶.Tenn. & G.	3,466,211	*	273,910	138,944	2,389,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....									
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....									
Jun. 30, 1867	47.0	—	....	—	.....	.....	.....	.....	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....									
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northe	rn Central	.)	25,000	5	100	....									
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Central	.)	165,000	5	100	60									
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	933,648	2,137,934	25,111,210	22,429,920	5,978,103	860,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	37½									
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....									
Dec. 31, 1867	13.0	—	....	97.0	—	—	—	—	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....									
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....									
Dec. 31, 1867	8 0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....									
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....									
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.) 8,162	7½	50	....									
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	135									
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....									
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,600	.....	.....	.....	160,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....									
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....									
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,888	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....									
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....									
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson. Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....									
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,150,000	389,500	194,687	1,130,529	232.0	675,897	.....	.....	1,003,724	491,586	6½	100	80									
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	.....	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,883,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....									
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,268,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,669,549	7½	100	....									
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶...S. Carolina	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....									
Aug 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,147	12,965,380	19,922,754	1,716,270	516,270	—	100	90									
Oct. 31, 1867	36 0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	18,000	1,162,550	700,000	.....	18,000	—	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	111½									
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	958,949	359,009	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	225									
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373.152	12,126,637	.....	766,361	.....	—	100	....									
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....									
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....									
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....									
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	130½									
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149.189	.....	.....	186,451	52,342	—	50	....									
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central* .....Illinois.	31,328,473	*	8,468,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	143½									
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	30									
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....									
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....									
Jun. 30, 1867	13.0	—	....	—	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....									
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....									
Dec. 31, 1867	66.0	—	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,556	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,964	—	100	....									
Oct. 31, 1867	154.0	6.0	....	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....									
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicag	o and Alt	on.)	.....	—	100	....									
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,160,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l.)	.....	8	100	....									
Dec. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	.....	.....	—	100	....									
Dec. 31, 1867	99.0	—	....	20	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	75,263	32,185	—	100	....									
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	0.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*			840,250	500.000	.....		37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....		.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	(Open. J an.1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,025	1,747,141	4,455,000	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	.....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	.....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	—	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	0.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	12.8	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	—	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	.....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	—	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	.....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	91½
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	9.0	.....	.....	.....	57,382	8 036	—	100	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	—	23,250	474.307	211,122	2,116,000	573,445	95,278	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1868	65.0	—	0.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,809,186	4,063,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1868	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	—	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	—	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	.....	(11 mos.)	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	—	102.5	94,046	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	—	34.2	286,832	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,676,915	250,000	.....	—	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180.437	—	100	....
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	1,000,000	.....	.....	—	—	(Operat	ed with C	oncord.)	.....	97.925	9	100	130
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	200,000	.....	.....	—	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	—	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	—	379.0	751,942	.....	.....	1,174,914	344,906	3	100	50
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	—	—	(Leased	to Louisvi	lle and Na	shville.)	.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	.....	.....	.....	.....	.....	—	130.0	(Operat	ed by Lou	isville and	Nashvill e.)	.....	—	100	....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358.549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	117
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	—	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	89
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	—	—	2,296,146	35,282,221	99,178,049	5,683,608	2,017,923	—	100	65½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	—	63.0	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	114
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002.774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	136,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	—	68.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	.....	.....	.....	—	486.5	1,167,204	.....	.....	2,300,269	776,506	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44.459	384,738	129.000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	90
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	—	169.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,456	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶..Tenn. & Ky.	4,600, 55	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142.167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000 000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	133½
Nov. 30, 1867	100.0	—	10.6	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	—	80.2	137,696	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	207.7	296 0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	132½
Sept. 30, 1867	—	5.0	....	34.8	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124
Mar. 31, 1868	62.8	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218.509	864,879	10	100	140
Aug. 31, 1867	50.0	12.0	....	—	18	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	85
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	—	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1868	223,0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)			12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶..... ..South Carolina.	2,148,131	*	28,362	27,648	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.																				
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	55	50	70
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,364	716,778	4,648,900	5,764,800	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	96
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
Sept. 30, 1867	21.3	—	3.5	—	5	13	6	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	90
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0									
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,054,145	898,981	301,742	3	100	68½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6·3	122,225	340.0	....	....	....	4,459,319	1,083,529	—	100	30½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378	....	....	1,509,246	599,882	—	50	80½
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	96½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	....	....	....	118,775	....	2,637,762	976,353	....	190.0	420,449	9,096,969	5,248,590	706,992	287,587	—	100	50
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark .....New Jersey.	....	....	....	....	....	....	....	....	9.0	....	....	....	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	....	....	....	....	Oswego and Rome.....New York.	925,799	....	....	....	222,987	716,000	3,387	....	....	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	—	112,320	482,400	573,500	4,875	....	36.3	101,544	3,747,266	1,920,412	256,628	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	....	3,614,515	9,349,000	806,281	—	283.0	1,405,886	....	....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	....	....	7,000,000	2,674,000	....	....	47.6	....	....	....	....	....	—	100	....
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	....	....	....	630,000	....	....	....	....	....	....	....	....	....	24	100	330
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	....	....	....	....	....	....	....	....	....	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	....	....	....	284,500	85,000	....	....	....	....	....	....	....	....	....	....	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular.....Mich. Ind. and Ill.	....	....	....	....	400,000	....	....	....	....	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,622	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	108½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	....	3,200,000	597,500	385,750	....	62.9	....	....	....	....	....	20	50	....
Mar. 31, 1867	180.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,500	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	....	....	....	1,200,000	600,000	....	....	....	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	....	....	....	550,000	550,000	....	....	71.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	....	92.3	....	....	....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	....	....	214,000	800,000	62,500	....	102.1	86,460	....	....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	....	....	5,996,700	13,000,000	22,473	....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	57½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	....	605,590	275,442	10	50	134
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,662,133	3,765,774	3,803,751	264,663	23,356,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	98½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	....	287,418	....	1,099,120	200,000	....	....	33.3	....	....	....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	....	....	2,432,531	890,730	9	50	111½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	....	....	1,983,141	6,739,000	....	....	201.0	....	12,861,340	....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	....	....	1,776,129	1,500,000	....	....	71.1	339,804	....	....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	111
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville. Penn. & W.V.	2,500,000	*	....	....	1,000,000	1,500,000	....	....	....	(Leased to Pbg., Col. and Cincinnati)			....	....	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	—	—	782	....	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	....	....	....	....	....	....	....	....	23.0	....	....	....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	....	....	....	....	....	....	109.0	307,443	6,630,284	....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	....	....	529,325	230,825	6	100	103
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	....	....	....	350,000	—	....	....	....	(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	....	....	....	170,000	200,000	....	....	....	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	....	437,917	150,000	....	....	14.5	42,600	....	....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.8	29.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	....	....	2,530,700	1,524,800	....	....	82.3	....	....	....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	—	48.0	168,533	....	....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	....	....	2,500,000	1,500,000	....	....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9 2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	....	....	1,141,080	616,308	353,222	....	75.5	180,510	4,630,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	—	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	....	....	....	....	Richmond and York River ¶.....Virginia.	....	....	....	....	650,000	400,000	....	....	....	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	....	....	....	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	....	....	427,402	....	....	....	22.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria.....Illinois.	....	*	....	....	....	....	....	....	12.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	....	353,643	221.0	....	....	....	1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	....	....	2,233,000	3,177,500	....	....	143.3	612,563	....	....	840,855	....	—	100	34½
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	—	209.0	(Leased June 1, '67, I. & St.L.)			2,218,402	608,112	—	100	40
Dec. 31, 1866	80.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs....Missouri	2,100,000	*	....	....	700,000	1,400,000	....	....	....	(Completed Jan. 1, 1868.)			....	....	—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0	....	....	....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶....Missouri.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago....Ill.	....	....	....	....	....	1,500,000	....	....	....	....	....	....	....	....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	....	....	....	2,020,000	....	....	80.0	....	....	....	....	....	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	....	....	180,550	100,000	....	....	....	(Leased to West Jersey.)			209,534	87,404	—	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	....	6,679	243,305	226,900	487	—	....	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	....	....	2,534,596	1,362,873	....	....	....	(Leased to Cin., Dayton and Eastern.)			125,000	....	—	50	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,100,800	21,544	—	116.3	241,284	....	....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	....	....	1,269,150	97,000	149,21[illegible]	—	54.0	143,124	....	....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20 7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	....	....	....	576,050	....	....	—	....	(Leased to Phila. and Reading.)			....	5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	....	....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	....	....	989,650	796,830	....	....	119.3	....	....	....	312,577	12,999	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	....	....	....	....	2,481,062	1,079,100	....	....	135.0	164,118	1,922,936	5,093,900	363,684	....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	1,569,450	....	....	....	869,450	700,000	....	....	....	(Leased to Northern Central.)			....	5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	....	....	250,000	....	....	....	20.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	....	....	....	100,000	57,800	....	....	20.0	(Operated by Jeff. Mad. and Louisville.)			....	....	—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	....	....	633,200	55,000	....	....	50.0	165,280	....	....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	....	....	....	....	*Sioux City and Pacific*.....Iowa.	....	....	....	....	....	....	....	....	71.0	(Opened near close of 1867.)			....	....	—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	—	—	—	230,000	580,000	....	....	....	(Leased to Portland and Kennebec.)			36,000	....	—	50	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	....	....	....	438,300	....	....	....	....	(Leased to Central of New Jersey.)			....	....	6	100	....
Dec. 31, 1867	137.0	109.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	....	....	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	....	....	1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*	....	....	450,000	750,000	....	....	34.0	....	....	....	....	....	—	100	....
Sept. 30, 1867	123.0	6 5	....	—	15	6	2	142	South Side (Petersb'g & Lynch'b'g) ¶..Va.	3,726,590	*	12,024	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	80.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	....	....	....	....	....	....	....	....	30.5	....	....	....	....	....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0			(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0				1,006,953	408,959	9	100	90
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.									68.0						—	100	....
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000				196,000	150,000									—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	....	660,000	200,000	95,000	....	(Leased to Cinc., Dayton and Eastern.)						—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*			1,983,141	6,739,000		....	13.0	56,004	2,626,176	....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700	....	448,700			....	201.0	....	12,861,340	....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—					Stony Brook.....Massachusetts.	267,383			....	267,300			....	(Leased to Housatonic.)					31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.									13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Sept. 30, 1867	61.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.															—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0				1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180			576,400	250,000	35,000		30.6	124,206			262,569	111,618	8	50	90½
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	....	....	3,809,353	1,022,471	—	100	58
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	....	....	607,111	1,550,000	443,171	....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908				274,400					(Leased to Hudson River.)				19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield ¶.....Massachusetts.	2,086,640	....	....	....		680,000	....	....		(Operated by Vt & Mass., & T. & B.)				32,000	—	100	....
Sept. 30, 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238	....	....	....	30,000	310,000	....	....		(Owned by railroads centring in Troy.)					—	—	....
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000									(Leased to Pennsylvania.)					—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	....	....	....	5,000,000	17,600,000	....	....							—	—	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	....	....	....	1,000,000	3,200,000	....	....							—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	....	....	5,000,000	11,392,000	....	....							—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	....	....	831,300	....	....	....					1,625,156	....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	....	....	693,712	....	....	....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000	....	....	....	2,500,000	....	....	....	12.0	....	....	....	....	....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts..Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120		(Leased to Vermont Central.)					8	100	100½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	....	....	5,000,000	5,500,000	....	....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	61
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	....	....	516,164	793,200	....	....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872		(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	....	....	....	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	....	174,231	3,497,791	2,393,382	....	....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.8	—	....	—					Warren.....New Jersey.	2,000,000	*	59,050	....	1,547,650	511,400	....	....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	172,577	—	....	....	98,650	85,000	600	....	18.3	....	....	....	458,606	155,928	7	100	....
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & Georget..D. C. & Va.			(In hands of receiver.)						10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	....	....	....	....	Washington County.....Maryland.									7.0	....	....	....	....	....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	....	684,036	962,600	133,966	....	23.0	(Opened Nov. 20, 1867.)			....	....	—	100	....
Nov. 30, 1867	156.0	17.5	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	....	....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	....	....	4,972,000	....	....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	—	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	....	....	1,942,000	....	....	....	138.0	700,504	....	....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	....	....	....	750,000	1,200,000	....	....	43.0	....	....	....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.						2,318,000			45.0	....	....	....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—					Western Pennsylvania.....Pennsylvania.	2,876,329	....	49,660	....	822,450	1,283,600	630,919	....	84.5	....	....	....	....	....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182		(Leased to Pennsylvania.)					—	50	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,257	804,150	1,018,000	....	....	181.0	580,588	4,917,350	....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0					Whitehall and Plattsburg ¶...New York.			(Under construction.)						37.5	....	....	....	278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—					White Mountains.....New Hampshire.	200,000				200,000										—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford..N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154		(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	134.0	....	....	....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	206	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	....	171.0	....	....	....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000				213,000				181.0	....	....	....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—					Winchester and Alabama ¶...Tennessee.	950,000	*	....	....	....	1,160,782	....	....		(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—					Winchester and Potomac.....Virginia.	600,000	*	....	....	300,000	203,333	....	....	38.0	....	....	....	....	....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	....	1,522,500	....	69,906	56,720		(Leased to Balt. and Ohio.)				27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—					Wrightsville, York and Gettysburg..Penn.	293,230	—	....	....	317,050	52,000	24,180	—	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
																			(Leased to Northern Central.)						—	50	....
CANALS, &c																										
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	39
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	—	—	8,229,594	—	—	—	184.5	—	—	—	....	....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				....	....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal..Penn. & N.Y.	6,820,198	*	2,154,474	....	10,000,000	531,000	....	....	108.0	—	—	—	....	....	16	100	134
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,381,251	*	—	—	2,521,300	(See Cam. & Amb. R.R.)			65.5	—	—	—	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	—	—	64,000	—	1,300,985	....	161.0	—	—	—	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	—	—	—	....	247,603	8	50	59
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	—	68,683	2,200,000	1,049,260	120,553	61,091	108.0	—	—	—	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	—	—	2,751,765	—	—	—	101.0	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	—	—	4,797,185	7,775,720	489,316	136,275	178.0	—	—	—	1,099,013	....	6	50	20½
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,619,461	*	—	—	2,002,746	2,611,310	159,506	—	109.2	—	—	—	155,872	42,170	—	50	28
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	—	—	45.0	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	....	1,100,000	750,000	....	—	87.6	—	—	—	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	—	....	800,000	600,000	....	—	123.0	—	—	—	132,037	33,921	4	50	62
																		64.0	—	—	—					

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv't in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	P c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	----	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,463	325,000	—	64,336	187,427	29,460	9.5	----	58½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	----	98½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	----	----
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	----	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	----	25½
30 Nov.'67	—	—	—	—	—	Margiral Freight	91,543	94,200	—	—	—	—	—	----	----
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	701	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,655	10	----	65
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	----	57
30 Nov'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,278	1,125	—	----	----
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	----	----
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	----	----
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	----	----
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	----	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	----	----
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	----	----
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13 016	5	----	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	----	—
30 Nov.'67	4.96	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	----	----
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	----	----
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	----
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	----	71,961	15,873	—	100	----
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	----
30 Sep. '67	10.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	----
30 Sep. '67	16.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	----
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27.253	3,994	—	100	----
30 Sep. '67	70 00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	------	1,131129	195,907	12	100	----
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553.340	400,000	200,000	2,587	129,267	14,852	—	100	----
30 Sep. '67	9.12	—	—	14	—	Brooklyn City & Roost. Be'h	125,586	107,700	45,000	------	15,085	6,352	—	100	----
30 Sep. '67	21.00	—	—	57	22	Brooklyn Central & Jamaica	996,785	488,100	498,810	47,303	192,290	9,470	—	100	----
30 Sep. '67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	----
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,646	4,756	8½	100	----
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16,286	—	100	----
30 Sep. '67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	600.000	141,000	47,727	118,307	226	—	100	----
30 Sep. '67	22.49	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,582	89,810	5	100	----
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	------	792,574	139 095	12	100	----
30 Sep. '67	10.24	—	—	44	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	------	300,969	94,714	5	100	----
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	----
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	----
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144 000	44,380	100,000	3,900	—	—	—	100	----
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'n & Ford'm	227,400	95,800	124,000	7,500	63,603	4,578	—	100	----
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	----
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	----
30 Sep '67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	----
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	----
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	----
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,000	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	------	563,166	73,564	10	100	----
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	------	—	—	—	100	----
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	------	13,075	5,046	20	100	----
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	------	6,590	1,176	5	100	----
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453.404	1,170,000	1,280000	50 000	1,18945	222,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	----
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,288	121,174	196,500	1,200	76,179	14,707	—	100	----
30 Sep. '67	4.25	—	—	4	—	V. Brunt st & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,287	—	100	----
30 Sep. '67	15.52	—	—	—	—	Westervilet (Albany)	294,388	240,00	134,000	2,700	104,223	14,721	9	100	----
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	----
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	----	----
31 Dec. '66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	----
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	—	137	26	4 Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	53,180	24	50	----
31 Oct. '67	1.63	—	—	10	2	— Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	----
31 Oct. '67	10.60	—	—	—	—	— Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	----
31 Oct. '67	16.37	—	—	272	40	9 Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	296,142	56,995	6	50	33
31 Oct '67	34.25	—	—	367	59	— Germantown	542,270	112,245	450,000	20,000	284,514	63,582	26½	50	20
31 Oct. '67	5.40	—	—	120	25	— Girard College (Phila.)	170,864	170,000	—	—	114,204	15,978	12½	50	25½
31 Oct. '67	4.84	—	—	197	33	8 Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	—	18	5	1 Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	----
31 Oct. '67	5.20	—	—	103	18	1 Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	—	82	13	— Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	----
31 Oct. '67	3.00	—	—	9	3	1 Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	----
31 Oct. '67	7.08	—	—	277	45	2 Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,044	53,011	10	50	46
31 Oct. '67	5.61	—	—	50	10	4 Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	—	125	19	7 Philadelphia & Gray's Ferry	286,582	265,307	—	—	94,888	23,343	3	50	22½
31 Oct. '67	8.75	—	—	163	28	1 Pittsb., Allegheny & Manch'r	146,496	110,000	35,600	24,916	138,501	22,495	10	50	----
31 Oct. '67	3.90	—	—	71	12	2 Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	----
31 Oct. '67	8.00	—	—	53	12	— Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,726	2	50	----
31 Oct. '67	3.96	—	—	—	—	— Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	----
31 Oct. '67	19.50	—	—	489	72	4 Second & Third st. (Phila.)	437,936	339,007	114,200	68,088	409.156	105,448	18½	50	49
31 Oct. '67	5.62	—	—	100	13	4 17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	—	104	32	2 10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	73
31 Oct. '67	6.25	—	—	145	28	4 13th & 15th st. (Phila.)	uncer tain	—	—	—	208,864	64,648	—	50	16½
31 Oct. '67	25.00	—	—	529	70	18 Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	—	341	66	— West Philadelphia	479,706	375,000	100,000	—	281.058	50,692	10	50	65½
31 Oct. '67	4.13	—	—	13	4	1 Wilkesbarre and Kingston	70,285	49,800	—	6,500	12,119	7,423	—	50	----
31 Oct. '67	1.02	—	—	10	4	— Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	----
						MARYLAND.									
31 Dec. '62	21.00	----	—	340	50	— Baltimore City	700,000	670,000	------	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	------	------	------	------	—	—	----
31 Dec. '62	5.00	—	—	—	—	— City (Cinc.) Passenger	111,412	100,000	------	------	------	------	—	—	----
31 Dec. '62	3.81	—	—	—	—	— Passenger (Cinc')	69,837	50,000	------	------	------	------	—	—	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Quot.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	----
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	------	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	----
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg					
1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1875	----
Delaware County:					
1st Mortgage	6,500	7	----	------	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	------	----
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	------	----
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	------	----
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	----
Real Estate	154,000	7	J. & J.	------	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	----	------	----
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	---
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'n & Ford'm					
1st Mortgage	124,000	7	J. & J.	------	----
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage (road)	50,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage sua antied	58,727	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	----	------	----
Middlesex:					
1st Mortgage	38,000	--	----	------	-
Malden & Melrose bonds	46,971	--	----	------	----
Real Estate	6,000	--	----	------	----
Ninth Avenue:					
1st Mortgage	112,000	7	----	------	----
North Philadelphia:					
1st Mortgage	100,000	7	----	1869	----
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J	1871	----
Quincy.					
Plain bonds	68,100	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	------	----
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	---
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	102
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	480,000	--	----	------	----
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	----
Utica and Waterville:					
1st Mortgage	100,000	7	----	------	----
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	------	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1877	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	21
Catawissa,* pref. and guar.	2,200,000	7	7	31
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	66½
Chicago and Alton, pref.	2,425,400	7	10	146½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10½	88
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	95
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	60
Hannibal and St. Joseph, pref.	5,253,836	...	...	92½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	68½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	25
" " 2d pref.	4,051,744	6	...	10
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	86
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	78
St. Louis, Alton and T. H., pref.	2,040,000	7	7	62
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	20
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	36½
Mariposa Mining, pref.	5,774,400	7	7	21½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	.41 — @ 44 —
Pig, American, No. 1 (good to best)	.41 — @ 43 —
Pig, American, No. 2	.37 — @ 39 —
Pig, American, Forge	.34 — @ 38 —
Bar, Refined, English and American	.90 — @ 95 —
Bar, Swedes, assorted sizes (gold)	.82 — @ 87 —
	Store Prices.
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	— — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	.130 — @175 —
Ovals and Half-round	.125 — @155 —
Band	.130 — @ — —
Horse Shoe	.130 — @ — —
Rods, ¼@3-16 inch	.105 — @165 —
Hoop	.135 — @190 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia, assorted No.'s (gold)	— 11½@ — 12½
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English (gold) per ton.	51 — @ 52 —
Rails, American	79 — @ 81 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality) per lb.	— 18 @ — 23
English Spring (2d and 1st quality)	— 10 @ — 12½
English Blister (2d and 1st quality)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Nails	— — @ — 42
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½@ — 24½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold) per lb.	— 29 @ — —
Straits (gold)	— 25½@ — 26
English (gold)	— 25½@ — 25½

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal...per box.	8 12½@	8 37½	11 25 @	11 75
I. C. Coke	7 — @	7 50	9 50 @	10 50
Coke Terne	6 — @	6 25	8 50 @	8 75
Charcoal Terne	7 75 @	8 25	10 75 @	11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— — @ — 17½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — —
Refined, Standard White (in ship'g order)	— 30 @ — 33
Refined, prime White (in shipping order)	— 32 @ — —
Refined, S. W. (in merchantable order)	— 34 @ — 32
Naptha, Refined, (60 @ 63 gravity)	— — @ — 13
Residuum per bbl.	— — @ 4 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9 per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 2.

	Th. 26.	F. 27.	Sat. 28.	M. 30.	Tu. 1.	W. 2
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	....
Canton Co	51½	51	51	50½	50	49
Central of N. Jersey	118½	118	116	115	115	
Chicago & Alton	147	....	....	146	....	
" pref.	....	....	....	146½	....	
" 1 M.	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	....	....	172	
" 8s, 1883	....	....	....	....	....	
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	
Chic. & Northwestern	88	86	85½	84½	....	
" pref.	88⅞	89⅛	87⅞	87	....	
" 1st M.	90½	....	....	90½	91	
" Interest	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Consol.	93	....	93	....	....	
Chic., Rock Isl. & Pac.	109	109½	108½	107	107⅛	
Chicago & R. I. 7s, 1870	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1890	94½	....	....	....	....	
Clev., Col., C. and Ind.	77½	77	76½	77	77	
Clev. and Pittsburg	88½	89⅛	88⅛	....	87½	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M.	....	78	....	....	....	
" Con.	....	....	....	....	....	
Clev. and Toledo	100	101	101	100½	100½	
" S. F. 7s	....	....	103	....	....	
Col., Chi., & Ind. C.	....	....	....	....	....	
" 1 M.	74½	74⅛	74½	....	74½	
Cumberland Coal pref.	40	40⅛	40½	38½	36½	
Del. & Hudson Canal	133	133	....	134	134	
Del., Lack. & Western	129½	....	....	131	....	
" 1 M. 7s	....	....	....	97	....	
" 2 M. 7s	....	....	....	....	....	
Erie Railway	39	40	40	39½	37⅛	
" pref.	59½	60	60	....	....	
" 1 M. 7s, 1867	....	....	101½	101	101½	
" 2 M. 7s, 1879	....	....	....	....	....	
" 3 M. 7s, 1883	....	....	91½	....	....	
" 4 M. 7s, 1880	....	....	....	....	85	
" 5 M. 7s, 1888	....	....	....	....	84	
Great Western 2d mort.	....	78½	78½	....	....	
Hudson River	129½	130	131	132	129⅝	
" 1 M. 7s, 1869	....	....	....	....	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M. 7s, 1875	....	....	....	....	....	
Illinois Central	....	....	....	....	....	
" bonds	....	....	....	....	....	
Lake Shore (C., P. & A.)	100	....	....	....	100	
Marietta & Cin. 1st pref.	....	25	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central	....	....	....	....	....	
" S. F. 8s, 1882	115	....	....	....	....	
" conv. 8s, '69	....	....	....	....	....	
M. S. and N. I.	90	89½	89½	88½	88½	
" 1 M. S. F.	....	....	....	....	....	
" 2 M.	....	....	91	....	....	
Mil. and P. du Chien	....	....	....	....	....	
" 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Milw. and St. Paul	70	72½	70⅞	68	67½	
" pref.	89	91	88½	86	86	
" 1st mort.	94	95	....	....	94	
" 2d mort.	....	....	....	....	....	
" 8s	....	102½	103	....	103	
" 7 3-10s con.	....	96½	96⅛	....	....	
Missouri 6s	90	90	89½	89⅝	....	
" H. & St. J. iss.	....	....	....	....	....	
Morris and Essex	....	....	....	....	90	
" 1st mort.	95½	....	95½	....	96	
" 2d mort.	91	91	....	....	....	
N. Jersey R.R. & T. Co.	133	133	....	133½	....	
New York Central	126½	127⅛	129½	129	131	
" 7s, S.F. 1876	....	....	....	....	....	
" 7s, conv. '76	....	....	....	....	....	
" 6s, S.F. 1883	....	....	....	....	....	
" 6s, S.F. 1887	....	....	....	....	....	
N. York and Harlem	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873	100	100	....	....	100	
N. Y. and N. Haven	....	....	....	....	....	
N. Carolina 6s	65½	....	67	65½	66	
" new	64½	64	63½	63½	63½	
Ohio and Miss.	31½	31⅝	31½	30⅝	30⅝	
" pref.	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Pacific Mail S. S. Co.	117⅛	118	118½	116½	116½	
Panama	....	....	330	....	330	
Phila. and Reading	99½	99½	99¼	98½	98½	
Pitts., Ft. W. & Chicago	112½	112⅝	111⅞	110½	110⅛	
" 1 M.	....	....	103½	....	....	
" 2 M.	99	....	....	....	....	
" 3 M.	....	....	....	....	....	
Quicksilver Mining Co.	23½	23½	....	23½	23	
St. L., Alton & T. H.	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M.	....	....	....	....	....	
" 2 M. pref.	....	....	....	....	....	
" Income bds	....	....	....	....	81	
Tennessee 6s	69½	69⅞	69⅜	69	....	
" new	69	68½	68⅜	68½	68½	
Tol., Wab. & Western	59½	60	58½	58	....	
" pref.	71	....	....	....	....	
" 1 M. ex	....	....	....	....	....	
" 2 M.	....	....	....	....	....	
" Equipment	75	....	....	....	....	
Virginia 6s, ex-coupon	56½	56½	....	....	56	
" new	58	....	58	58	57	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 2.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.	W.2
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅜	106	....	105⅜	105½	
U. S. 5s, 10-40s, reg	104	....	....	....	....	
U. S. 6s, 1881, reg	114¾	....	114⅝	110½	110⅝	
U. S. 6s, 1881, coup	115⅛	115	....	....	114⅝	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	106⅞	....	....	106⅜
U. S. 6s, 5-20s, c. 1862	112⅜	111⅛	111⅛	110⅝	110⅜	
U. S. 6s, 5-20s, reg. '64	....	....	....	107	....	....
U. S. 6s, 5-20s, c. 1864	107⅛	107⅜	....	107¼	....	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	108¼	107⅞	107⅝	107¼	107⅜	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	110⅝	110½	110⅜	110	110⅛	
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	110⅞	110⅛	110⅛	110⅛	110⅛	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	110⅜	....	110⅛	110⅜	
U. S. 6s, Pac.R.R.issue	....	99	99	....	99	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.1
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	31	....	
Camden and Amboy	....	128½	128½	128	128	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	89	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	93½	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	29½	29½	....	29⅜	
.. 6s, 1884	....	82½	....	....	82	
.. Gold L..... 94¼	93	....	94½	....	93¾	
.. R. R. L	....	84	....	....	....	
Lehigh Valley R.R..... 55½	....	55½	55⅝	....	....	
.. 6s new	....	....	94	....	91	
Little Schuylkill R.R... 45⅝	....	45⅝	45⅝	....	....	
.. 7s	....	....	....	....	....	....
Minehill	....	57¼	57	....	....	
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	108	....	....	....	....
Northern Central	....	48	....	....	....	....
Pennsylvania R. R..... 54½	....	54½	54⅝	54¼	54⅝	
.. 1st M.....100⅜	....	....	....	100¾	....	
.. 2d M..... 96	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	104⅛	....	....	....
.. 6s, 2d series	....	....	106⅛	....	....	....
.. 6s, 3d series.107⅜	....	....	....	107⅜	107¾	
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	101½	....	....	....	....
.. new 102⅞	....	102⅞	102⅝	103½	....	
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading 49¼	....	49½	49⅝	49⅞	49⅝	
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie.. 25⅝	....	....	....	....	....	....
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	10½	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	71	71	70⅝	70⅞	
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	78	
Hestonville, (Horse).. 10½	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets 49	....	....	....	....	49	
Spruce and Pine ..	....	....	22¾	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.1
Baltimore City 6s, 1875. 94½	....	....	94½	94½	....	
.. 1886	....	....	....	....	....	....
.. 1890 ..... 95½	....	95½	95½	95½	95½	
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	118½	118½	....	....	....
.. bonds, 1875. 95¾	....	....	....	....	....	....
.. .. 1880. 95	....	....	....	....	....	....
.. .. 1885. 96½	....	95½	....	....	94¾	
Marietta & Cin. 1st M	....	....	....	90½	90½	
.. 2d M..... 73½	....	....	73½	....	73½	
Northern Central	....	48½	....	....	....	....
.. bonds, 1885	....	....	....	85½	85½	
.. 1900. 85½	....	....	....	85½	....	
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	90¼	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 2.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.	W.2
Boston and Albany	....	....	....	....		147½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	....	....	135	....	
Boston, Hartford & Erie 27½	27⅝	27½	27⅝	27⅝	27½	
.. 7s, new	65	....	....	....	....	
Cheshire, pref	....	....	66½	....	....	
Concord	....	....	....	....	....	
Connecticut River	....	129	....	....	....	
Eastern	117½	....	....	118	117⅝	
Fitchburg	....	....	....	....	....	
Manchester & Lawr'ce	....	....	....	....	130	
Michigan Central	117	....	....	....	....	
Northern, N. H	....	....	....	....	....	
Ogdens. & Lake Champ	....	....	....	....	....	
.. pref	102	....	102	....	....	
Old Colony & Newport	95½	95⅞	96	96	96⅛	
Ph., Wil. & Baltimore	....	55½	....	....	55⅝	
Portl'd, Saco & Ports	....	....	....	....	....	
Vermont & Canada	100½	....	....	100⅞	....	
Vermont & Mass	....	....	....	....	....	
Vt.C. & Vt. & C. Eq. 8s	103	....	....	....	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge ..	98	....	....	....	98½	
Metropolitan ..	....	....	....	....	....	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	....	....	12½	....	12½	
Franklin ..	....	....	....	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic ..	6⅞	7	....	....	....	
Pittsburg ..	....	....	....	....	....	
Quincy ..	....	....	....	....	....	
Rockland ..	....	....	....	....	....	

London Stock Exchange.

	Closing Prices. Nov. 6.	Nov. 13.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	38 — 39	39 — 40
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	27 — 28	24 — 24½
Do. sterlg. 6 p. c. convertible bonds	67 — 69	67 — 69
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —100	99 —101
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	96 — 97½	96 — 97
Marietta and Cin. R. R. bonds 7 p. c..	72 — 74	72 — 74
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct..	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	89 — 91	89 — 91
Philadelphia and Erie 1st mort. 1881.	89 — 91	89 — 91
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, December 5, 1868.

Stock Exchange and Money Market.

The week has been characterized by general ease in the money line. There has been a steady influx of currency reported, which has made itself felt on the City bank and the Sub-Treasury weekly returns, both of which have been favorable, in so far as they have indicated an increase of the cash reserves at this point. The banks gained $3,308,495 in the deposit line, leading them into an expansion of $3,294,994 in their loan and discount averages. Their deposits are now up to $187,418,835, against $175,150,589 two weeks ago, showing an increase of about 12¼ millions. Their loan and discount averages are $254,386,057, against $249,119,539 on the 14th of November, showing an expansion of a little over four millions. The banks now hold $62,440,206 of legal tender, or $1,159,738 less than last week, and $15,786,277 of specie, against $17,333,153 last week, and $9,186,620 on the 17th of October, seven weeks ago. The U. S. Sub-Treasury added over 2½ millions to its cash balances last week, closing the month of November with a cash reserve of $86,077,866, against $91,999,615 at the close of October. The demand for accommodation from speculative sources all the week has been fairly active and has been readily met at from 4@7, generally at 6@7 per cent. on call. There has been more inquiry from mercantile borrowers, which has been responded to more promptly by the banks, as well as by private lenders, within a range of from 7@9 per cent. per annum, on prime to good business paper.

The specie reserve of the city banks is now $15,786,277, against $16,572,890 same time last year. The city bank deposits are now $187,418,835, against $175,686,233 week ending Nov. 23, 1867. The legal tender reserve amounts to $62,440,206, against $52,098,132 same time last year. The circulation now stands at $34,284,563, against $24,089,792 same time last year. The loans are now $254,386,057, against $247,815,509 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $102,590,560 a day, against a daily average of $144,185,333 the preceding week, and $134,636,424 the week ending with Nov. 12, 1868. The current week's exchanges average about $112,500,000 a day. The city banks, last week, lost $1,546,876 of specie, while they gained $3,308,495 of deposits, and lost $1,159,738 of legal tender notes. They increased their loans, $3,294,994; and their circulation, $89,495.

The New York Gold Exchange Bank reports for the week ending Saturday, the 28th day of November, 1868, the average amount of loans and discounts as $1,361,633; average amount of specie, $851,256; average amount of deposits, $1,726,752.

National Bank notes to the amount of $132,680 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to $310,855,976, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $11,019,407, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,835,569. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $345,544,600; and for the public deposits, $37,948,350—making a total of $383,492,950. The Treasury Department last week redeemed and destroyed $269,000 of worn and mutilated fractional currency, and issued $454,589 of new. The outstanding amount of fractional currency on the 1st of November, was $33,413,985, against $32,933,614 on the 1st of October, 1868.

The U. S. Sub-Treasury receipts, week ending with Nov. 28, were $12,244,992, including $1,709,630 from customs duties; payments, $9,681,961, including $1,512,000 of coin interest; balance at the close of the week, $89,132,854, against $86,569,823, at the close of the preceding week, showing an increase of $2,563,030. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,913,504 including $278,817 from customs; and payments, $4,968,492, including $315,000 of coin interest; on Tuesday, receipts $2,298,287 including $271,000 from customs, and payments, $1,437,496, including $397,000 of coin interest. The balance at the close of business on Tuesday stood at $87,568,657, against $86,259,666 a week previous; and $83,658,776, on Nov. 11, 1868. The

aggregate receipts of the office from all sources in November, were $64,306,032; aggregate payments, $70,227,813. The balance on the 1st of December was $86,077,866, or nearly six millions less than on the 1st of November, which amounted to $91,999,615.

The outstanding amount of coin certificates on the 1st of Nov., was $19,716,840, against $20,236,400 on the 1st of Oct., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,842,000, and retired $1,607,620 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during November, reached $7,658,840.

Government revenues continue on a restricted scale. The excises are yielding very meagrely. The customs returns are up to a moderate average. The excises last week, yielded about $2,400,000; customs at the port of New York, $1,709,620, and at the outports about $580,000 (in coin) more, making the grand total income for the week equal to about $4,140,987 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $61,000,000, according to the latest Washington advices.

Gold has been moderately, during the week. The demand has been almost wholly speculative, the customs and export inquiry having been comparatively light. The range of the price has been from 134¾@135⅞, and the closing figures on Wednesday were 135⅛. Government completed the marketing of its previously advertised half a million a day, on Monday of the current week. On Tuesday, it commenced to sell a fresh lot of 1½ millions to the highest bidders at the rate of $300,000 a day. The first award of $300,000 made on Tuesday at $135\frac{05}{100}$@$135\frac{10}{100}$. The award on Wednesday was made at 134¾ net. On Tuesday, there were $48,000 of specie exported. On Wednesday, the exports were unimportant. The general market closed firmly, but with little animation.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,634,163, against $3,028,228 same time last year. The customs demand for Gold last week, averaged $341,924 a day; thus far, this week, it has been equal to $275,000 a day, or equal to a weekly aggregate of $1,650,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $57,184 and from California, $198,666. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $109,598,433, against $111,510,400 same time in 1867. At the port of San Francisco, $7,278,835, against $6,635,273 last year.

The total receipts of California gold at this port, since Jan. 1, 1868, have been $33,782,705, against $25,490,634 in 1867, showing an increase thus far in 1868, of $8,292,171. The exports of specie, from this port, last week, were $642,105, against $337,195 same week last year; total, since Jan. 1, 1868, $69,123,685, against $45,060,999 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,512,000; since Jan. 1, 1868, $80,134,609, against $60,432,595 same time in 1867. The specie exports from San Francisco, from Jan. 1, to Nov. 5, were $31,239,951, against $34,766,342 same time last year.

Customs duties at this port in November yielded $7,638,888; November, 1867, $7,302,934.

Foreign Exchange has been in very moderate demand, and quoted a fraction cheaper, closing tamely. Bankers' prime sixty day bills on London closed on Wednesday at 109⅛@109⅜, and on Paris to 5.20c.@5.16¼; sight bills on London to 109⅝@109⅞, and on Paris to 5.15c.@5.13⅛. The offering of produce bills has been more fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,269,207, against $3,957,208, same week last year; total, since Jan. 1, 1868, $152,871,364, against $175,050,821 in 1867.

Government securities have been in more demand on investment account, though less freely dealt in by speculative operators. The 1862 Five-twenties have been comparatively dull, since the subsidence of the excitement, growing out of the speculative transactions, referred to in our last. There has been a very respectable purchasing demand for U. S. Sixes of 1881, Five-Twenties of 1867, and Ten-forties, on Cuban account. The later issues of the Five-twenties have been in most request for home investment purposes, and prices of these have been very well supported, on much reduced offerings of bonds. Public confidence in the National funds has been steadily reviving since the greenback redemption theory was disposed of permanently at the November election. Congress, it is believed, will re-affirm in a formal way, the popular decision that all the funded obligations of the Government shall be liquidated, when they shall have matured, in coin, according to the repeated declarations of the several Secretaries of the Treasury, since the contraction of the debt. Foreign buyers as well as home purchasers are acting on this view of the financial situation, as far as relates to the public credit, and are taking the National bonds more confidently, for hoarding purposes. The general market closed firmly and buoyantly, as a rule.

U. S. sixes of 1881 closed here on Wednesday at 114⅝@114⅞; U. S. Five-twenties of 1862, 110¾@110⅞; U. S. Five twenties of 1864 at 107⅛@107¼; U. S. Five-twenties of 1865 at 107⅜@107⅝; U. S. Five-twenties of 1865, consolidated, 110⅛@110¼; U. S. Five-twenties of 1867, 110¼@110½; U. S. Five-twenties of 1868, 110½; U. S. Ten-forties at 105@105⅛; U. S. Six per cent. currency bonds, 99@99½.

The Stock Boards have adopted a new rule, whereby all dealings are to cease after the 30th of January, 1869—sixty days hence—in all Railway and other Stocks, not duly registered and countersigned by some respectable Trust Company or Banking concern in this city. The rule further requires that at least 30 days' public notice, or notice to the President of the Exchange Board, shall be given by railway or other corporations, of their intention to increase their Share Capital or their bonds convertible into such capital.

Railway and miscellaneous stocks have been much less active, less excited, and generally more uniform in price. The closing transactions indicated some revival of bouyancy, especially in New York Central, in anticipation of an early scrip dividend. Express stocks have been more variable in price, closing weak and irregular. A consolidation of the American and Merchants' Union Express Companies has been effected, the consolidated organization to be known as the American Merchants' Union Express Company, under the Presidency of Mr. Fargo, and with an aggregate capital of eighteen millions. The Merchants' Union stock was valued at the rate of two shares for one. An additional assessment it is said will be exacted of the Merchants' Union stockholders.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 18.	Nov. 25.	Dec. 2.
Consols	94⅛	94⅜	*92⅝
U. S. 5-20's of 1862	74⅛	75	74½
Erie	31½	26¾	27
Ill. Central	96	96	96

* Ex-dividend.

General business has been on a restricted scale in domestic produce at easier price for Breadstuffs and Provisions. Middling upland cotton however, closed buoyantly on Wednesday at 25¼@25½ cents per lb. The stock of cotton now here is estimated at about 27,500 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 602,000 bales, against 443,000 bales same time last year; exports, same time 271,000 bales, against 187,000 bales same time last year; stock on hand at latest dates, 208,000 bales, against 221,000 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 22,042 pkgs., against 12,039 pkgs., same time last year. At the Live Stock market, this week, Beeves have been fairly active at from 8@16½c. per lb.; week's receipts, 5,613. Veal calves at 9@12c. per lb.; receipts, 1,222. Sheep and lambs quiet at 4@6, and 6½@7½c. respectively, per lb.; receipts, 30,261. Swine dull and heavy at 7@7¾c. per lb.; all live weight; receipts, 24,352 Foreign merchandise has been less active and quoted less firm. The total imports of foreign dry goods, last week, were $1,244,543, and the total amount marketed $1,221,283. The value of foreign merchandise imported last week, was $4,075,950—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,320,493, against $2,404,701 same week last year; from Jan. 1, 1868, $228,103.117, against $224,078,747 same time in 1867. The ocean freight market has been less active lower and irregular. For Liverpool we quote flour at 2s. 3d.@2s. 6d. by sail, and 3s. 3d @3s. 9d. by steamer, per bbl.; grain at 6d. @6½d. by sail, and 6¾d.@8d. by steamer, per bushel; cotton at $\frac{5}{16}$d.@$\frac{3}{8}$d. by sail, and ½@¾d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 35s.@50s. steamer, per ton. Total number of vessels in port on Wednesday, 536.

The New York exports, exclusive of specie, for the week ending Dec. 1, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$3,957,208	$4,269,207
Prev. reported	171,093,613	148,602,157
Since January 1	$175,050,821	$152,871,364

The imports for the week ending November 28, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$703,761	$1,244,543
Gen. merchandise.....	1,700,940	4,075,950
Total for the week.....	$2,404,701	$5,320,493
Previously reported....	221,674,046	222,782,624
Since January 1.....	$224,078,747	$228,103,117

The balance in the Sub-Treasury on Wednesday was $87,989,772 83.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 80; do., 7s, 92; Louisiana 6s, 65; American Dock and Imp. Co., 7s, 97½; St. Louis and Iron Mountain 1st mort., 85¾; Galena and Chicago 1st mort., 101; Central New Jersey 1st mort., 100½; Ohio and Mississippi Consol. bonds, 86½; Cleveland, Painesville and Ashtabula 1st mort., 95; Hudson River R. R. scrip, 90; Hannibal and St. Joseph, 90; do., pref., 92½; Rome, Watertown and Ogdensburg R. R., 115; Boston Water Power Co., 15⅛; Wells-Fargo Exp. Co., 26⅛; Merchants' Union Exp., 16½; U. S. Exp., 45; Adams' Express, 49¼; Western Union Telegraph, 37½; do., bonds, 88; Mariposa, 5½; do., pref., 21⅛; do., Tr. 10s, ctfs., 58; American Ex. Bank, 113; Importers' and Traders' Bank, 135; Central National Bank, 110; Bank of Commerce, 124; Bank of North America, 110; Ninth National Bank, 112; Fourth National Bank, 104¾; Ocean Bank, 108½; Alameda Silver, 0.20; Buchanan Farm oil, 0.52; Consolidated Gregory gold, 5.10; Combination Silver, 5.00; Grass Valley, 0.40; Lehigh and Susq., 0 50; Montana Gold, 0.51; Quartz Hill Gold, 0.80; Smith and Parmalee Gold, 4.30; Sherman and Barnsdale Oil, 0.80; Wallkill Lead, 0.11.

Philadelphia.—Phila. and Reading 6s, 1843-'80, 92; Belvidere Delaware 2d mort., 84; do., 3d mort., 80; Phila. and Trenton R. R., 128; Girard College R. R., 26¼; Penna. State 5s, coupon, 95; Allegheny County 5s, 77; Pittsburg 5s, 71¼; St. Nicholas Coal, 1; Big Mt. Coal, 6¾; Fulton Coal, 6⅛; N. Y. and Middle Coal Fields, 4⅝; Clinton Coal, ¾; Ocean Oil, ¾; Bank of North America, 245; Mechanics' Bank, 31½; Phila. Bank, 159¼; Manufacturers' Bank, 80; Farmers' and Mechanics' Bank, 125. The latest quotations are: City 6s, 97@98; do., free of tax, 100@100¼; State 5s, reg., 100@101; do., coupon, 94½@95; do., 6s, W.L., 101@102; do., 1st series, 104¼@104½; do., 2d series, 106¼@106¾; do., 3d series, 107½@107¾; Reading, 49⅛@49¼; do., 7s, 1893, 104½@105¼; do., 6s, 1880, 93@93¼; Camden and Amboy, 128@128¼; do., mort. 6s, 1889, 93¾@94; do., 1883, 88½@87¾; Penn. R. R., 54¼@54⅜; do., 1st mort., 100⅛@101; do., 2d mort., 96⅛@96¼; Little Schuylkill R. R., 45⅞@46; Morris Canal, 30@34; do., pref., 72@75; do., bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 78@80; Susquehanna Canal, 14@15; do., 6s, 57⅛@58½; Sch. Nav., 10@11; do., pref., 20@21; do., 6s, 1882, 70½@71; Delaware Div. Canal, 45@49; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40@45; do., 7s, 1873, 94@98; do., 5s, 60@63; Lehigh Coal and Navigation, 28@29¼; do., 6s, 1884, 82@84; do., R. R., Loan, 84@85; do., Gold Loan, 93¾@94; North Pennsylvania, 34@34½; do., 6s, 89½@92; do., Chattle 10s, 108@109; Philadelphia and Erie, 25@25¾; do., 6s, 85⅞@89; Minehill, 57@57½; Catawissa, 10½@11; do., pref., 30½@31; Lehigh Valley, 55¼@55¾; do., 6s, new, 91@91⅛; Fifth and Sixth streets, (horse,) 34@37; Second and Third, 48@49½; West Philadelphia, 66@67; Spruce and Pine, 23@23; Green and Coates, 33¼@—; Chestnut and Walnut, 46½@49; Thirteenth and Fifteenth, 16@17; Girard College, 26@26¼; Tenth and Eleventh, 70@73; Union, 41@45; Hestonville, 10½@10¾.

Boston.—Eastern R. R. 6s, 1874, 96; Boston and Lowell 6s, 1879, 98½; Old Colony and Newport 6s, 1875, 96¼; Cheshire R. R. 6s, 92; Stanstead, Shefford and Chambly 7s, 76; Vermont Central 1st mort. 7s, consol., 77; Ogdensburg and Lake Champlain 8s, 1878, 102; Indianapolis and Vincennes R. R., guar., 85; Summit Branch R. R., 27½; do., 6s, 1875, 90¼; Indianapolis and Cincinnati, 15; Rutland pref., 78; Cincinnati, Sandusky and Cleveland R. R., 18; Connecticut and Passumpsic Rivers R. R., 90; Granite R. R., 56; Boston Water Power Co., 15⅛; Cary Imp. Co., 8⅛; Short Mt. Coal, 26½; New Hampshire 6s, 1870, 99¾; Massachusetts 6s, 5-20s, currency, 101½; do., 6s, 1876, gold, 117; Maine 6s, 1889, 99¾; Rhode Island 6s, 1882, 99½; Connecticut 6s, 1881, 99½; Boston 5s, 1883, gold, 110; do., 6s, 1874, currency, 101¾; Portland 6s, Building Loan, 96; do., 6s, Water Works, gold, 98¾; Lynn 5s, 1881, 88; Salem 6s, 1883, W. L., 100; do., 5s, 1882, 89¾; Albany 6s, 1893, 94¾; Chicago 7s, River Imp., 98⅞; do., 1881, Municipal, 99¼; do., 1892. W. L., 99; do., sewerage, 99; Augusta 6s, 1887, 94⅞; Concord, N. H., 6s, 1887, 93¼; Burlington, Vt., 6s, W. L., 96½; Blackstone National Bank, 134; Blue Hill National Bank, Milton, 118¼; Exchange National Bank, 149⅝; Eliot National Bank, 110; Fanuel Hall National Bank, 128; Globe National Bank, 124; Hide and Leather National Bank, 97⅛; Hamilton National Bank, 120; Maverick National Bank, 111¾; Market National Bank, 111⅛; Merchants' National Bank 116½; New England National Bank, 130; National Bank of Redemption, 119⅛; National Bank of Commerce, 119¾; North National Bank, 115; Shoe and Leather National Bank, 128; State National Bank, 112; Tremont National Bank, 121¼; Traders' National Bank, 102; Webster National Bank, 109; Allouez Mining Co., 6⅞; Hancock, 3¾; Pontiac, 25c.

Baltimore.—Maryland Defense Loan, 100; do., 6s, 1890, 100; Virginia 6s, old, reg., 47⅛; do., 6s, 1866, 51⅝; do., 1867, 49⅛; Richmond and Danville bonds, 68⅞; Virginia and Tennessee 8s, 72; Central Ohio R. R., 32½; Baltimore Gas, 206½; Balt. and Cuba S. & M. Co., 50; Baltimore Copper, 50; Bare Hill, 0.25; Am. Gas Coal, 0.10; Atlantic Coal, 2.60; Mechanics' Bank, 11⅜; Merchants Bank, 116; Farmers' and Merchants' Bank, 49¾; Franklin Bank, 14; Union Bank, 60; Bank of Commerce, 26½; National Exchange Bank, 102. The latest quotations are: Balt. and Ohio, 117@120; do., 6s, 1875, 96¼@96¼; do., 1880, 96¼@96½; do., 1885, 94@94½; Northern Central, 48¼@48¼; do., bonds, 1885, 85½@85½; do., 1900, 84¾@85¼; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 95@97; do., 2d mort., 90@90½; do., 3d mort., 1873, 90@91; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 90@91; do., 2d mort., 73¼@73¾; Central Ohio, 32½@34; do., 1st mort., 84@84; Western Md. 6s, 1890, 79@80; do., guar., 92@95; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 68@69; Baltimore 6s, 1875, 94@94¼; do., 1886, 96@96; do., 1890, 95@95⅛; do., 1893, 94@95; do., 6s, 1838-'70, 80@80; City Passenger R. R., 18@18; George's Creek Coal, 60@70; Santa Clara, 1.50@3.00; Atlantic Coal, 2.60@2.70.

BANKING AND FINANCIAL.

☞ IMPORTANT TO CAPITALISTS, CORPORATIONS, &c.—Thirty-year SIX PER CENT. U. S. Currency Bonds.—These securities are the unconditional obligations of the Government, and constitute part of the funded debt of the United States. They have thirty years to run, and bear six per cent. interest, lawful money. The whole amount authorized by Act of Congress is sixty millions, whereof forty-four millions, ($44,140,000) have already been delivered to the Pacific Railroad Companies, and are mainly held for long investments by Trustees and Moneyed Corporations, and by the Banking Department of the Treasury as security for circulation. Only sixteen millions remain to be issued, and after these are absorbed and the loan closed, the bonds will rarely be offered in the market. As these will be the only six per cent. bonds of the Government, having more than twenty years to run, their prospective value is enhanced correspondingly. Banking, Savings, Insurance, and other Companies, and Trustees and Capitalists may secure a portion of the remainder of the Loan on favorable terms on application to

FISK & HATCH,
Bankers and dealers in Government Securities,
No. 5 Nassau street.

Vermont Central Railroad.

The adjourned meeting of the first mortgage bondholders was held in Boston on the 24th ult. The annual report of the Trustees, which was read, gives the receipts from the business of the road from May 31, 1867, to May 31, 1868, as $1,788,406 35; expenditures $1,275,100 33; net earnings $513,306 02. The receipts from all sources during the year amounted to $2,352,593 17; expenditures $2,155,659 86; cash on hand $196,933 31. About 36 miles of new iron have been laid during the year, and 10 miles of sidings, with about 130,000 cross-ties. The experiment of the use of steel rails has been tried to the extent of 100 tons and has resulted very satisfactorily, although the managers have not yet been convinced that with the present rates of gold they are economical when compared with iron. There have been added to the rolling stock, 5 locomotives, 6 passenger and 150 freight cars. The business of the road has steadily increased; the tonnage exceeding that of the previous year some 50,000 tons, and from May to November of the present year it has increased 40,000 tons. The affairs of the road are represented to be in a very satisfactory condition. Messrs. J. M. Pinkerton and Otis Drury were chosen from the first mortgage bondholders, and Mr. Wm. J. Caner, of Philadelphia, on the part of the second mortgage bondholders to form a Joint Advisory Committe

From the Portland Argus.

A Railroad to Ogdensburg.

The exact distance from Portland to Meredith village on the line of the Boston, Concord and Montreal Railroad is less than 60 miles. By the surveys which have just been completed, the distance will be 73 miles by rail, running by the way of Standish village, Steep Falls, to Cornish and through the Ossipee valley to the line of Tamworth and thence through Moultonboro and Center Harbor to Meredith village. If eight miles of the Portland and Rochester road are made use of as far as East Gorham, this will reduce the miles of line to be built to 65. The most expensive portion of the route is that from Meredith village to Tamworth, surveyed by Mr. Leonard is 1847, who surveyed the Conway and Meredith Railroad, the cost of which he estimated at $13,151 per mile, using a 50 pound rail valued at $60 per ton. A heavier iron would probably be required and the superstructure would cost $10,000 per mile in room of $6,017 59, which Mr. Leonard estimated as the cost of the superstructure per mile in 1847. His other prices are not much below the present prices paid for railroad work.

But if we assume the cost of the line at $20,000 per mile, it will cost us less than $1,500,000 of money to complete a chain of railroads from Portland to Ogdensburg.

A line is completed from Meredith to Wells river and the people of New Hampshire and Vermont are moving with vigor upon the construction of a line to Montpelier. The towns on its route, are Montpelier, East Montpelier, Plainfield, Marshfield, Groton, Ryegate and Newbury, all of which towns have authority to take stock eight times the grand list, which is one per cent. of the valuation.

The valuation of Montpelier is $1,294,115; of East Montpelier, $560,387; of Plainfield, $251,-886; of Marshfield, $302,367; of Groton, $236,-231; of Ryegate, $412,849; Newbury, $18,016,-168, making an aggregate of $4,073,903. Eight per cent. on this sum is $325,000 which with private subscriptions upon the route will enable the corporation to grade the road.

The Boston, Concord and Montreal Railroad have always favored the proposed line and will lay down the iron and operate the line in case the road bed is made. Montpelier the State capital, is full of rich men who look with favor upon this line to Portland, so that it is safe to assume that on the completion of the Portland and Rutland Railroad to Meredith the other line will be supplied, favorable connections formed and an unbroken line extending to Montpelier, Rouses' Point and Ogdensburg.

The vigor with which the towns on the route between Wells River and Montpelier have taken hold of the enterprise gives every assurance that the line will go through. Those of our people who are familiar with the railroads of New Hampshire know that the Boston, Concord and Montreal always professed friendship for the line from Meredith to Portland, in case the Montpelier connection should be completed. In point of fact, that corporation desired that a provision be inserted in some of the bills before the Legislature that "the Cross Line" charters should be dependent upon the completion of the link from Wells River to Montpelier.

The Vermont Central Railroad at one time proposed to take a lease of the proposed line from Montpelier to Portland by the way of St. Johnsbury. The refusal of the Montpelier people to favor that route defeated it, and forced St. Johnsbury to seek a route through the Lamoille Valley. A line from Swanton to St. Johnsbury, and thence down the Connecticut River to White River Junction, would be the most formidable rival possible of the Vermont Central Railroad, who decline all connections with the Lamoille Valley Railroad.

To avoid this dilemma the Messrs. Fairbanks and others, of St. Johnsbury sought a more northern connection, but in this they were defeated.

The Vermont Central Railroad favor a connection with Portland by the way of Montpelier and Meredith, and will co-operate with the Boston, Concord and Montreal Railroad of New Hampshire in laying the iron from Montpelier to Wells River, and in operating the line.

Governor Smith wants to share the carrying trade between Portland and Montreal in the winter. He was the active man in getting up the steamship company from Boston to Liverpool, so ignominiously abandoned by the Bostonians.

Both of those companies—the Boston, Concord and Montreal railroad and the Vermont Central road, now known as the Vermont and Canada Railroad, will favor the outlet from Meredith to Portland, while the Northern Railroad of New Hampshire stands ready to aid the construction of the link in the New Hampshire Central Railroad from Danbury to Meredith.

From White River Junction to Woodstock the line is to be run by the Northern Railroad of New Hampshire.

Between Woodstock and Rutland there is a valuation of $4,371,464 on the direct route, without counting in Woodstock, with a valuation of $2,620,141, heavily taxed to build it, 14 miles of road from White River Junction to Meredith village.

The whole aspect of the railroad question in Vermont has been changed since the project of the Ogdensburg line was started. The first suggestion of a through line from Ogdensburg to Portland was by the Montpelier people who allowed the St. Johnsbury people to take advantage of their project, and anticipate their movements in Portland and defeat their enabling act in the Legislature, by three votes in 1867. Montpelier this year took the lead, secured all their legislation at an early day, are now moving with that vigor and energy which always characterize the population of a State Capital whose people are better schooled than those of the other towns in the State, and so great is the confidence in their success, that the Boston, Concord and Montreal Railroad now make proposals, not only for impartial connecting, but to advance aid under the law of the last Legislature toward building the line from Meredith to Portland.

All the railroads of Northern New Hampshire and Vermont, as well as those lying in the valley of Lake Champlain and the Hudson look with certainty upon the completion of this due west line from Portland, as a fixed fact modifying all their views in the past.

All these Railroad Companies and the people interested in them, are seeking to reach Portland by the most direct route to secure an outlet for their winter trade, and the fact of lines of steamers between Portland and Europe in the winter months, has worked a complete revolution in the opinions of our western neighbors.

Why cannot the friends of the Rutland and Ogdensburg roads unite on a line to the Ossipee, and allow the three lines from Rutland to Portland, from Montpelier to Portland from Ogdensburg to Portland to work out their separate purposes as each shall find ability to do so, without in any way interfering with the particular plans of each company. A line from Portland to the mouth of Ossipee merely will not attract new business to Portland, but the concentration of the business of the other lines upon it, will make this section a paying road. And as soon as the railroad crosses the State line it will attract to Portland new business to be rapidly developed as soon as the necessary connections with the West are completed by the way of Ogdensburg, by the way of Montpelier and by the way of Rutland.

PORTLAND.

Wilmington and Manchester Railroad.

The annual meeting of the stockholders of this company was held in Wilmington, N. C., on the 17th ult. The meeting was called to order by the appointment of Col. W. S. Mullins as chairman, and Messrs. W. A. Walker and J. J. Ling, Secretaries. The number of shares of capital stock represented was as follows: in person, 3,765; by proxy, 4,297½—total, 8,062½. A majority of the capital stock being thus represented, the meeting was declared duly organized, and the President, W. B. Giles, Esq., proceeded to read the following Annual Report of the Directors:

PRESIDENT'S OFFICE W. & M. R. R. Co.
Wilmington, Nov. 17, 1868.

The President and Directors of the Wilmington and Manchester Railroad Company, in making this, their twenty-first annual report, can barely do more than present a history of the difficulties and troubles which have encompassed it during the year, and you cannot possibly realize their mortification and regret at the result, but they are fully conscious that all that anxiety, perseverance and energy could effect has been done to prevent disaster and promote the interests of the company under the peculiarly trying circumstances in which they have been placed.

Immediately after your last meeting, the most vigorous measures were adopted to reduce the expenses of the road, and to provide for the urgently pressing debts, viz: the pay-roll of laborers and mechanics unpaid for four or five months previous, a large debt very soon coming to judgment, the interest on our first preferred bonds due 1st December, monthly instalments guaranteed upon a large debt in New York, besides the large floating debt at home, and with but small means to meet it (much of that due the company proving unavailable), except the second mortgage bonds of the company; the difficulty alluded to in the report of last year in effecting a negotiation of these had increased to an impossibility on the then existing state of the bond market, we therefore proceeded North with the view of funding our floating debt there, and while engaged in that with flattering prospects of success, were shocked by the telegraph announcement that the first National Bank of this city had obtained a writ of injuction and sequestration against the company, and in addition had attached our funds at the principal points where our tickets were sold. The effect of this was not only to paralyze our efforts at further negotiations, but also to place in the hands of a Receiver all the earnings of the road, and to tie up the means which we had been husbanding to meet the interest due on bonds 1st December, and what it was absolutely necessary should be paid by the 1st of February to prevent the Trustees coming into possession of the road by the terms of the mortgage. Every effort was made to squash these proceedings by application both to civil and military tribunals, but without effect. Our credit, which before was poor enough, now received its death blow, and, after anxious consultation with eminent jurists, found that we were compelled to yield the road to the Trustee, under whose action another Receiver was appointed, who took possession on the first of March. We then by no means despaired of extricating ourselves, as the Trustee had promised that, upon our meeting the interest then due upon bonds, and showing a prospect of our ability to discharge that becoming due, the Receiver should be withdrawn and the road restored to us. With this hope and expectation we proceeded to fund, and otherwise liquidate, our floating debt, and it was not until we found from

the returns of the Receiver that the earnings of the road fell so far short of meeting the interest on its bonded debt, to say nothing of the amount necessary to place and keep in order, and provide necessary machinery, that our hopes sunk.

By the Receiver's returns the net earnings of the road were, for March and April, $12,129 per month; May and June, $11,808 per month; July and August, $14,564 per month; September and October, $17,016 per month. that is deducting only necessary operating expenses and exclusive of all extraordinary expenses for iron, machinery or repairs other than those done in its shops or any other extra expenditure.

Under all these unfavorable circumstances, we have applied towards funding our debt $121,000 of second mortgage bonds, and $11,937 49 scrip, convertible into these bonds, and have a guarantee from a party holding claims for over $40,000 that this shall be funded so soon as the road is restored to us—have collected all dues so far as it has been possible, and feeling that strict justice required that the working men, employes and laborers, from whom the necessities of the company had so long caused the withholding their dues, should receive a part at least of their hard earned wages, have so far as it has been in our power, preferred their claims in the disbursement of our collections.

In regard to the second preferred bonds, hypothecated in New York, say $503,000 in all—$100,000 of them have been sold at a price which covered the amount for which they were pledged; $190,000 have been bargained for at a sum sufficient to meet the debt for which they were pledged, and $213,000 were advertised for sale at auction on the 11th inst., by the Banking Company holding them, and we have been disappointed at not receiving the returns ere this. Of second mortgage bonds there are on hand $230,000, twelve of which will be required to redeem scrip given for amounts smaller than the denomination of the bonds. Since the appointment of the Receiver, the collection and arrangement of the debts of the company have devolved upon the President, who has appropriated towards the settlement of various claims $133,000 of second mortgage bonds and scrip, and $38 700 of such collections, &c., as have been made, leaving a balance in his hands, of $2,149 77 in cash, which is being appropriated towards the liquidation of the pay-roll for October and November 1867.

It is a matter of great regret and disappointment that the Secretary and Treasurer has not rendered statements of the affairs of the company in time for their incorporation in this repert, consequently they must be omitted..

In conclusion, the Board does not hesitate to express their firm conviction that had it not been for the destruction of the credit of the company, as heretofore detailed, such negotiations could have been effected as would, with the recuperation of the company, have placed the road upon a solid basis. Since, however, these untoward circumstances have thwarted the hopes and expectations entertained by us at your last meeting, and rendered futile all our anxious labors for your benefit, we are induced, most respectfully, to say that should you deem it advisable to place the future management of your interests in other hands, it will be entirely agreeable to us. All which is respectfully submitted.

W. B. Giles.

Hon. S. J. Person arose in allusion to that portion of the President's report attributing the disasters of the company for the past year to the suit entered by the First National Bank, resulting in the turning over the Road to a Receiver, thereby paralyzing the credit of the company, and commented upon the section of the President and Directors in this particular.

On motion, the report was accepted and referred to a committee of five, consisting of M. Cronly, Geo. R. French, J. C. Abbott, John Evans and J. M. Timmons. The meeting then took a recess until 2½ p. m.

At the appointed hour the meeting was called to order by the President, and the committee to whom was referred the report of the President and Directors submitted the following:

REPORT.

The committee to whom was referred the report of the President and Directors, respectfully submit the following report:

It appears from the report and the verbal statements accompanying it made by the President, that it has been impracticable to sumbit to this meeting a full and proper statement, showing in detail the present financial condition of the company, in consequence of the inability to prepare such statement of the person who acted as Treasurer of the company from the commencement of the last fiscal year up to March the 1st last, when the road and effects of the company went into the possession of a Receiver.

It is manifestly of the first importance to the stockholders, in view of the present general condition of this company, that they should have full information as to the debts and credits, the liabilities and the resources of the company; and the committee are of the opinion that in the absence of this information the stockholders should forbear to take any action in regard to the general affairs of the company, and that this meeting should forthwith adjourn to the earliest day at which it is believed the books of the company can be written up and the desired statement prepared.

The committee for the reason stated; submit the following resolutions:

Resolved, That the President and Directors without delay employ such suitable persons as may be deemed necessary to write up and thoroughly post the books of this company, and that a statement in detail, showing the debts and resources of this company of every kind whatever, and also that the resources of the company be prepared and submitted to the stockholders at an adjourned meeting to be held on the first Wednesday after the second Monday in January next.

Resoleed, That the President and Directors request the Receiver of the Company to place in their hands a statement of the affairs of the company up to the first of January next, or as near that date as practicable.

Mr. Wm. A. Walker here begged leave to call the attention of the stockholders to the fact that from May 12th to November 5th he was not the Treasurer of the company.

On motion, the resolutions accompanying the report regarding an adjournment was adopted.

On motion, the Secretary was directed to give proper notice of the time of holding the adjourned meeting.

The second resolution accompanying the report was also adopted; and the Chairman without further delay, declared the meeting adjourned until the first Wedeesday after the second Monday in January next.

☞ A meeting of the citizens of both Speonk and West Hampton was held last week, when the plans of the branch railroad between Sag Harbor and Yaphank were fully concurred in, and the necessary funds guaranteed.

☞ The Green Bay and Lake Pepin Railroad Co. propose to commence the construction of their road at an early day. Aid to the amount of $385,000 has already been voted them by towns and counties along the route.

☞ The new railroad from Collinsville to New Hartford, Ct., is now under contract. It is expected that the road will be completed next summer.

To the Editor of the Railroad Journal.

Chicago and Northwestern Railroad.

Sir:—As the report of this company for the year ending 31st May last, has just appeared in your columns, I will make a few remarks upon it.

The net earnings for the last year are stated to be $2,362,362, and the whole of the floating debt has been paid off out of these earnings.

The receipts for the current year will evidently be much greater than those of last year, probably nearly 3 millions greater, and the net earnings will consequently be sufficient for a 10 per cent. dividend, (payable in cash and not in stock,) to both classes of stockholders.

But the preference stockholders should bear in mind the terms of the agreement under which the second mortgage bonds were converted into preference stock.

The preference stock is entitled to 7 per cent. in full when the profits will admit, and the surplus, up to 7 per cent. to be divided amongst the common stock. If any surplus profit remain after such payments, then the preference stock is entitled to a further dividend of 3 per cent., making the dividend for that stock 10 per cent. for the year. And then, if the profits are sufficient, the common stock will also be entitled to a like increase of dividend, and as the profits continue to increase, the preference stock will be entitled to a further dividend of 4 per cent., bringing it up to 14 per cent., and so on.

But has the preference stock received its 7 per cent. in full before payment of a dividend to the common stock? The half year. December 1, 1866, to June 1, 1867, was passed without a dividend either in stock or money, so also was the half year June 1, 1865, to December, 1865; and yet there can be no pretext for saying that the dividend was not earned for those two half years, for the receipts of the railroad have been perpetually on the increase.

The Directors should rectify these errors.

They have by their skill and attention succeeded in making this railroad one of the first in the Union for prosperity and wonderful increase of traffic year by year, and it is to be hoped that they will so divide the profits as to avoid cause of complaint to any class of investors.

A Stockholder.

London, Nov. 14, 1868.

☞ The New Orleans, Mobile and Chattanooga Railroad Company, will receive proposals until the 20th of January next, for constructing the portion of the road between the cities of New Orleans and Mobile, embracing about 2,650,000 cubic yards of earth-work, the delivery of materials for and construction of 4,500 lineal feet of truss bridging, 25,000 lineal feet of pile and trestle bridging, and for delivery of 400,000 cross-ties and other materials. Address Henry Van Vleck, Chief Engineer, New Orleans, La.

☞ The total outstanding bonded debt of the State of Louisiana is $7,962,800, of which $3,414,000 were issued for levee purposes; of these $1,000,000 mature in 1886, and $2,414,000 in 1907. The railroad debt of the State is $2,553,000. The total amount of annual interest is $496,908.

☞ The October product of the Copper Falls Copper Mine was 61 tons. The Huron produced 90 tons, 1,857 lbs; the Quincy 75 tons, 380 lbs.

United States Supreme Court.

EQUITY—FINAL DECREE—IRREGULAR PROCEEDINGS—THE WESTERN RAILROAD LITIGATION.

Milwaukee and St. Paul Railroad Company *vs.* James T. Soutter, Survivor, &c., Trustee, and two other cases.—Appeals from the Circuit Court for the District of Wisconsin. These cases are branches of the noted litigation between the Milwaukee and St. Paul and the Milwaukee and Minnesota Railroad Companies, which so much engrossed the attention of the Court last winter.

Mr. Justice Nelson delivered the opinion of the Court:

These cases are appeals from decretal orders of the Circuit Court for the District of Wisconsin. The first was rendered on the 18th of July, 1865, directing the Milwaukee and St. Paul Company to pay to the receiver, in the case of Soutter *vs.* The La Crosse and Milwaukee Railroad Company, $237,338 78 for the use of the rolling stock on the western division of the road from 12th June, 1863, to 28th February, 1865.

The second is an appeal from a like decree by the same Court, ordering the payment of $81,106 08 for the use of the same rolling stock from the 28th February, 1865, to the 9th January, 1866. The third is an appeal from a decree of July 18, 1865, directing the Milwaukee and St. Paul Company to deliver possession of this stock to the Milwaukee and Minnesota Company. These orders were made upon the idea that the decree in the case of the Milwaukee and Minnesota Railroad Company *vs.* The Milwaukee and St. Paul Railroad Company, on the demurrer to the supplemental bill, was a final decree, and settled the title to the rolling stock, the subject of controversy, in favor of the claim of the eastern division, and hence that that division was afterward entitled to compensation for the use of the stock, whereas leave was given to the defendants to answer, and an answer put in and proofs taken preparatory to a final hearing on pleadings and proofs, so that the questions involved were left open and undetermined. It was wholly irregular, therefore, in this state of the cause, to institute proceedings and endeavor to recover compensation for the use of the property in controversy until the right to the same had been finally determined. The proceedings was not only destitute of any legal foundation, but involved an idle and useless litigation, upon an unwarranted assumption, as to the effect of the preliminary decision on the demurrer. The irregularity, as well as the awkwardness of the result from this inadvertent proceeding, is exemplified by the circumstance that the case has been heard on the pleadings and proofs at the present term, and the Court have determined, upon a full consideration, that the right to the use of the stock on the western division belonged to the Milwaukee and St. Paul Company, and hence it was not liable to the eastern division for the use of the same. It follows that the decrees in both cases are erroneous, and should be reversed. Cause remanded to Court below, with directions to enter decrees for the Milwaukee and St. Paul Company.

The third is a decree from the same Court, directing the Milwaukee and St. Paul Company to deliver this rolling stock into the possession of the Milwaukee and Minnesota Company, upon the idea already explained, that the decision on the demurrer to the supplemental bill had determined that the right belonged to the eastern division. For the reasons above stated this decree is erroneous, and should be reversed. Decree reversed. Cause remanded, and decree to be entered for Milwaukee and St. Paul Company.

Whitby and Port Perry Railway.

The Toronto *Globe* says that the contract for the building of the Whitby and Port Perry Railway has been given to Messrs. Kestevan & Starrat, their tender having been regarded as the most favorable of about half a dozen tenders which were received. The contractors agree "to construct and equip the road for the round sum of $330,000, and to accept in payment the $95,000, amount of the bonusses of Reach, and of the Town and Township of Whitby; $55,000, cash; to take $40,000 stock themselves, and the bonds of the company on the road for $140,000." The company, however, is to find the right of way. The railway is to be upon the broad or five feet six in. gauge. The subsidies from the municipalities were voted some time since, and the directors have about $75,000 in stock to raise. The Whitby Harbor Company has agreed to return as a bonus to the company one-fourth of all the tolls collected on manufactured lumber from the North, coming over the road for ten years. A preliminary survey has been completed, which makes the distance from Port Perry to Whitby Harbor 20½ miles. It is expected that the railway will be constructed by the first of August next.

Journal of Railroad Law.

CONVERSION OF RAILROAD BONDS—TRUSTEES OF BONDS ESTOPPED FROM DENYING THEIR VALIDITY—MEASURE OF DAMAGES.

The case of The Toledo, Logansport and Northern Indiana Railroad Company *vs.* Hawkes, which was recently decided in the New York Courts, will be found to be of great interest as showing the danger which attends upon the improper use of trust funds. We shall print the case more at length hereafter. The facts were briefly as follows: This was an action to recover damages against the defendant for the wrongful conversion of $50,000 of first mortgage bonds of the Toledo, Logansport and Northern Indiana Railroad Company, of which defendant was trustee for the bondholders. The plaintiffs claimed and gave evidence to show that the entire issue of mortgage bonds, being 1,500 bonds of $1,000 each, were delivered to the defendant to countersign as trustee, to be returned by him to the company when countersigned; that he countersigned all the bonds and returned 1,300 of them to the President of the company, but retained 200 bonds as security for his compensation for services as trustee, but finally delivered up 150 of the 200, and alleged, in respect to the remaining 50, that they were in the possession of a third party, who claimed to hold them for value. The plaintiffs, after demanding the bonds, brought this action. The defendant, by his answer, denied the corporate existence of the plaintiffs and the validity of the mortgage bonds, and set up that he had delivered all the bonds to the company, or on their order. The Court held, as a matter of law, that the defendant was estopped from denying the validity of the bonds, he having assumed to act as trustee, and there being no evidence of any delivery of the fifty bonds to the company or its officers, or any act or assent of the company to their delivery to any other person, the Court further held that the defendant was liable in this action, and that the measure of damages was the face of the bonds. Evidence was offered by the defendant to show that the bonds had little or no market value, which was excluded by the Court, on the ground that as they were outstanding, valid, negotiable obligations of the company, the defendant was liable on a wrongful conversion of them in the whole amount which they represented, and accordingly directed a verdict for the plaintiffs in the sum of $50,000.

☞ The lessees of the Mississippi Central Railroad, H. S. McComb, Sam Tate, H. D. Newcomb and others, have proposed to the City Council of Memphis to purchase their controlling interest in the Memphis and Grenada Railroad. They pledge themselves to construct a direct route from Memphis to Troy, making the shortest through line from New Orleans to New York *via* Memphis, Paducah and Vincennes. The committee of the Council have the matter under consideration.

☞ The "Lake Superior, St. Anthony Falls and Minnesota River Air Line Railroad Company," has been organized at Minneapolis, and a board of fifteen directors elected. The proposed road will connect the Lake Superior road at a point near White Bear Lake, in Ramsey county, with the Minnesota Valley road at Shakopee, in Scott county. It is claimed that ten miles in distance will be saved.

☞ The capital stock of the Hudson River Railroad Company has been increased $2,100,000, the same to be apportioned pro rata among the stockholders at par, if taken on or before the 20th of January next. The stock transfer books will be closed from the 11th to the 20th of January, inclusive.

☞ The *Eastern Shoreman* says that two routes have been surveyed for the extension of the Wicomico and Pocomoke Railroad from its present terminus to the Wicomico River—one, about a mile in length, is estimated to cost about $10,300; the other, 300 yards shorter, $8,700. Over $3,000 have been subscribed for the prosecution of the work.

☞ The Vermont Legislature has granted a charter to the Bennington and Rutland Railroad Company to extend its road to the marble quarries at West Rutland.

☞ The survey of the Belden's Falls (Vt.) Railroad has begun; it will terminate near East Middlebury, in Addison Co.

☞ The track of the Evansville, Henderson and Nashville Railroad has been laid to Slaughtersville, in Hopkins Co., Ky., a distance of 25 miles from Henderson.

☞ The Jonesboro (Tenn.) *Flag* says that work on the East Tennessee and West North Carolina Railroad is progressing rapidly, and that the road bed will soon be graded to Elizabethtown.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

Notice to Contractors.

GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, Rondout, N. Y., November 13th, 1868.

Proposals will be received at this office until January 2d, 1869, for the Grading and Masonry of the Mountain and Delaware Divisions of this Road. The Mountain Division consists of 23 sections containing 23 miles, commencing at Phœnicia, in Ulster County, and extending to Margaretville, in Delaware County. The Delaware Division consists of 29 sections, containing 29 85-100 miles, commencing at Margaretville, in Delaware County, and extending to Harpersfield Centre, in Delaware County. Map, plans, and specifications will be furnished on and after December 1st 1868, at the Chief Engineer's Office in Rondout. All other information furnished at this office.

6t48 THOMAS CORNELL, President.

SALE OF THE UNITED STATES MILITARY ROLLING MILL at Chattanooga, Tennessee.—The Directors of the South-Western Iron Company will receive proposals for the purchase of their Rolling Mill at Chattanooga, Tennessee, erected by the United States authorities, and greatly enlarged and improved since it became private property. The land (comprising 150 acres) and the railroad are now held in fee simple, with brick works, saw-mill, dwellings, and all the appurtenances required for the production of 300 tons of railroad iron per week. The superior character of the works and their admirable location are well known, but a detailed description can be had on application to the undersigned.

The proposals will be opened on the 31st day of December, 1868, and if none satisfactory to the Directors are received, the property will then be sold at public auction, in the City of New York, on WEDENSDAY, the 3d day of February, A. D. 1869, to the highest bidder.

Parties desirous of examining the works will apply to GUSTAVUS W. SMITH, General Manager of the Works, at Chattanooga, and further information may be had on application to the undersigned, at No. 17 Burling-slip, New York. ABRAM S. HEWITT, Treasurer.

6t48 EDWIN F. BEDELL, Secretary.

To All Whom it may Concern.

Notice is hereby given that the Mead Rubber Company of the City of New York, a corporation duly organized, under and in pursuance of an act of the Legislature of the State of New York entitled: "An Act to authorize the formation of corporations for Manufacturing, Mining, Mechanical, or Chemical purposes," passed February 17th 1848, and the several acts amendatory thereto, will apply to the Legislature of said State, at the next session thereof, for a special act of said Legislature, altering or amending the charter of said corporation, by changing the name of said Company from the "Mead Rubber Company," to the "Star Rubber Company."

Dated New York, November 4th, 1868.

For the Company,
JOSIAH J. BURGESS, President.

W. W. WARD, Secretary. 6t48

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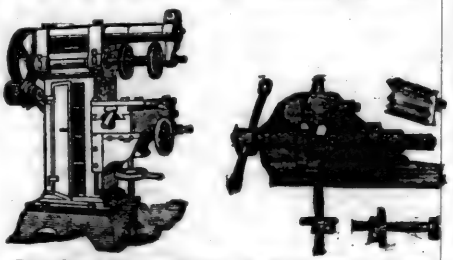
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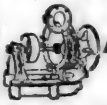
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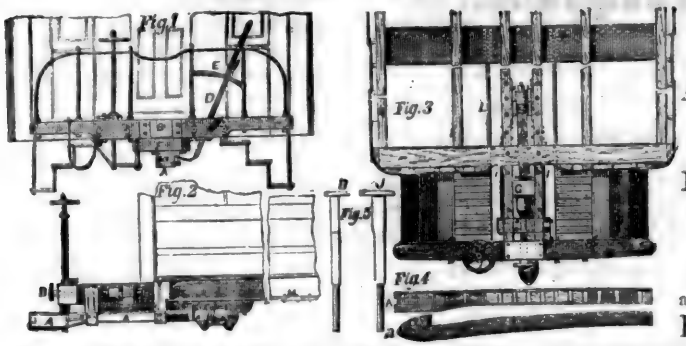
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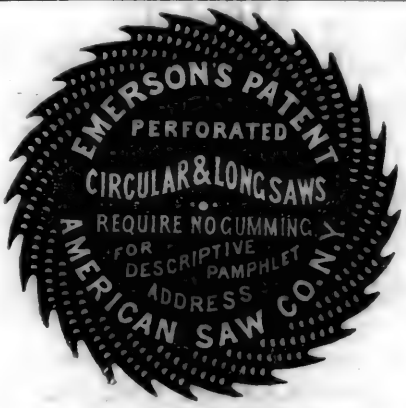
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AMERICAN RAILROAD JOURNAL.

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SECOND QUARTO SERIES, VOL. XXIV., No. 50.] SATURDAY, DECEMBER 12, 1868. [WHOLE No. 1,704, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 12, 1868.

Union Pacific Railroad.

The vice-president, T. C. Durant, and the consulting engineer, S. Seymour, of the Union Pacific Railroad, have filed a reply to the report made by the special commission appointed to examine that road, of which the following is an abstract:

The special commission upon the Union Pacific Railroad have estimated "that the expenditures that will be required in order that the road so far as built may be rendered equal to a fully complete first class railroad," will aggregate $6,489,550; but, they add, "no allowance is made for works in progress or for material and equipments ordered or in transit." The company, in answer, review these questions in detail. The special commissioners estimate that on the completion of the line for through travel the cost of additional equipments will amount to $2,603,000. This should be struck out because the equipment of the road is adequate for its present business. They say they have forty-five new locomotives now building, in addition to 117 now in use, and have 400 cars now east of the Missouri river and 300 more in process of construction in private establishments, besides turning out three cars per day from their own shops. They say that the other items making up this amount, including stations, fences, &c., have been provided for and will all be in their places when needed.

The commissioners recommend the expenditure of $1,546,550 for reconstruction of bridges and stone piers. The company have already expended $500,000 for materials for this purpose, and admit that $400,000 more is necessary to complete all bridges of eighty feet span and upward on the Howe truss plan. A large force is now engaged in substituting these structures.

The commissioners recommend new ballast for the track amounting to $910,000. The company replies that except 250 miles in the Platte Valley the road is ballasted as well as any Western road in the United States, but agrees to expend about $250,000 in this way.

The commissioners estimate $240,000 for completing embankments. The company allege that $100,000 is ample for this purpose, and that the work is now being done.

The Commissioners estimate $525,000 to replace 525,000 cross-ties. The company say they have 400,000 ties on hand, which they claim is more than is necessary.

The Commissioners estimate for additional water ways $100,000. The company say that engineers who have been on the road for years say that it has double the drainage required.

The Commissioners estimate for changing location $200,000. The company claim that the present location is entirely within the requirements of the charter.

The Commissioners estimate for reducing grades near Omaha $245,000. The company say that arrangements have been made for crossing the Missouri river at a point which will render this reduction unnecessary.

The Commissioners recommend $235,000 for water stations, station houses, snow and cattle fences. The company say that they have these in progress of construction as rapidly as needed.

The Commissioners say in conclusion:

"That taken as a whole, the Union Pacific Railroad has been well constructed and the route exceedingly well selected, and that the deficiencies are those incident to all new roads."

The company closes with the following:

The company have, at this date, completed sixty miles of the track in addition to the 890 miles reported upon by the Commissioners. The grading is nearly completed for a distance of 120 miles in advance of the track, upon a large portion of which the cross ties are delivered and distributed.

Grading has also been commenced, and a large force is now engaged in preparing the road-bed and procuring ties west of the 120 miles above referred to. One hundred and twenty miles of iron are now delivered west of the Missouri river, and 90 more are en route east of that point. The above items, together with the ties and lumber delivered for construction purposes, make up an amount of at least eight millions of dollars which the company have expended in advance of the road already completed.

The company have also contracted to construct an iron bridge over the Missouri river, at a cost of one and a half million dollars, all of which would serve to show that the company are acting in good faith towards the Government, and are constructing a good and substantial road.

It would also seem that the Government is amply secured in the issue and delivery of the Government bonds as fast as completed sections of the road are examined and accepted by the Commissioners appointed by the President under the charter of the company.

The company have never received a patent from the Government for one acre of the lands which were granted as a subsidy for building the road, and it has been thought that the retention of these lands, in the hands of the Government, would afford ample security for the performance of all that was required of the company by the terms of the charter.

(Signed) THOS. C. DURANT,
Vice President of U. P. R. R. Co.
S. Seymour, Consulting Engineer U. P. R.R. Co.

Honduras Railway.

In reference to this projected route between the Atlantic and Pacific, it is stated that the Government of Honduras in the autumn of 1867 raised a loan in London, Paris and Amsterdam, for the construction of the road. This loan, it is asserted, was taken in one day, and is now at a premium. The surveys made by the old Honduras Company, verified by a detachment of Royal English engineers, have again been tested and found to be correct. In addition to this, the "plant," material and men for building the first forty miles from Puerto Caballos to Santiago are now in Honduras, and the contractors, after personal inspection of the line, have undertaken to finish and equip the road before June 1st, 1871.

Internal Revenue.

EXTRACTS FROM THE REPORT OF THE COMMISSIONER.

The largest receipts of internal revenue were during the fiscal year 1866, when taxation had reached its highest limits. The estimates of the reductions since that period made from time to time, with reference to proposed legislation, were:

	Annually.
By statute of July 13, 1866	$65,000,000
By statute of March 2, 1867	40,000,000
By statute of February 3, 1868	23,000,000
By statute of March 31, 1868 } By statute July 20, 1868	45,000,000
Total	$173,000 00

The two statutes last named swept away the tax upon manufactures, mineral oils and petroleum, and the estimate is without reference to the reduction of rates upon distilled spirits.

The receipts for the last fiscal year were from the statutes existing July 1, 1867, modified by the act of March 31, 1868.

The statute of February relates to cotton, and relieved only that grown after the year 1867.

The aggregate receipts from internal revenue, exclusive of the direct tax upon lands and the duty upon the circulation and deposits of national banks, were for the year:

1866	$310,906,984
1867	265,920,475
1868	191,180,564

These amounts include drawback upon goods exported and sums refunded as erroneously assessed and collected.

The amounts of drawback and sums refunded were as follows:

	Drawback.	Amounts refunded.
1866	$798,867	$514,844
1867	1,864,682	706,582
1868	1,379,980	1,018,335

The increase of drawback in 1867 was due to the increased exportation of cotton goods and of spirits of turpentine, and the presentation of claims for taxes upon articles exported prior to June 30, 1864, which presentation was stimulated by the statute of limitations barring their payment unless presented before October, 1866. During the last year this large exportation continued; and claims were multiplied by a new statute of limitations. Since October 1, 1868, no drawback has been allowed except upon goods manufactured exclusively on tax paid cotton, upon beer, and proprietary articles to which stamps had been attached. About $300,000 of amounts refunded in 1867 and 1868, arose from the refunding to wholesale dealers, under direction of the act of July, 1866, so much of their license tax as was due to the excess of their estimated over their actual sales. In many districts railroads were taxed upon their gross receipts from freight long after the repeal of the law imposing such tax, and the amount has been refunded, as has been also the sum of $52,855 42, illegally assessed, in the opinion of the Attorney General, upon cotton grown on the Indian reservations.

RECEIPTS FROM BANKS, TRUST COMPANIES, AND SAVINGS INSTITUTIONS.

	1866.	1867.	1868.
Dividends and additions to surplus	$4,186,024	$3,774,975	$3,624,775
Circulation	990,328	208,276	26,902
Deposits	2,099,636	1,355,396	1,438,513
Capital	374,074	476,868	399,563

The reduction of receipts reported from capital and circulation is due to the conversion of State banks into National associations, and that from deposits is due to the same cause and to the relief by the act of July, 1866, to all sums of less than $500 deposited in the name of any one person in savings institutions having no capital stock.

RAILROADS.

	1866.	1867.	1868.
Dividends & profits	$2,205,804	$3,879,262	$2,630,174
Int. on bonds	1,255,917		1,259,156
Gross rec'pts	7,614,448	4,128,255	8,134,337

The collectors' monthly abstracts for 1867 did not give the receipts from interest upon bonds separate from those upon dividends and profits. During the fiscal year 1866, and two months of 1867, the tax collected was from assessments upon the gross receipts for the transportation of property as well as of persons.

INSURANCE COMPANIES.

	1866.	1867.	1868.
Dividends and additions to surplus	$767,231	$563,474	$605,490
Premiums and assessments	1,169,722	1,326,014	1,288,746

Dividends of insurance companies, railroads and banks have been taxed five per cent. during the three years, while the tax upon premiums and assessments has been one and a half per cent.

GROSS RECEIPTS OF TELEGRAPH COMPANIES.

1866	$308,437
1867	239,595
1868	214,699

The receipts of the fiscal year 1866 were from the tax of five per cent., as were those of the two months of 1867. After that time the rate was three per cent.

GROSS RECEIPTS OF EXPRESS COMPANIES.

1866	$645,769
1867	558,359
1868	671,950

The rate during the three years remained unchanged from three per cent.

REVENUE STAMPS.

1866	$15,044,373
1867	16,094,718
1868	14,852,252

LEGACIES AND SUCCESSIONS.

1866	$1,268,766
1867	1,861,429
1868	2,813,752

INCOME.

1866	$60,894,136
1867	57,040,641
1868	32,027,611

The amount collected in the fiscal year 1866, and four-fifths of that collected in 1867, were assessed at the highest war rates, and the increase of exemption appeared for the first time in the returns for 1868. The assessments on the incomes for the calendar year cannot all be collected in the same fiscal year, although great progress towards this end was made with the last annual list. The total amount thus far reported from the tax on incomes of the calendar year 1866 is $27,417,956 65, and from that of 1867 $22,236,381 79; of the former amount $9,778,858 were collected in the fiscal year 1867, and $17,644,098 in 1868. Of the tax on incomes of 1867 $14,389,781 were collected in the fiscal year 1868, and but $7,846,600 in 1869. There remain several districts from which full returns have not been received, and it is believed that the amount actually collected upon the incomes of 1867 exceeds $23,000,000. The number of persons assessed for an income tax on the annual list of 1866, before the increased exemption, was 460,170. In 1867 the number was 259,385, and in 1868 in 222 districts, from which reports have been received, the number was 232,775. In the 18 missing districts the number in 1867 was 20,948.

ARTICLES IN SCHEDULE A.

1866	$1,692,792
1867	2,116,495
1868	1,134,106

The change from May to March, in 1867, of the time for making the annual assessment of articles in schedule A, as in the case of income and special taxes, makes the collections of the fiscal year 1867 disproportionate to those of 1866 or 1868. The total receipts from the annual list of 1867 was $939,654 71, and the amount thus far reported from the list of 1868 is $804,437 92.

SPECIAL TAXES.

1866	$18,015,743
1867	18,103,616
1868	15,965,313

The reduction in the receipts of the last fiscal year is only apparent, and arises from the change of the tax upon wholesale dealers from an annual one collected at the beginning of the year to a monthly tax upon sales. The collections of special taxes, like those for income and articles named in schedule A, cannot all be made in the fiscal year of their assessment. The receipts from the assessment of 1867 were $14,136,459 18; those already reported from the assessment of 1868 are $10,779,599 08, which amount will be considerably increased when the collectors abstracts are all received.

Under the law existing prior to that of July, 1866, brewers paid an annual tax of $25, and when their product was more than 500 barrels per year $25 additional. By the act of July, 1866, this tax was doubled, as was that upon distillers of spirituous liquors. The act of July, 1868, will very largely increase the receipts from rectifiers and distillers.

COTTON.

1866	$18,409,655
1867	23,769,079
1868	25,500,948

During the fiscal year 1866 the tax was two cents per pound. From August 1, 1866, until September 1, 1867, it was three cents, and after that date two and a half cents per pound. As the removal of cotton from the districts of its growth is limited during the months of July and August, and the tax for ten months of the last fiscal year was at the reduced rate, it is evident that the amount brought to charge during that year was greater that in any year preceding, and considerably in excess of two millions of bales.

CIGARS, CIGARETTES AND CHEROOTS.

1866	$3,476,237
1867	3,661,984
1868	2,951,675

Since the act of 1862 the rate upon cigars has been frequently changed; but as their number has always been an element in determining the amount of tax it has been practicable every year to compute from the returns of the local officers the number of cigars upon which the tax has been collected.

From these it appears that the number in the fiscal years

1863 was	199,288,284
1864 was	492,780,700
1865 was	693,230,989
1866 was	847,443,894
1867 was	483,806,456
1868 was	590,335,052

During the fiscal year 1866 the tax upon cigars was $10 per thousand. From August 1, 1866, to March, 1867, the rate was partly specific and in part advalorem. After the last named date the tax was uniform, and at $5 per thousand.

CHEWING AND SMOKING TOBACCO.

1866	$12,339,922
1867	15,245,478
1868	14,947,108

The product brought to charge in 1866 was 35,748,351 pounds: in 1867, 45,635,581 pounds: in 1868, 44,900,880 pounds. The reduction of the consumption of tobacco during the past year is compensated by its increased use in the manufacture of cigars consequent upon their reduced taxation. The amount stored in bonded warehouse on the 1st day of July, 1866, was 4,123,631 pounds: 1867, 7,625,001 pounds: 1868, 8,280,253 pounds. The amount exported in bond during 1867 was 11,075,568 pounds: 1868, 11,962,670 pounds.

FERMENTED LIQUORS.

1866	$5,115,140
1867	5,819,346
1868	5,685,664

The tax at $1 per barrel has been uniform during the year.

DISTILLED SPIRITS AND BRANDY.

	Distilled spirits.	Brandy.
1866	$29,198,578	$283,500
1867	28,296,264	868,145
1868	13,419,093	871,688

The falling off of receipts in 1868 resulted in some degree from the general expectation that the tax would be reduced, and the consequent unwillingness to withdraw spirits from bond at the higher rate, but mainly from the frauds which made such reduction indispensably necessary. The above figures do not include the receipts from forfeitures.

The amount of spirits in bonded warehouse July 1, 1866, was 6,082 551 gallons; in 1867, 17,587,272 gallons; in 1868 27,278,420 gallons. The quantity out of warehouse under transportation bonds at the beginning of the fiscal year 1867 and of 1868 was at each date considerably in excess of 3,000,000 gallons. There was none at the commencement of 1869. The quantity exported in bond in 1867 was 4,654,816 gallons, and in 1868, 4,128,188 gallons. The number of gallons removed to "class 2 warehouses" in 1867, for the manufacture of cosmetics, medicines, cordials, &c., for exportation, was 892,727; while in 1868, allowed by law during only a portion of the time, it was 98,213 gallons.

EXPENSES OF COLLECTING THE REVENUE.

For the year 1866	$7,689,700
For the year 1867	8,982,686
For the year 1868	9,327,302

The increased cost for assessing for 1867 over that for 1866 arose from the increased number o collection districts in the South, and the employment of a larger number of officers. The excess of 1868 above the expenses of 1867 was occasioned mainly by the increase of the pay of assistant assessors from $4 to $5 per day. The number of assistant assessors in commission on the 1st day of November, 1867, was 3,180. This number, with the sources of revenue diminished by the act of March last, has been largely reduced, and on the first day of the present month but 2,284 were in service.

The receipts of internal revenue for the fiscal years 1866, 1867 and 1868, respectively, and the ratio thereto of the expenses during the same periods, were as follows:

Years.	Gross collections.	Refunded.	Drawback.
1866	$310,906,984	$514,844	$798,867
1867	265,920,475	706,582	1,864,632
1868	191,180,564	1,018,335	1,379,980

Years.	Net collections.	Expenses.	Per ct. gross collections.	Per ct. net collections.
1866	$309,593,273	$7,689,700	$2.47	$2.49
1867	263,349,261	8,982,686	3.38	3.41
1868	188,782,249	9,327,302	4.88	4.94

The ratio of costs to collections has increased, of course, with the reduction of the latter. It has required the same machinery and the same number of officers to collect taxes at two or three per centum as at five per centum, and until the passage of the statutes of the present calendar year it was necessary to keep the officers substantially to their maximum number.

PROBABLE RECEIPTS FOR THE PRESENT FISCAL YEAR.

It has always been difficult to make any accurate estimate of the receipts for the future from internal taxation. The frequent modifications of the laws themselves, the varying condition of different manufacturing interests, the shifting values consequent upon paper currency, together with other disturbing elements, have materially affected the worth of data collected at this office, from which otherwise the receipts for any fiscal year could be foreshadowed with considerable accuracy. The reduction of the sources of revenue has now, however, somewhat diminished these embarrassments, and the collections for the current year can be calculated with reasonable certainty.

The following tabular statement presents the aggregate of certificates of deposits by collectors received at this office during July, August, September, and October, for the fiscal year 1867, 1868, and 1869, respectively:

	1867.	1868.	1869.
July	$27,079,103	$24,734,656	$16,989,650
August	18,043,341	17,848,051	13,900,386
September	33,714,719	13,183,607	9,760,796
October	26,414,430	14,486,636	10,092,035

Of the amount collected in 1867 there was from income $43,463,655 45; in 1868, $17,733,714 04, and in 1869, $8,365,817 68.

I herewith present also the collections from the several sources of revenue during the first quarter of the present fiscal year in comparison with those of like character during the corresponding period of the fiscal year 1868.

The monthly abstract of the Collector of the Fifth District of North Carolina for August, 1868, and of the Collector of the Third District of Louisiana for September, have not been received, and the collections in their districts for the months stated are not included in the receipts for 1869.

	—July, August and September.— 1868.	1869.
Spirits	$5,293,921	$8,465,443
Tobacco	5,029,806	4,295,674
Fermented liquors	1,716,493	1,790,602
Gross receipts	1,576,214	1,514,756
Sales	924,203	1,739,513
Income	16,870,862	10,973,119
Banks and bankers, special tax, and tax on capital, circulation, & deposits	1,090,661	886,078
Other special taxes	4,053,222	2,969,427
Legacies	320,278	278,590
Successions	230,730	254,066
Article in schedule A	497,900	300,843
Passports	11,695	8,665
Gas	218,078	341,128
Sources not otherwise herein specially enumerated, including cotton and manufactured articles	11,866,928	874,431
Penalties, &c	250,151	306,402
Stamps, other than those for spirits, tobacco, and fermented liquors	3,122,970	3,393,472
Salaries of United States officers and employees	220,851	228,690
Grand total	$53,397,963	$38,620,899

The sum of $5,859,492 80 was received in fiscal year 1869 from the tax of 50 cents per gallon upon spirits in bond July 20, and withdrawn therefrom after that date. The sum of $662,186 34 was either collected prior to the act of July 20, 1868, and at the rate of $2 per gallon, or from spirits distilled after that date and removed from warehouse at 50 cents per gallon. Of the spirits in bond at the passage of the act in July last, 14,676,298 gallons were remaining on the 1st of November. This by the requirements of law must all be withdrawn on or before the 20th day of April next, and with the tax of 50 cents per gallon and $4 per barrel of forty proof gallons will yield a revenue of $8,805,779.

From a careful consideration of the above, and of other data which the proper limits of my report will not allow me to present, I confidently believe that the receipts for the present fiscal year will reach the sum of $145,000,000.

☞ It is expected that the cars will commence running on the Michigan Air Line Railroad between Ridgeway, on the Grand Trunk, and Romeo, Macomb County, Mich., by Jan. 1, 1869.

Chicago and Northwestern Railway.

The earnings of this road for the six months ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
Passenger	$1,870,411 10	$2,157,505 83
Freight	4,757,134 26	5,242,731 33
Express	262,457 34	164,234 49
Mail	84,461 16	84,461 26
Miscellaneous	72,174 50	73,494 59
Total	$7,046,638 36	$8,722,427 50

This shows an increase in earnings from passengers of $287,094 73, from freight $485,597 07, from mail $10, and from miscellaneous, $1,320 09; with a decrease in earnings from express of $98,222 85—making the total increase of earnings, $675,789 14.

Richmond and Danville Railroad.

The earnings of this road for the year ending September 30, 1868, were $574,020 39; and the expenses, $354,929 69—leaving as net earnings, $219,090 70. The working expenses were 61.8 per cent., and the net earnings, 38.2 per cent. During the year new consolidated bonds to the amount of $700,500 were sold at rates averaging from 64@70 to enable the company to sink its floating debt to within $47,979. The arrearages of annuity to the State which the company have been unable heretofore to touch since the war, accumulated from the first day of January, 1865, to the first day of July, 1868, inclusive, amounted to $168,000; of which, during the present year up to the present time, $126,000 has been satisfied by payments from the business income of the company.

The funded debt of the company, including $1,700,000 first mortgage bonds, is $2,119,000; unfunded liabilities, $173,870—total, $2,292,870. The assets of the company, including 14,885 shares of the Piedmont Railroad Company, amount to $1,730,775. The report says the business of the road has steadily increased during the past three years. The wheat tonnage has materially increased during the past year; of which, however, a large part has been drawn from Southwest Virginia and Tennessee. In 1867 the entire wheat transportation, was 53,338 bushels, and during the past year 163,735 bushels.

The Piedmont road is continued to be operated under lease to this company, on the same terms as heretofore.

To Bridge Builders.

The Woodstock Railroad Company will receive proposals, until the 15th of December, for the construction of a Bridge, of wood, and also for the construction of an Iron Bridge, upon the Line of the Woodstock Railroad, across the Ottaquechee River; span about two hundred feet. The proposals must state the plan of the bridge, the kind and quality of material, the price per linear foot at which it will be completed, ready for the rails, and the number of pounds weight per linear foot which it will be warranted to bear. Address Hosea Doton, Engineer, Woodstock, Vt.

☞ The Richmond *Whig* of December 7th, says that the two per cent. interest due the 1st of July last on the State debt will be paid the 1st of January next. It is not expected that the two per cent. falling due the 1st of January will be paid.

From the Richmond State Journal, Dec. 1.

Liability of Railroads in Seceding States to Loyal Stockholders—De Facto Governments—Payments in Confederate Notes.

Among the most important cases decided at this term of the Circuit Court, was that in which the opinion printed below was given by Chief Justice CHASE. It establishes, as far as the judgment of that Court can establish it, the right of stockholders in loyal States to the dividends declared during the war upon the stock held by them in Southern railroads, notwithstanding the confiscation of such stock and dividends by the Confederate Government. It explains clearly what is meant by the term *de facto* Government. And it promulgates the rule that Confederate notes received in the rebel States on account of parties in loyal States, innocent of acts violating the interdict against commercial intercourse, must be accounted for in lawful money equal in value to the Confederate notes at the time of receipts.

The opinion of the Chief Justice, which we now give, states *the* facts clearly, and will be read with interest in and out of Virginia:

OPINION.

This is a suit by the administrators of a stockholder of the Petersburg Railroad Company, who was a citizen of Pennsylvania, and resided in the City of Philadelphia during the late rebellion, to compel that corporation, created by the statutes of Virginia and North Carolina, and having its principal office for business at Petersburg, to account for dividends declared by the company during 1861, and subsequently, before the filing of the bill on the 22d of November, 1866.

According to the statement of the answer, admitted to be true by written stipulation of counsel, Catharine C. Keppell, before the rebellion, was the owner of 203 shares of the company's stock, and subsequently, by further issues of stock, became entitled to 101 additional shares, making a total of 304 shares. After the secession of Virginia, and organization of the Southern Confederacy, the company submitted, without opposition, to the control of the Confederate Government set up over North Carolina and that part of Virginia in which the road lay, in hostile exclusion of the constitutional authority of the United States. Subsequently, on the 30th of August, 1861, the Confederate Congress passed an act for the sequestration or confiscation of all property found within the rebel States belonging to loyal citizens of the other States of the Union.

Under this act, such proceedings were had by a district judge holding a Court under the pretended authority of the Confederate Government, and by a receiver appointed by him, that 90 shares of Mrs. Keppell's stock were sold to sundry purchasers, and dividends were paid on the whole number of shares, partly to these purchasers and partly to the receiver. These dividends amounted to 109 per cent., and were paid at different times from July, 1861, to November, 1864, inclusive.

After the overthrow of the Confederacy the sales made by the receiver were treated as nullities by the railroad company. Scrip for the 101 additional shares was sent to the complainants, as administrators, and if dividends had been subsequently declared, payment would have been made to them on the whole 304 shares.

It appears from this statement that the company itself regarded the confiscation act as null and of no force so far as the sale of the ninety shares was concerned. That sale was treated as a nullity, and the title of the purchases under it are worthless.

But the company claims—first, that payments of dividends, made under the same act, to the receiver, and the purchasers, must be upheld as valid payments; and, secondly, if this claim be disallowed, then that the liability of the company was only to pay, on demand, the dividends of Mrs. Keppel, in such currency as was necessarily received, and no demand having been made except by the commencement of this suit after that currency had become wholly worthless, no decree can now be made against the company.

The first of these propositions rests upon the premises that the Confederate organization was a Government *de facto*, and that acts in obedience to its authority must be presumed to have been done under the compulsion of superior force, by reason of which the actors are discharged from all ulterior responsibility.

Of this it may be observed, in the first place, that the term *de facto*, as descriptive of a Government, has no fixed and definite sense. It is, perhaps, most correctly used as signifying a Government completely, though only temporarily, established in place of the lawful or regular Government, occupying its capital and exercising its power. Examples of this kind of *de facto* Governments are found in English history; some in the violent seizure and temporary possession of royal power, and one so conspicuous that the world can never lose the sense of it, in the establishment of the Commonwealth and the Protectorate in place of the monarchy. In this sense certainly, the rebel Government was never a *de facto* Government. It never held the national capital. It never asserted any authority to represent the nation. It was only what it professed to be a revolutionary organization, seeking to establish a confederacy of States, disconnected from the United States, and dependent wholly for success upon the success of the revolution.

The term, however, is often used, and perhaps more frequently in a sense less precise, as signifying any organized Government established for the time over a considerable territory, in exclusion of the regular Government. A *de facto* Government of this sort is not distinguishable in principle from other unlawful combinations. It is distinguishable in fact mainly by power, and in territorial control, and by the policy usually adopted in relation to it by the national Government. Treason in England is not committed against the lawful Government by acts of hostility done in support of a *de facto* Government, strictly so-called. This is the rule established by the statute, 11 Henry VII., passed with reference to the frequent changes in the royal authority during the civil wars of York and Lancaster. And the reason of the rule, doubtless, extended to acts done under the Parliament and the Protector, while in possession of the supreme authority in England, though the benefit of it was denied to many, and in a most conspicuous instance to Sir Henry Vane. And it may be well doubted whether in this country treason against the United States could be committed in obedience to a usurping President and Congress, exercising unconstitutional and unlawful power at the seat of the National Government. But it cannot be maintained that acts against the King, committed in obedience to a usurper temporarily in possession of a part of the kingdom, or that levying war against the United States by persons, however combined and confederated, (even though successful in establishing their actual authority in several States,) would not be treason here.

What effect, then, is to be given to acts done under the authority of an insurgent body, actually organized as a Government, and actually exercising the powers of a Government, within a large extent of territory, not merely in hostility to the regular and lawful Government, but in complete exclusion of it from the whole territory subject to the insurgent control?

It is not easy to give a general answer to this question. On the one hand it is clear that none of its acts in hostility to the regular Government can be recognized as lawful; on the other, it is equally clear that transactions between individuals, which would be legal and binding under ordinary circumstances, cannot be pronounced illegal and of no obligation, because done in conformity with laws enacted or directions given by the usurping power.

Between these extremes of lawful and unlawful, there is a large variety of transactions to which it is difficult to apply strictly any general rule; but it may be safely said that the transactions of the usurping authority, prejudicial to the interests of citizens of other States excluded by the insurrection and by the policy of the national Government from the care and oversight of their own interests within the States in rebellion, cannot be upheld in the Courts of that Government.

In the case beofre us, for example, Mrs. Keppell was the undoubted owner of 304 shares of the stock of the Petersburg Railroad Company, and was clearly entitled to her just proportion of its earnings. But she was denounced as an alien enemy by the Confederate Government. She was excluded from all control of her stock, and all receipt of dividends. And more than this, the stock was sequestered, or rather confiscated and partly sold and the dividends paid to the purchasers and to a person called a receiver, appointed under the rebel authority. Can it be maintained that her right to the dividends upon her stock was defeated by these transactions? We think not. We cannot regard the Confederate Government a sa *de facto* Government in any such sense that its acts are entitled to judicial recognition as valid. On the contrary, we are obliged to regard it as a combination or unlawful confederacy, organized for the overthrow of the national Government, and its acts, for the confiscation or sequestration of the private property of the citizens of the United States, and null and of no effect. The appointment of the receiver, the sale of the stock, the payment of dividends, must all be regarded as part of the process of sequestration or confiscation, and all as equally void.

But it is said, admitting the character of the Confederate Government, in view of the law, to be such as has been stated, that the company was compelled to pay the dividends to the parties who received them, and by this compulsory payment was discharged of responsibility to the lawful proprietor of the stock.

This proposition asserts the exemption of the company from liability on the principle of *vis major*; that there can be no responsibility where the loss is occasioned by irresistible force. And it may be admitted that if the dividends belonging to Mrs. Keppell had been set apart to her specially, and the money thus set apart had been taken from the officers of the company without consent on their part, by the application of force, either actual or menaced, under circumstances amounting to duress, the loss must have been borne by her. After such an appropriation of dividends, the company would have become, perhaps, the bailee of the stockholder for her proportion, and an excuse which would avail a carrier for hire for non-delivery, might excuse the company for non-payment.

But we cannot agree that this rule is fairly applicable to this case. It does not appear that there was any setting apart of dividends, or that any force was actually used or threatened. On the contrary, the action of the company in employing their railroad in the service of the Confederate Government, and the absence of any protest on the part of any of its officers, against the unlawful payment of the dividends, afford a reasonable inference that they were not involuntary accessories to the whole action of that government. No reasonable application of the principle relied upon, therefore, will excuse the company from its liability to its stockholders, and public policy clearly requires the protection of stockholders in the loyal States from any application of this principle not clearly demanded by the law. Mrs. Keppell was deprived of the immediate security afforded to her rights by the National Government, by the rebellion. It is the duty of that Government, since that rebellion is suppressed, to afford her, as far as practicable, ultimate security. On the other hand, it is the obvious dictate of sound policy that no encouragement should be

given to rebellion by relieving parties within rebel control of private responsibilities, except in very clear cases of compulsory force, without their direct or indirect consent.

We think the second claim of the company as to payment in Confederate notes equally untenable. The liability of the company to Mrs. Keppell for each dividend accrued when it was declared. At that moment the company became debtor and the stockholder creditor for the amount. It may have been the fault of neither that payment was not then made. It was not, certainly, the fault of the stockholder. It is no excuse to the company that the particular currency in which its income was received, and in which its dividends were paid to the stockholders, has since become worthless. The dividends were declared in dollars. The debt created by the dividend to the stockholder was in dollars. And in dollars only can it now be discharged.

But we are not more ready to say that it must now be discharged by dollars of greater value than those in which it was received, than to say that it may be discharged by dollars of no value at all.

At the time several of the dividends were declared, the chief currency, and when the others were declared, almost the entire currency of that part of the country in which the railroad was operated, was in Confederate notes; and whatever currency of bank notes there may have been in circulation was of no greater real value. This currency may fairly be said to have been imposed on the country by irresistible force. There was no other in which the current daily transactions of business could be carried on, and there could be no other while the rebel Government kept control of the rebel States. The necessity for using this currency was almost the same as the necessity to live. No protest, no resistance, no rejection, could avail anything. At the same time, this currency, though it depreciated rapidly, had a sort of value. Its redemption, though improbable, was not impossible, and, until the downfall of the Confederacy, it had a greater or less degree of purchasing power.

Under these circumstances, we cannot refuse to take notice of the fact that the dollars which the company received were not of either description of dollars recognized as lawful money by the laws of the United States; nor can we hold the officers of the company as incurring any liability to the stockholders by receiving the currency actually in circulation for its earnings, beyond that of prompt payment in like currency to such stockholders as were in a situation to receive such payment, and payment as soon as practicable in currency of equivalent value to such as were resident in States, intercourse with which was, at the time, not only cut off by the civil war, but was also interdicted by the Congress of the United States.

In the case of Shortridge *vs.* Macon, it was held that the accrual of interest upon a note for a certain sum and interest was not suspended by the rebellion. The dividends in the present case are in a different predicament. Dividends are only payable on demand, and it is agreed in this case that there was no demand until the filing of the bill. Interest, therefore, can only be allowed from that date.

We shall decree, therefore that the respondents pay to the complainants the dividends declared upon the stock of their intestate, with interest from Nov. 23, 1866. The amount of the several dividends at the several dates when made will be computed by deducting such per centage as will reduce them to equal value in lawful money, and interest on the aggregate amount will be cast from Nov. 23, 1866, to this date at six per cent. And decree will be entered for the sum thus ascertained. The computations may be made by the counsel or by a master, as they may prefer.

☞ The October product of the Hecla copper mine was 250 tons; of the Calumet, 162; of the Hancock, 20 tons, 69 lbs; of the Evergreen Bluff, 22 tons, 941 lbs; of the Knowlton, 20 tons, 1,396 lbs.

Allegheny Valley Railroad.

A special meeting of the stockholders of this company was held in Pittsburg on the 2d inst. Caleb Lee, Esq,. was appointed chairman, and Jacob Glosser, Esq., Secretary. After the reading of the minutes of the stockholders' meeting held May 21, 1867, Wm. Phillips, Esq., President of the company stated that the principal business of the meeting was to pass upon resolutions, which he proposed to offer, asking the authority of the stockholders to allow the cancellation of bonds issued in pursuance of the Act of Assembly increasing the capital stock of the company $2,000,000, which act was approved by the stockholders at their meeting on the above date.

The following are the resolutions referred to, which were ordered to be read by the Secretary, and were finally adopted by the meeting:

Resolved, That the action of the stockholders of this company at a former meeting, authorizing the subscription of forty thousand shares of increased capital stock be reconsidered, and that the Board of Managers be directed, with the consent of the subscribers to said stock, to cancel these subscriptions to the extent of the amount not paid on them, so that the company may perfect more efficient financial measures for the future operation and extension of its road.

Resolved, That the Board of Managers be directed to ask the Legislature for such modification of the Act of the Legislature, approved April 11, 1867, as may be necessary to fully complete and equip its present road, pay off its floating debt and extend and equip the line from the mouth of the Mahoning, to the Senimahoning, and that such action be taken by the Board of Managers as will enable the company to prosecute with vigor the work on the line eastward from the mouth of the Mahoning.

Finances of the United States.

According to the Report of the Secretary of the Treasury, it appears that the debt bearing coin interest on the 1st of July, 1868, was $2,083,003,641 80; debt bearing currency interest, $126,228,790; matured debt not presented for payment, $20,527,302 64; debt bearing no interest, $406,447,314 75—total, $2,636,207,049 19. The amount of cash in the Treasury was $131,006,532 25—leaving amount of debt less cash in the Treasury at that date $2,505,200,816 94.

The following is a statement of receipts and expenditures for the fiscal year ending June 30, 1868:

Receipts from customs	$164,464,599 56
Receipts from lands	1,348,715 41
Receipts from direct tax	1,788,145 85
Receipts from internal revenue	191,087,589 41
Receipts from miscellan's sources, (of which amount there was received for premium on bonds sold to redeem Treasury notes, the sum of $7,078,203 42)	46,949,033 09
Total receipts, exclusive of loans	$405,638,083 32
Expenditures for the civil service, of which amount there was paid for premium on purchase of Treasury notes prior to maturity, $7,001,151 04)	$60,011,018 71
Expenditures for pensions and Indians	27,883,069 10
Expenditures by War Department	123,246,648 62
Expenditures by Navy Depart	25,775,502 72
Expenditures for interest on the public debt	140,424,045 71
Total expenditures, exclusive of principal of public debt	$377,349,284 86

The following is a statement of receipts and expenditures for the quarter ending Sept. 30, 1868:

The receipts from customs	$49,676,594 67
The receipts from lands	714,895 03
The receipts from direct tax	15,536 02
The receipts from internal revenue	38,735,863 08
The receipts from miscellaneous sources, of which amount there was received from premium on bonds sold to redeem Treasury notes the sum of $587,725 12	6,249,979 97
Total receipts, exclusive of loans	$95,392,868 77
Expenditures for the civil service (of which amount there was paid as premium on purchase of Treasury notes prior to maturity $300,000)	$21,237,106 83
Expenditures for pensions and Indians	12,358,647 70
Expenditures for War Department	27,219,117 02
Expenditures for Navy Departm't.	5,604,785 33
Expenditures for interest on public debt	38,742,814 37
Total expenditures, exclusive of principal of public debt	$105,152,470 75

The Secretary estimates that, under existing laws, the receipts and expenditures for the three quarters ending June 30, 1869, will be as follows:

From customs	$125,000,000 00
From lands	1,000,000 00
From internal revenue	100,000,000 00
From miscellaneous sources	20,000,000 00
Receipts	$246,000,000 00

And that the expenditures for the same period, if there be no reduction of the army, will be—

For the civil service	$40,000,000 00
For pensions and Indians	18,000,000 00
For War Department, including $6,000,000 bounties	63,000,000 00
For Navy Department	16,000,000 00
For interest on public debt	91,000,000 00
Expenditures	$281,000,000 00

The receipts and expenditures under existing laws for the fiscal year ending June 30, 1870, are estimated as follows:

From customs	$160,000,000 00
From internal revenue	140,000,000 00
From lands	2,000,000 00
From miscellaneous sources	25,000,000 00
Receipts	$327,000,000 00

The expenditures for the same period, if the expenses of the army should be kept up to about the present average, will be as follows:

For the civil service	$50,000,000 00
For pensions and Indians	30,000,000 00
For War Department	75,000,000 00
For Navy Department	20,000,000 00
For interest on public debt	128,000,000 00
Expenditures	$303,000,000 00

☞ The suit of Cheever and Hart *vs.* the Rutland and Burlington Railroad Company, which has been on trial at Rutland, Vt., for several days, has been decided against the Trustees of the First Mortgage, the bill being dismissed with costs. The case will probably go to the Supreme Court on appeal.

☞ The stockholders of the East Tennessee and Virginia Railroad (from Bristol to Knoxville) have consolidated the management of that road with that of the East Tennessee and Georgia (from Knoxville to Chattanooga) by electing the President of the latter, Colonel Thomas H. Callaway, and the Superintendent, Major R. C. Jackson, to fill the same offices in the former.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	2,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	1,650,000	A. & O.	Oct. '68 5
Baltimore City Passenger...	670,000		Jan. '68 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Oct.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,600		
Do., do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '68 4
Boston and Maine.....100	4,076,974	J. & J.	July '68 5
Boston and Providence ...100	3,360,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A J.O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n..100	392,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 50	721,926	J. & J.	Jul. '68 3½
Cape May and Millville...100	447,000	J. & D.	Dec.'68 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110		Jul.'68 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '68 7
Central of New Jersey...100	13,768,000	J.A J&O	Oct.'68 2½
Central Ohio..... 100	2,800,000	J. & D.	Dec.'68 3
Do. pref..... 100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*..... 100	380,000		Oct. '68 2
Cheshire, preferred 100	2,017,325	Annual.	Jan. '68 3
Chicago and Alton.....100	5,886,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago, Iowa & Nebras*.100	2,800,000		Jul. '68 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger... Street.....	.....	J'n &J'ly J. & J.	Jan.'68s2 Jan.'68s2
Cincinnati and Zanesville. 50	1,676,346		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 5
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	8,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo*.... 50	5,000,000	J. & J.	Jan'68 4½
Col., Chi. & Indiana Cen..100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord..... 100	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	800,000		
Conn. & Passump. Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jul. '68 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*..... 50	594,260	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	13,886,020	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,841		
Do do. pref.100	1,987,351		Jul.'68 1½
Eastern (Mass.).....100	3,883,300	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,800		
East Tenn. and Georgia...100	2,389,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	69,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '68 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	4,156,000	J. & J.	July '68 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	.....	Sept.'68—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Oct. '68 3
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,258,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River..... 100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep.'67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....	.....		Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	3,739,800	M. & N	M'y.'67 5
Lehigh Valley 50	10,731,400	J A.J&O	Oct.'68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	J. & J.	July'68 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 1o
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jul.'68 4½
Louisville and Frankfort.. 50	1,109,224	J. & J.	July'68 3
Louisville and Nashville...100	7,869,186	F. & A.	A'g. '68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000		Dec.'68 6
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	670,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	8,477,386	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	10,059,400	August.	Aug.'68 4
" " guaranteed.100	688,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Mineh'l*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081		
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	
" " " pref.....100	8,050,892	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	F. & A.	F. 67 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July 68 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul.'68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	6,265,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	Jul. '67 3
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	July'68 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Nov. '68 2
North Eastern (S. C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,065,400	J. & D.	Dec. '68 4
Northern of N. Jersey ...100	159,100		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	July'68 3
Ogdensb. & L. Champl'n.100	3,024,000	F. & A.	Feb.'68 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500,000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Oct.'68 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July '68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A J&O.	Oct. '68 6
Paterson and Ramapo.....100	248,500	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '68 4
Pennsylvania 50	21,046,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,996,700		Jan.'68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Oct.'68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	.....		Jul. '68 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'68 5
Rutland preferred..... 100	.....	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute.100	2,300 000		
" " " pref.100	2,040,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand. Mansf. and Newark.100	901,741		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,150	F. & A.	Aug.'68 3
Shore Line..... 100	636,00	J. & J.	Jul. '68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275		
South Shore 100	259,885		Jul. 68 3
South Western, Georgia....100	3.203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	449,700		3½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	Jul.'68 4
Tennessee and Alabama ..100	595,924		
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jul. '68 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref.100	1,800,000		
Tol., Wabash and West....100	5,700,000		
" " " pref100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River 100	834,400	J. & J.	Jul. '68 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	6,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vicksburgand Meridian ...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150		Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,147,015		
Wilm. and Weldon.....100	1,463,775		
Warren..... 100	1,547,650		3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'68 $4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'68 6
Delaware and Raritan..... 100	2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....	.....	J. & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000		Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 6
Roaring Brook Coal.....	200,000		Sep.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 6
American Express..... 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express.... 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	456,886	454,081	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149.137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3.840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,990	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,034	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	619,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,903	1,135,324	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	887,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334.217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,381,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,230,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799.236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	784,133	873,500	901,631	699,591	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125.252	116.495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375.567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,540	352,218	4,650,328
1867	305,857	311,088	395,372	409,243	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322.369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	348,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	418,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	395,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,606
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892.744	1,018,375	968,228	1,002,798	9.693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1.227.113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,493,752	1,524.434	1,526.839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,284,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,100	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,787	427,094	395,845	350,753	407,077	463.509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,960	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,446	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,790	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	.....	.....
Western Union:													
1865	43,716	37,285	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,268	79,431	54,719	774,957
1868	46,416	40,703	39,198	49,231	70,163	77,339	80,762	84,607	97,338	97,600	57,145	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Nov. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	114½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " " ..... coupon		5	" "	1871	126
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	110
" " " ..... coupon		6	" "	1881	114½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " ..... yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,300	6	Jan. & July.	1881	110
" " " ..... coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,092,312,250	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	111½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	107½
" " " (5-20s) ..... coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	107½
" " " (5-20s) ..... coupon		6	" "	1885	108
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	110
" " " (5-20s) ..... coupon		6	" "	1886	110½
" " 3d series (5-20s) ... registered		6	" "	1887	106½
" " " (5-20s) ..... coupon		6	" "	1887	110½
Loan of March 3, 1864, (10-40s) ... registered	194,566,400	5	Mar. & Sept.	1904	103½
" " " (10-40s) ..... coupon		5	" "	1904	105½
Pacific R. R. Bonds ..... (currency)	42,184,000	6	Jan. & July.	'95-'97	99½
Treas'y Notes (7-30s) June 30, '61: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	9,497,742	---	presentation.	------	----
Gold Certificates of Deposit	19,716,840	---	presentation.	------	----
Compound Interest Notes 1864-'65	------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates	58,325,000	---	------	------	----
Fractional currency	33,413,986	---	------	------	----
Navy Pension Fund	14,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	128
" — " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	72-'74	----
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	92
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	80
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	100½
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,367,253	6	" "	'77-'79	100½
" —War Loan Bonds	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	95
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	636,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.). "	666,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861	800,000	6	"	1871	100
" — " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,332,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
— " " (C. and O. Can.) sterl.	1,405,507	5	"	1889	----
— " " (R.R. various) "	120,000	5	"	1889	----
— " " (") currcy.	159,974	5	"	'89-'90	----
— " " (B. & O. R.R.) sterl.	3,277,386	5	"	1890	----
— " " (C. and O. Can.) "	3,259,616	5	"	1890	----
— " " (Ches. & Ohio Can.).	2,000,000	6		1870	----
— " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	96½
— " (Bounty)	601,000	6	"	abt.'74	96½
— " (Ches. & Ohio Can.).	30,000	6	"	1885	----
— " (Balt. & Susq. R.R.).	429,588	6	"	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
— " "	21,000	5	" "	1870	----
—General Statutes Loan	50,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1873	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'78	120
" — " "	2,150,000	6	" "	'74-'76	117
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	276,000	5	Jan. & July.	69-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	110½
" — " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" — " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	89½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	91
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ...	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " ..... registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1872	101½
" — " " "	2,250,000	6	" "	1874	102
" — " " "	1,400,000	6	" "	'75-'77	102
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	91
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'60-'78	65½
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	68
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	103
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	97
" — " " ..... registered	5,083,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	6	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	104½
" — " " 2d series	7,909,520	6	" "	1882	106
" — " " 3d series	9,270,017	6	" "	1892	107½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100½
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	99½
South Carolina—Free Loan Bonds	798,828	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct	1868	60½
" — " "	289,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	69
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1892	68½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	486,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " ..... "	21,469,398	6	" "	long.	47½
" — " ..... coupon	10,900,000	6	" "	long.	----
" — " (new) ..... registered	1,379,500	6	"	1876	57
" — " " (") ..... coupon	489,300	6	"	1886	----
" — " " (")	89,600	6	"	1890	----
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95⅞
Loan of 1850	602,000	6	" "	"	1880	96½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Concord and Fitchburg:						
1st Mortgage (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Eastern to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. Bonds (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. coup. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	65
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98⅞
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mortgage (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	89
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	91½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	103
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	73
1st Mortgage (convertible)		7	" "	" "	1896	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1861	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	88
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1858	90
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	102½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						97⅞
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1905	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. Mort. ($5,000,000)	136,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashtn.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	103
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	73½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	893,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	100
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	91
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	95
Plain Bonds	570,000	8	April & Oct.	"	1872	90
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	91½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,683	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	91
State Loan of 1856	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	110½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Apru & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	101½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	114
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,900	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	91½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	100,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	.....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,335	7	Feb. & Aug.	Baltimore.	1892	90½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	73½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	6*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	114
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	114
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	91
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	96½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	90
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling } 1st *Mortgage*, Sterling }	4,593,000	6* 8*	May & Nov. " "	London. Mobile.	1882 1882	 52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	95½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'83–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R. Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	95½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'75	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	" "	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	91½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	108
2d Mortgage	274,500	7	— & —	"	18—	87
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	96½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	77½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	96
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100¾
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96⅜
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85½
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	99
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	176,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	161½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	"	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	—— & ——	Boston.	1876	98
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	70
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction ...	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,900	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'63-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	74
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	78
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70-'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	—— & ——	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1882	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	100½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	78
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	94½
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	79
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	—— & ——	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,201,850	6	" "	"	1877	75
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	70½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	73
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	98½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	o's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)		—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	63,417	.....	27,798,923	29,999 901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,382,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	841	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*	—	—	2,494,900	3,483,992	—	—	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	*	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,099	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	118½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	—	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	436,729	.....	.....	758,883	42,878	—	100	24½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquett.* ....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,709	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)		42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	—	—	332,000	700,000	83,704	—	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	149
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	—	—	624,600	400,000	20,784	—	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	0.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	—	—	14,884,000	8,693,350	1,633,057	—	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	26½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	131½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine ..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	135½
Nov. 30, 1867	47.0	7.6	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,649	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	1,100,000	1,766,000	—	—	—	(Leased	to Erie.)		—	—	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	—	139,078	359,640	600,000	298,511	—	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,109,933	*	—	.....	5,000,000	1,000,000	—	—	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	—	—	—	—	—	—	—	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	—	—	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)		.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	904,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	—	—	1,103,043	1,034,380	127,871	—	60.2	.....	.....	.....	325,407	147,928	—	100	15
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	—	—	—	721,050	319,000	44,437	—	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	—	—	—	188,195	125,000	20,848	—	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	—	—	447,000	200,000	97,360	—	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	—	—	—	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	—	—	3,359,500	202,500	—	—	67.5	236,991	.....	.....	502,918	143,361	—	50	22
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	—	—	—	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9,777,000	—	—	—	5,432,000	3,590,000	—	—	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.6	—	25.8	—	50	30	41	630	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	866,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	114½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	3,100,000	*	—	—	5,600,000	2,500,000	66,631	—	137.0	(Leased	to Balt. and Ohio.)		888,080	—	—	100	33½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	—	—	—	—	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah ...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	506,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	....	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,347,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)		.....	.....	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	140
Apr 30, 1868	370.6	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	2,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,761,829	132,436,027	6,197,729	2,721,851	15	100	172
ec. 31, 1867	80.0	—	....	73.0	8	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	—	—	—	2,600,000	1,110,000	—	—	—	(Leased	to Chic. and N. W.)		—	—	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	76½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	106½
Jun. 30, 1867		Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern ..... Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton ...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	—	—	—	—	—	—	—	—	(Leased	to Kentucky.)		—	—	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	—	—	1,852,004	1,200,000	400,000	—	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.		—	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	222,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	.....	.....	.....	(Open. J	an. 1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	(Opene	d Jan. 1, 1	868, & oper	r. by L. C	& N. Co.,	.....	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111
Dec. 31, 1867	12.0	0.6	....	—	2	2	—	57	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	6.6	24,042	765,067	29,360	88,718	5,642	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	*	18,257	9,140	514,646	44,000	114,749	8,287	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,662	*	2,047,438	.....	2,646,100	868,000	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	92½
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,000	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,545	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central †.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	(Leased	to Phila. a	nd Reading	.)	.....	—	50	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	531,106	180,437	—	100	....
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	130½
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	678,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. †..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	.....	—	100	....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	120
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	523.8	2,387,389	60,392,622	110,163,611	4,747,219	1,710,007	—	100	87
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,078	1,208,836	820.0	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	72.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	65½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	(Leased	to Phila. a	nd Reading	.)	.....	8	50	114
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. †..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	1,002,774	439,705	—	100	9
Dec. 31, 1867	63.5	—	....	164.8	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	512,761	136,847	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	18,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	56	62	10	1,413	Morris and Essex.....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	91
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee.....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	.....	.....	43.2	381,529	6,762,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga †...Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur †...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern†.Tenn. & Ky.	4,600,155	*	92,000	406,087	1,157,786	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck.....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,666	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	306,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil.,W	and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	132
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.†.L. & M.	6,240,662	1,482,964	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	84
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †.La.	.....	.....	.....	.....	.....	.....	.....	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central.....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	638,879	4,727,636	692.2	6,401,420	198,986,143	362,180,606	13,976,514	3,325,822	6	100	124½
Sept. 30, 1867	—	5.0	.....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	140
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	276,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	85
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg †.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1865	223.0	—	....	—	25	20	—	204	North Carolina †.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.											(Leased	to Selma a	nd Meridi	an.)		12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																								
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	55	50	70
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	96½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	91
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(O	wned by	Provincial	Gover	nment.)		145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	68½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0				4,459,319	1,063,529	—	100	29½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	80½
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,085	473,987	6	100	97
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	80
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased	to R., W.	& Ogdens.	111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,414,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,074,000			47.0						24	100	328
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.																100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	3,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	108½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0						—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			21[illegible]	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased	to Pennsy	lvania.)	2,333,760	677,239	—	50	51
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	134
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	3,068	Philadelphia and Reading..Pennsylvania.	23,662,138	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	98½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	111½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	110½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville. Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....		(Leased	to Pbg., C	ol. and Ci	ncinnati)	.....	.....	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782		50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	*	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	.....	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	99
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway .N. H.	370,000				170,000	200,000				(Leased	to Eastern	.)	76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	.....	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	253	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,962,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,691	1,146,910	775,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....		(Not op	erated sin	ce the war.)	.....	.....	—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	33
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	903	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased	June 1,'67,	I. & St.L.)	2,218,402	608,112	—	100	49
Dec. 31, 1866	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Compl	eted Jan.	1, 1868.)			—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	86	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	—	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000										100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487			(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....		(Leased	to Cin., D	ayton and	Eastern.)	125,000	—	50	42½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,200	14,916	901,341	2,109,800	21,544		116.3	241,284	.....	.....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,218		54.0	143,124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased	to Phila. a	nd Readin	g.)		5	50	....
Feb. 28, 1867	90.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	0.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	104,118	1,922,936	5,093,900	363,684	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased	to Northe	rn Central	.)		5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)		—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	—	—	—	—	*Sioux City and Pacific*.....Iowa.									71.0	(Opene	d near clo	se of 1867	.)		—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000				220,000	580,000				(Leased	to Portlan	d and Ken	nebec.)	36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300				438,300					(Leased	to Central	of New J	ersey.)		6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,169,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	2.6	....	—	15	6	2	142	South Side (Petersb'g & Lynch b'g) ¶..Va.	3,726,890	*	12,924	40,200	1,366,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	....	*Southwest Pacific* §.....Missouri.	.....								91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	68.0	—	....	—	—	2	4	27	Spartanburg and Union §..South Carolina.	.....								68.0								
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000																
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	196,000	150,000	.....	.....	18.0	(Leased to Cinc., Dayton and Eastern.)						100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*		.....	660,000	200,000	95,000	.....	201.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	1,983,141	6,739,000	.....	.....		.....	12,861,340	.....	1,275,161	91,382	—	100	....
Nov. 30, 1867	13.2	—	....	—					Stony Brook.....Massachusetts.	267,383			.....	448,700			.....		(Leased to Housatonic.)				31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.					267,300			.....	13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Sept. 30, 1867	61.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	61.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific §.....Tennessee.	.....															100	....
Nov. 30, 1867	78.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90½
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	3,809,353	1,022,471	—	100	56½
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908				274,400					(Leased to Hudson River.)			509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield §.....Massachusetts.	2,086,640					680,000				(Operated by Vt & Mass., & T. & B.)				19,208	7	100	....
Sept. 30, 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238				30,000	310,000				(Owned by railroads centring in Troy.)			32,000		—	100	....
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000									(Leased to Pennsylvania.)					—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000				5,000,000	17,600,000										100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000				1,000,000	3,200,000										100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*			5,000,000	11,392,000										100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*			831,300				34.9	33,168	1,882,670	656,074	1,625,156		—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*			693,712				12.0				150,376	83,679	7½	100	....
May 31, 1867	47.9	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000				2,500,000											100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	(Leased to Vermont Central.)					8	100	101½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*			5,000,000	5,500,000			184.5	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	61
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*			516,164	793,200				1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central § .....Virginia.	5,540,788	541,614	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	....	Virginia and Tennessee § .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—					Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	172,577				98,650	85,000	600	.....	10.3	(Operated by Erie.)			458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & Georget.D. C. & Va.			(In hands of receiver.)						7.0				51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—					Washington County.....Maryland.																	
Oct. 31, 1867	28.4	—	4.6	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western §.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	18	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)			4,972,000			173.4	1,840,291	43,036,674	84,524,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) §.....North Carolina.	1,025,016	*			1,942,000				138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland §.....Maryland.	1,850,000				750,000	1,200,000			43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	...	...	...	....	Western North Carolina..North Carolina.						2,318,000			45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—					Western Pennsylvania.....Pennsylvania.	2,876,329		49,660		822,450	1,283,600	630,919		84.5							100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	(Leased to Pennsylvania.)					—	50	....
Dec. 31, 1867	87.5	—	....	—	7	13	3	120	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0					Whitehall and Plattsburg §...New York.			(Under construction.)										278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—					White Mountains.....New Hampshire.	200,000				200,000											100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	206	Wilmington and Weldon §...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000				213,000								583,837	118,053	—	100	....
Dec. 31, 1867	36.0	—	....	—					Winchester and Alabama §...Tennessee.	950,000	*								(Leased to Nashua and Lowell.)				13,845	6¼	100	....
Dec. 31, 1867	32.0	—	....	—					Winchester and Potomac.....Virginia.	600,000	*				1,160,782			38.0							100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	300,000	203,333				(Leased to Balt. and Ohio.)				27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—					Wrightsville, York and Gettysburg.Penn.	298,230				1,522,500		69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
														317,050	52,000	24,180			(Leased to Northern Central.)						50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	39
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*			8,229,594				184.5								
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350				1,633,350	800,000									—	25	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	564	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	(Leased to Lehigh Nav. Co.)						4	50	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*				(See Cam. & Amb.R.R.)			108.0						16	100	132
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*			2,521,300				65.5				871,672	543,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*		.....	64,000			1,300,985	161.0				120,583	14,758		50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0					247,603	3	50	50½
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*		68,683	2,200,000	1,049,260	120,563	61,091	101.0							50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711		.....	2,751,765				178.0				449,652	162,972	—	100	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*		.....	4,797,185	7,775,720	489,316	136,275	109.2				262,654	46,450	—	50	....
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850			.....	2,002,746	2,611,310	159,506		45.0				1,099,013	.....	6	50	20
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000		117,000	.....	2,907,850	3,000,000			87.6				155,872	42,170	—	50	28
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*		.....	1,100,000	760,000	.....		123.0				75,279	loss.	—	50	....
														800,000	600,000	.....		64.0				211,829	61,218	—	50	....
																						132,037	33,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length, Completed: equiv'lt in single trk.	Length, In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	98½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	—
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	82	—	Lynn and Boston	269,426	200,000	50,000	48,934	164,987	loss.	—	—	110
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.03	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.98	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,685	10	—	65½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	57
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,278	1,126	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Melrose.)	—	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13 015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100.000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'67	24.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	19.76	—	—	—	37	Broadway (Brooklyn)	266 561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	15.00	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27.253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'67	11.00	—	—	49	—	Brooklyn City & Newtown	553.340	400,000	200,000	2,587	129,267	14,852	—	100	—
30 Sep.'67	4.12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep.'67	21.00	—	—	57	22	Brooklyn Central & Jamaica	995,78.	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,756	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l Pk, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16,285	—	100	—
30 Sep.'67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	22o	—	100	—
30 Sep.'67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	652,000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	High h Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	4	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5.000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,766	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,300	100,000	3,200	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Morris'a & Ford'm	227,400	95,900	124,000	7,600	68,603	4,5'8	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,053	80,000	40,000	1,247	66,970	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,661	133,400	100,000	13,000	48,259	1 501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,69	453,945	9,470	—	100	45½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,00.	186,000	—	563,166	73 564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,039	25,000	25,000	—	13,075	5.046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,595	1,175	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50 000	1,184945	224,222	12	100	150
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12 446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	201,258	121,172	196,500	1,200	76,179	14,707	—	100	—
30 Sep.'67	4.25	—	—	4	—	V. Brunt st & Erie Basin (Bk'n)	87,000	75,000	12,000	1,634	17,395	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	82,000	80,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	237,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankford and Philadelphia	138,287	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	20
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	25½
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	33½
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,207	—	—	93,888	28,343	3	50	22½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct.'67	3.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	49
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130.000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	102,750	—	—	131,728	32,160	31½	50	73
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	16½
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	65½
31 Oct.'67	4.18	—	18	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec.'62	2.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	25,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1860	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1860	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage unauthorized	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Maldan & Melrose bonds	48,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1968	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	21
Catawissa,* pref. and guar.	2,200,000	7	7	30½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	....	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	66½
Chicago and Alton, pref.	2,425,400	7	10	146½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	78½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	95
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	60
Hannibal and St. Joseph, pref.	5,253,836	....	....	92½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	68½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	.....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	23½
" " 2d pref.	4,051,744	6	....	10
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	328,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	....	84
Mine Hill and Schuylkill Haven,* guaranteed	2,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	65
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	20½
Union, preferred	.....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	....	37
Mariposa Mining, pref.	5,774,400	7	7	20

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $0 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 — @ 42 —	
Pig, American, No. 1 (good to best)		41 — @ 43 —	
Pig, American, No. 2		37 — @ 39 —	
Pig, American, Forge		34 — @ 36 —	
Bar, Refined, English and American		90 — @ 95 —	
Bar, Swedes, assorted sizes	(gold).	82 — @ 87 —	
		Store Prices.	
Bar, Swedes, ordinary sizes		— — @155 —	
Bar, English and American, Refined		— — @100 —	
Bar, English and American, Common		— — @ 90 —	
Scroll		130 — @175 —	
Ovals and Half-round		125 — @155 —	
Band		130 — @ — —	
Horse Shoe		130 — @ — —	
Rods, ⅜@3-16 inch		105 — @165 —	
Hoop		135 — @190 —	
Nail Rod	per lb.	— 9½@ — 10½	
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 12½	
Sheet, Single D. and T. Common		— 5½@ — 7	
Rails, English	(gold) per ton.	51 — @ 52 —	
Rails, American		79 — @ 81 —	
Anvils, Eagle	per lb.	— 9½@ — —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..	(2d and 1st quality). per lb.	— 18 @ — 23	
English Spring	(2d and 1st quality)	— 10 @ — 12½	
English Blister	(2d and 1st quality)	— 11½@ — 20	
English Machinery		— 13½@ — 16	
English German	(2d and 1st quality)	— 14 @ — 16	
American Blister "Black Diamond"		— 10½@ — 16	
American, Cast, Tool,	do.	— 19 @ — —	
American, Spring,	do.	— 10 @ — 13	
American Machinery	do.	— — @ — 13	
American German	do.	— 10 @ — 13	

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33	
Bolts		— 33 @ — —	
Braziers'		— 33 @ — —	
Nails		— — @ — 42	
Sheathing, &c., Old		— 20 @ — 21	
Sheathing, Yellow Metal		— 26 @ — —	
Bolts, Yellow Metal		— — @ — 26	
American Ingot		— 24½@ — 24½	

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 29 @ — 29½	
Straits	(gold).	— 25½@ — 26	
English	(gold).	— 25½@ — 26	

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....	per box. 8 12½@ 8 37½	11 25 @ 11 75
I. C. Coke	7 — @ 7 50	9 75 @ 10 50
Coke Terne	6 — @ 6 25	8 50 @ 8 75
Charcoal Terne	7 75 @ 8 25	10 75 @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 18
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 32
Refined, Standard White (in ship'g order)		— — @ — 33
Refined, prime White (in shipping order)		— 35 @ — —
Refined, S. W. (in merchantable order)		— — @ — 32
Naptha, Refined, (60 @ 63 gravity)		— — @ — 13
Residuum	per bbl.	3 75 @ 4 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.	(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10	per 50 feet. 8 50 @ 6 25	
8 by 11 to 10 by 15	9 — @ 6 75	
11 by 14 to 12 by 18	10 — @ 7 50	
13 by 18 to 16 by 24	11 — @ 8 —	
18 by 22 to 18 by 30	13 50 @ 9 —	
20 by 30 to 24 by 30	16 50 @10 —	
24 by 32 to 24 by 36	18 — @12 —	
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —	
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —	
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —	
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —	

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	128
Canton Co	49½	....	49	48¾	....	....
Central of N. Jersey	116	116¾	116	115	114½	114½
Chicago & Alton	144	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	103½	....	....	....	102	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	172	....	....	....	....	....
" 8s, 1883	....	....	....	....	112	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	....	85	85	....	78	77½
" pref.	88	88½	....	....	....	79½
" 1st M.	91	91	....	....	91	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	96½	....	....
" Consol.	93½	....	....	....	88	....
Chic., Rock Isl. & Pac.	109	108½	108½	....	107½	106½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	97½
Clev., Col., C. and Ind.	....	....	....	....	76	....
Clev. and Pittsburg	88½	86½	87½	86	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	101½	....	....	101½	101½	101
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	....	....	....	....	....
" 1 M.	....	73½	73½	73½	74	73½
Cumberland Coal pref.	38	....	38½	....	....	38
Del. & Hudson Canal	134	....	....	....	....	133
Del., Lack. & Western	....	....	....	....	....	....
" 1 M. 7s	....	....	....	....	98	....
" 2 M. 7s	....	....	....	....	96½	....
Erie Railway	38	37½	....	....	37½	38
" pref.	60	....	....	....	....	....
" 1 M. 7s, 1867	101	101	101	101	101	101
" 2 M. 7s, 1879	....	....	....	....	94	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	85	....
" 5 M. 7s, 1883	....	82½	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hudson River	130	129	128	126	128	128
" 1 M. 7s, 1869	....	....	....	....	101½	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	144	....	144	....	....	....
" bonds	114	....	....	....	....	....
Lake Shore (C., P. & A.)	100½	100½	....	....	....	100½
Marietta & Cin. 1st pref.	25	....	24	23½	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	119½	119½	....
" S. F. 8s, 1882	114	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	89½	88½	....	88½	88	86½
" 1 M. S. F.	....	....	96½	96½	....	97
" 2 M.	....	....	91	....	91	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	67½	67½	66½	65½	65½	....
" pref.	86½	86½	86½	84½	84½	84½
" 1st mort.	94	....	....	....	94	94
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	104	....	103½	103½
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	89½	89½	89½	89	89	89½
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	90	....	89½	....	89	90
" 1st mort.	....	....	96½	....	95½	....
" 2d mort.	92½	93	94	94	94	94
N. Jersey R.R. & T. Co.	....	....	132½	132	....	....
New York Central	134½	128½	....	123½	124½	125½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	90	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	100	....	....	....
N. Y. and N. Haven	....	....	....	....	....	....
N. Carolina 6s	66½	....	65½	65½	65½	65½
" new	63½	63½	63½	63	63	63½
Ohio and Miss.	30½	30½	30½	30½	30½	29½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	116	116	....	116	115½	115½
Panama	....	....	....	....	328	....
Phila. and Reading	98½	98½	....	98½	98½	98½
Pitts., Ft. W. & Chicago	111½	111½	111½	111½	111	111½
" 1 M.	....	....	....	....	....	103
" 2 M.	....	....	....	....	....	98½
" 3 M.	....	....	....	....	93½	....
Quicksilver Mining Co.	....	22½	....	22½	22½	22½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	62½	....	....	....	65	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	69	69	69½	....	68½	68½
" new	68½	....	68½	67½	68½	68½
Tol., Wab. & Western	57½	....	....	....	....	57
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	85
" Equipment	....	....	....	74	....	....
Virginia 6s, ex-coupon	....	....	....	55½	55½	....
" new	....	....	....	....	57	57½

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	105⅜	....	105⅞	105⅝	105⅝	105⅜
U. S. 5s, 10-40s, reg	103⅜	....	103⅜	....	103½	103⅜
U. S. 6s, 1881, reg	110⅛	....	110½	....	....	110
U. S. 6s, 1881, coup	114⅛	115	....	....	....	114⅜
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	106⅜	106⅞	106⅜	....	....	106⅜
U. S. 6s, 5-20s, c. 1862	110⅞	111⅛	111⅜	111	111	....
U. S. 6s, 5-20s, reg. '64	....	....	106⅞	107⅛	....	....
U. S. 6s, 5-20s, c. 1864	107⅛	107⅞	107⅛	....	107⅜	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	107⅝	108⅛	108⅛	108¼	107⅛	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	110⅛	110⅛	110⅛	110⅛	110⅜	....
U. S. 6s, 5-20s, reg. '67	....	....	....	106⅜	....	....
U. S. 6s, 5-20s, c. 1867	110⅛	110⅛	110⅛	110¼	110¼	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	111	....	....	110⅛	....	110⅛
U. S. 6s, Pac.R.R.issue	99	99⅛	....	....	....	99⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 8.

	W. 2.	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8
Catawissa	11	....	....	....	....	....
.. preferred	....	....	....	30½	30½	....
Camden and Amboy	128	128	128	128½	....	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	88½	....	....	....	....	89
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	93¾	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	....	28½	....	28	....
.. 6s, 1884	....	....	82	....	....	....
.. Gold L	95	93⅞	94	93⅞	....	93½
.. R. R. L	....	....	....	....	....	84
Lehigh Valley R. R	....	....	....	55½	55½	55⅛
.. 6s new	91	....	91⅝	....	91⅝	....
Little Schuylkill R.R	46	46	....	....	46½	46½
.. 7s	....	....	....	....	....	....
Minehill	57	57	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	35	....	....	....
.. 6s, 1880	89½	....	....	....	....	91⅛
.. 7s	87	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	48	....	....	....	....	....
Pennsylvania R. R	54½	54	54	54½	54⅝	54⅝
.. 1st M	....	....	100⅝	100⅝	100⅞	....
.. 2d M	....	96⅜	96⅛	....	....	....
Penn. State, 6s, 1st series	104½	104½	....	....	....	104⅛
.. 6s, 2d series	106⅛	106⅛	106⅛	106	....	....
.. 6s, 3d series	....	107⅜	107⅜	....	....	....
.. 6s, W. L	....	....	101½	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	100	100	100	....	....	100
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	49⅛	49⅛	49⅛	49⅛	49⅛	49⅛
.. 7s, 1893	....	....	105	....	....	....
Philadelphia and Erie	....	....	25½	....	25½	....
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	10	....	....	....
.. pref.	....	20½	....	....	....	....
.. 6s, 1882	....	70⅜	70⅜	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	58	....	58	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	10⅛
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	33½
2d and 3d streets ..	....	49	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 8.

	W. 2.	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8
Baltimore City 6s, 1875	94	94½	....	....	....	....
.. 1886	....	....	....	....	96	....
.. 1890	95	95½	95	94¾	94¾	94⅜
.. 1893	....	....	94	....	....	....
Balt and Ohio	....	....	118¼	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	96½	....
.. .. 1885	94½	....	....	....	94½	....
Marietta & Cin. 1st M	....	....	90½	....	....	88
.. 2d M	....	....	....	....	73½	....
Northern Central	48½	48½	....	48½	....	....
.. bonds, 1885	....	....	85½	....	....	....
.. .. 1900	....	....	85½	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9
Boston and Albany	....	148	....	....	....	149
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	135	135½
Boston and Providence	....	135	....	....	....	134½
Boston, Hartford & Erie	27⅛	27¼	27	26¾	26¼	26½
.. 7s, new	....	....	....	....	....	....
Cheshire, pref	....	....	....	....	....	....
Concord	72½	72½	....	....	....	....
Connecticut River	....	128	....	....	....	....
Eastern	118	118	118	....	118	118
Fitchburg	....	....	....	....	136	....
Manchester & Lawr'ce	....	....	....	....	....	130½
Michigan Central	....	....	....	120	....	....
Northern, N. H	112	....	112	....	....	....
Ogdens. & Lake Champ	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
Old Colony & Newport	96	96	....	....	95½	97
Ph., Wil. & Baltimore	....	....	....	....	....	....
Portl'd, Saco & Ports	....	....	100x	....	....	99
Vermont & Canada	101	101	101	101	....	101½
Vermont & Mass	....	....	....	....	....	....
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	98½	....	98½
Metropolitan ..	....	....	65	....	....	65½
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	12½	14	15½	....	....	16
Franklin ..	13	....	14½	....	....	14½
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	7	7⅛	7⅛	....	....	7⅛
Pittsburg ..	....	12½	....	....	....	14
Quincy ..	....	....	18	....	17	....
Rockland ..	....	75	....	....	....	....

London Stock Exchange.

	Closing Prices. Nov. 20.	Nov. 13.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	39 — 40	39 — 40
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	30 — 31	24 — 24½
Do. sterig. 6 p. c. convertible bonds	68 — 70	67 — 69
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 64
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	95½— 96½	96 — 97
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	72 — 74
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	89 — 91	89 — 91
Philadelphia and Erie 1st mort. 1881	89 — 91	89 — 91
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, December 19, 1868.

Stock Exchange and Money Market.

Money has been in fairly active demand since our last at from 5@7, generally at 6@7 per cent. on call, for the use of the Government, Stock and Gold Dealers; and 7@9 per cent. per annum, for mercantile purposes. The available supply has been quite equal to the wants of responsible borrowers, though the city banks, having Western and Southern connections have been rather freely drawn upon for currency, to aid the Pork packing, and cotton forwarding interests. The banks report a loss of nearly three millions of legal tender notes, mainly accounted for by the drain of the Treasury Department, through its gold sales, which closed for the present on Saturday. An increase of nearly 2⅛ millions has been noted in the bank deposits, which are now up to about 190 millions, as against $175,150,589 a month ago. The banks have added over five millions to their loan and discount averages, within the week making the actual aggregate 259½ millions, as against a trifle more than 249 millions four weeks since. Their specie reserve shows an addition of about 1⅞ millions as compared with the preceding weekly exhibit, making the present total $17,644,264 against $9,186,620 on the 17th of October, eight weeks back. The U. S. Sub Treasury has enlarged its cash balances more than three millions, during the week, partly from the proceeds of the coin sales of last week, and from the deposits of funds derived from excises, under the recent order of the Treasury Department, requiring collectors of internal revenue to deposit with the Sub Treasury, instead of the National banks, as heretofore. Secretary McCulloch's exhibit of the national financial account, in his annual report, is generally received with favor, as far as relates to statements of fact, though on the subject of the Secretary's recommendations, particularly as to the wisdom of repealing the legal tender act, opinions differ widely. The Secretary congratulates the country that the national finances are in a good condition, and that the nation has not suffered for the present commercial year from an expansive credit system, based on a too redundant currency. Economy in public and private business interests has diverted industry into healthy channels, and he believes that with proper financial legislation, a revision of the tariff and the modification of certain portions of the Internal Revenue laws that the path to specie payments may be reached, though he is opposed to naming by legislation any time for resuming, and declares that nothing can be gained by a forced resumption. The funding of the public debt he regards as one step towards resumption. The statement that the Public Debt has increased from the 31st October, 1867, to the 1st November, 1868, by the sum of $35,625,102, and that this increase, with the exception of $4,373,102, grows out of $24,152,000 subsidies to the Pacific Railways and $7,200,000 for the purchase of Alaska, is not unsatisfactory, under the reduced rates of Internal taxation, and in view of the extraordinary progress made in our great Pacific enterprise. Of the entire subsidies authorized to these Roads, amounting to $60,000,000, about three-fourths the amount have been issued and placed, leaving only $15,000,000 to be issued for the completion of the work. The Secretary shows that the aggregate indebtedness of the Government has been reduced full $679,825,126 since April 1865, basing this claim of sweeping liquidation on the established facts that the money expended by the War and Navy departments between the first day of April, 1865, and the first day of November, 1868, on claims justly chargeable to the expenses of the war, (though not actually part of the audited and recognized debt when the war ended), amounted to $630,431,125 90, to which should be added amount advanced to the Pacific roads, $42,194,000; amount paid for Alaska, $7,200,000. Total, $679,825,125 90. Deducting this sum from the amount of the revenues, $1,662,276,062 20, and $160,174,475 48 the increase of the public debt, the remainder, $1,142,825,411 78, or an average of $318,928,021 89 per annum is the amount actually expended in the payment of current expenses and interest. Secretary McCulloch strongly urges economy in every department of the government, and thinks $250,000,000 per annum ought to be made sufficient for the current expenses, and that a revenue of $300,000,000 ought to leave $50,000,000 every year for the reduction of the debt. The Secretary wishes to continue the reduction of the debt, and insists that there

will never be so good a time for it as the present. He recommends an explicit declaration that the entire principal of the public debt, including the five-twenties, shall be paid in coin. He asks for authority to issue, at his discretion, $500,000,000 of new bonds, to fund outstanding dues; and proposes that bonds payable, principal and interest, in London or Frankfort, be substituted for those bonds already exported.

The specie reserve of the city banks is now $17,644,264, against $15,805,254 same time last year. The city bank deposits are now $189,843,817, against $174,926,355 week ending Nov. 30, 1867 The legal tender reserve amounts to $59,492,476, against $52,595,450 same time last year. The circulation now stands at $34,254,759, against $24,092,202 same time last year. The loans are now $259,491,905, against $247,450,084 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $105,855,566 a day, against a daily average of $102,590,560 the preceding week, and $144,185,333 the week ending with Nov. 19, 1868. The current week's exchanges average about $104,000,000 a day. The city banks, last week, gained $1,857,987 of specie, and $2,424,982 of deposits, while they lost $2,947,780 of legal tender notes. They increased their loans, $5,105,848; and reduced their circulation, $29,804.

National Bank notes to the amount of $164,430 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $311,030,406, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $11,145,997, leaving, with the existing 1,629 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,874,409. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,638,600; and for the public deposits, $37,554,850—making a total of $379,193,450. The Treasury Department last week redeemed and destroyed $605,900 of worn and mutilated fractional currency, and issued $124,978 of new. The outstanding amount of fractional currency on the 1st of November, was $33,413,985, against $32,933,614 on the 1st of October, 1868.

The U. S. Sub-Treasury receipts, week ending with Dec. 5, were $11,752,757, including $1,558,656 from customs duties; payments, $12,403,599, including $1,010,000 of coin interest; balance at the close of the week, $88,482,011, against $89,132,854, at the close of the preceding week, showing a decrease of $650,842. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,967,712 including $197,000 from customs; and payments, $1,756,962, including $160,000 of coin interest; on Tuesday, receipts, $2,517,794 including $400,000 from customs, and payments, $597,261, including $164,000 of coin interest. The balance at the close of business on Tuesday stood at $90,613,293, against $87,568,657 a week previous; and $86,259,666, on Nov. 18, 1868. The aggregate receipts of the office from all sources in November, were $64,306,032; aggregate payments, $70,227,813. The balance on the 1st of December was $86,077,866, or nearly six millions less than on the 1st of November, which amounted to $91,999,615.

The outstanding amount of coin certificates on the 1st of Nov., was $19,716,840, against $20,236,400 on the 1st of Oct., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,614,000, and retired $1,470,656 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during November, reached $7,658,840.

Government revenues have been light, since our last. The excises, last week, yielded about $2,500,000; customs at the port of New York, $1,558,654, and at the outports about $535,000 (in coin) more, making the grand total income for the week equal to abou $5,326,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $64,000,000, according to the latest Washington advices. Commissioner Rollins, in his annual report, estimates the excises for the whole of the current fiscal year, ending with and including June 30, 1869, will yield $145,000,000 or equal to $12,083,333 a month. The past fiscal year's excises yielded $191,180,564 to the Treasury; 1866–'7, $265,920,475; 1865–'6, $310,906,984. The expense of assessing and collecting the internal revenue for the fiscal years ending with June 30th 1866, was $7,689,700 46; 1867, $8,982,686 03; and 1868, $9,327,301 74.

Gold has been rather more active, since our last, the speculative demand has been on a more extensive scale, while the customs and export inquiry has been quite limited. The offerings have been less liberal and there has been more buoyancy in the market, partly influenced by a variety of sensational exports from Europe and from Washington. The range of the price, has been from 134¾ to 136¾ and the closing figures on Wednesday were 135¾. Government closed its gold sales on Saturday last. According to the latest Washington advices, the Treasury Department held at the beginning of December a coin reserve of about 88 millions, of which some 23 millions were to the credit of private depositors whose claims are represented by outstanding coin certificates.

Secretary McCulloch reports that the receipts for customs for the last three years were as follows: For the fiscal year ending June 30, 1866, $179,046,651 58; for the fiscal year ending June 30, 1867, $176,417,810 88; for the fiscal year ending June 30, 1868, $164,464,599 56.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,817,041, against $3,032,610 same time last year. The customs demand for Gold last week, averaged $259,778 a day; thus far, this week, it has been equal to $298,500 a day, or equal to a weekly aggregate of $1,791,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $182,878 and from California, $225,208. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $111,220,321, against $113,105,410 same time in 1867. At the port of San Francisco, $7,550,891, against $6,764,517 last year.

The total receipts of California gold at this port, since Jan. 1, 1868, have been $34,007,918, against $25,814,258 in 1867, showing an increase thus far in 1868, of $8,193,660. The exports of specie, from this port, last week, were $230,432, against $327,575 same week last year; total, since Jan. 1, 1868, $69,354,117, against $45,388,574 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,010,000; since Jan. 1, 1868, $81,165,517, against $61,263,585 same time in 1867. The specie exports from San Francisco, from Jan. 1, to Nov. 23, were $32,098,721, against $34,957,346 same time last year.

Foreign Exchange has been in rather better demand, and firmer in price, since our last. Bankers' prime sixty day bills on London closed on Wednesday at 109¼@109½, and on Paris to 5.20c.@5.16¼; sight bills on London to 109¾@110¼, and on Paris to 5.15c.@5.13⅛. The offering of produce bills has been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,020,901, against $4,628,013, same week last year; total, since Jan. 1, 1868, $156,892,265, against $179,678,834 in 1867.

Secretary McCulloch, in his annual report, estimates the amount of United States securities of different kinds, including railroad and other corporate obligations held in Europe, at the present time, exclusive of stocks, at $850,000,000, of which not less than $600,000,000 are United States bonds, nearly all of which have left the United States within the last six years. In this estimate of our foreign indebtedness, railroad and other stocks are not included, as they are not a debt, but the evidence merely of the ownership of property in the United States.

Government securities have been less active, since our last, and since the opening of the current week, the dealings have been unusually limited, pending the development of Congressional plans and projects, relative to the financial situation. Prices which advanced early in the week, have yielded a little within a day or two, influenced by the prevailing dullness.

U. S. sixes of 1881 closed here on Wednesday at 114⅞@115; U. S. Five-twenties of 1862, 111@111¼; U. S. Five-twenties of 1864 at 107⅜@107⅝; U. S. Five-twenties of 1865 at 107¾@108; U. S. Five-twenties of 1865, consolidated, 110⅜@110½; U. S. Five-twenties of 1867, 110½@110⅝; U. S. Five-twenties of 1868, 110¾@111; U. S. Ten-forties at 105⅝@105¾; U. S. Six per cent. currency bonds, 99¼@99½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 25.	Dec. 2.	Dec. 9.
Consols	94⅜	*92⅝	92½
U.S. 5-20's of 1862	75	74½	74½
Erie	26¾	27	26¼
Ill. Central	96	96	96¼

* Ex-dividend.

Railway and miscellaneous stocks have been in less active speculative request, as a rule, since our last. New York Central stocks has been liveliest of all the railway list, and has fluctuated widely. The general market closed weak.

An improved demand has been experienced for most kinds of domestic produce. Breadstuffs and provisions have been quoted stronger. Middling upland cotton closed pretty briskly on Wednesday at 24½ cents per lb. The stock of cotton

now here is estimated at about 31,500 bales. The receipts at the port this week, have averaged about 2,800 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 678,000 bales, against 506,000 bales same time last year; exports, same time 826,000 bales, against 223,000 bales same time last year; stock on hand at latest dates, 220,000 bales, against 226,200 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 22,590 pkgs., against 12,114 pkgs., same time last year. At the Live Stock market, this week, Beeves have been in more demand at from 9@17½c. per lb.; week's receipts, 5,526. Veal calves have been in request at from 9@13c. per lb.; receipts, 1,051. Sheep and lambs more sought after at from 4@7, and 5@7c. respectively, per lb.; receipts, 36,557. Swine, fairly active at from 8¼@8¾c. per lb., all live weight; receipts, 31,566. Foreign merchandise has been attracting rather more attention, and has been held with increasing confidence. The total imports of foreign dry goods, last week, were $981,508 and the total amount marketed $775,920. The value of foreign merchandise imported last week, was $3,917,237—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,899,237, against $2,187,172 same week last year; from Jan. 1, 1868, $233,002,354, against $226,265,919 same time in 1867. The ocean freight market has been moderately active, but rates have been irregular. For Liverpool we quote flour at 2s. 3d. @2s. 6d. by sail, and 3s. 6d.@4s. by steamer, per bbl.; grain at 6½d.@6d. by sail, and 6½d.@7d. by steamer, per bushel; cotton at $\frac{5}{16}$d.@$\frac{3}{8}$d. by sail, and ⅛@¾d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 35s.@50s. steamer, per ton. Total number of vessels in port on Wednesday, 505.

The New York exports, exclusive of specie, for the week ending Dec. 8, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,628,013	$4,020,901
Prev. reported	175,050,821	152,871,364
Since January 1	$179,678,834	$156,892,265

The imports for the week ending December 5, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$471,886	$981,508
Gen. merchandise	1,715,286	3,917,729
Total for the week	$2,187,172	$4,899,237
Previously reported	224,078,747	228,103,117
Since January 1	$226,265,919	$233,002,354

The balance in the Sub-Treasury on Wednesday was $90,088,819 27.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York and New Haven R. R. 6s, 95½; Cleveland, Painesville and Ashtabula 7s, 1888, 92; Central R. R. of New Jersey 1st mort., 100½; Toledo, Peoria and Warsaw 1st mort., W. D., 84½; St. Louis and Iron Mountain 1st mort., 86; Buffalo, N. Y. and Erie 1st mort., 88; Hannibal and St. Joseph pref., 92¼; Hudson River scrip, 96; Norwich and Worcester R. R., 91; American Dock and Imp. Co., 7s, 98½; New York State 7s, Bounty Loan reg., 109¾; do., 6s, 1874@1877, 102; Rhode Island 6s, 102; Brooklyn 6s, W. L., 95; Boston Water Power Co., 15; Wells-Fargo Exp. Co., 26; Merchants' Union Exp., 15¾; Adams' Exp., 48¾; American Exp., 45; U. S. Exp., 45⅛; Mariposa, 5; do., pref., 20; Western Union Telegraph, 87¾; do., 7s, 88; Bank of Commerce, 124¾; Bank State of New 111; Continental Bank, 102; Park Bank, 154; Fourth National Bank, 105⅝; Manuf. and Merchants' Bank, 103½; American Ex. Bank, 113; Bank of Republic, 119; Consolidated Gregory gold, 4.25; Lehigh and Susq., 0.45; Montana Gold, 0.50; Quartz Hill Gold, 0.71; Rocky Mt. Gold, 0.10; Smith and Parmalee Gold, 4.25; Wallkill Lead, 0.13.

Philadelphia.—Sunbury and Erie 7s, 99½; Phila. and Erie 7s, 80; West Penna. R. R. bonds, 79; Phila. and Reading mort. 6s, 1843–'80, 93; Belvidere Delaware 3d mort., 80; Philadelphia City 5s, 88; Penna. coupon, 5s, 97; Fulton Coal, 5¾; St. Nicholas Coal, 1; Ocean Oil, ¾; Corn Exchange Bank, 69; Mechanics' Bank, 31; Commercial Bank, 56½; Farmers' and Mechanics' Bank, 123; Girard Bank, 59. The latest quotations are: City 6s, 97@98; do., free of tax, 100@100⅛; State 5s, reg., 100@101; do., coupon, 94@95; do., 6s, W.L., 101@102; do., 1st series, 104¼@104½; do., 2d series, 106@106¾; do., 3d series, 107¼@107¾; Reading, 49@49⅛; do., 7s, 1893, 104½@105¼; do., 6s, 1880, 93@93¼; Camden and Amboy, 128¼@128½; do., mort. 6s, 1889, 93@94; do., 1883, 88½@89¼; Penn. R. R., 54⅛@54¼; do., 1st mort., 100¾@101; do., 2d mort., 95⅛@96½; Little Schuylkill R. R., 46@46¼; Morris Canal, 30@34; do., pref., 72@74; do., bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 14@15; do., 6s, 57@58½; Sch. Nav., 9½@10½; do., pref., 20@20½; do., 6s, 1882, 70@71; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 42½@45; do., 7s, 1873, 93½@—; do., 5s, 60@63; Lehigh Coal and Navigation, 28¼@28½; do., 6s, 1884, 81½@82¾; do., R. R., Loan, 84@85; do., Gold Loan, 93@93¼; North Pennsylvania, 35⅞@36⅛; do., 6s, 90½@91½; do., Chattle 10s, 108@109; Philadelphia and Erie, 24¾@25¼; do., 6s, 85⅞@87½; Minehill, 57@57½; Catawissa, 9@11; do., pref., 30@30½; Lehigh Valley, 55⅜@55½; do., 6s, new, 91@91⅝; Fifth and Sixth streets, (horse,) 34@37; Second and Third, 47@49; West Philadelphia, 66@67; Spruce and Pine, 23@23; Green and Coates, 33¾@36; Chestnut and Walnut, 46½@49; Thirteenth and Fifteenth, 16@20; Girard College, 25@26¼; Tenth and Eleventh, 71@73; Union, 41@43; Hestonville, 10½@10¾.

Boston.—Vermont Central 1st mort. 7s, consol., 78; do., 2d mort., 37; Ogdensburg and Lake Champlain 8s, 1875, 102; Cincinnati and Indiana R. R. 7s, guar., 75: Old Colony and Newport 7s, 101¾; Boston and Lowell 6s, 1879, 98⅞; Eastern R. R. 6s, 1874, 96; Sandusky, Cincinnati and Cleveland R. R., 21⅛; do., 7s, 1890, 70; Rutland and Burlington 1st mort., 161½; Summit Branch R. R., 26⅞; Vermont Central scrip, 78; Connecticut and Passumpsic Rivers R. R., 90; Rutland R. R., 33; do., pref., 76; Granite Railway, 56; Boston Water Power Co., 14⅞; Cary Imp. Co., 7⅞; Bullion Consol., 60c.; Short Mt. Coal, 18; Summit Branch Coal, 26¼; Rhode Island 6s, 1882, 100¼; do., 1894, 99¾; New Hampshire 6s, 1870, 100⅛; Massachusetts 6s, 1876, gold, 117; do., 6s, 5-20s, currency, 101⅛; do., 5s, 1883, gold, 107; Cook Co., Ills., 7s, 97; Salem 6s, 1883, W. L., 100; Portland 6s, Building Loan, 96; do., R. R., Loan, 92½; Boston 5s, 1878, gold, 111½; do., 1870, gold, 109¾; do., 6s, 1876, currency, 102¼; Cincinnati 7 3-10s, 10-20s, 102⅞; St. Louis 6s, 1886, 84½; Chicago 7s, River Imp., 98½; do., sewerage, 99½; Albany 6s, 1891, 94¾; Atlantic National Bank, 125⅛; Atlas National Bank, 119¾; Blackstone National Bank, 134¼; City National Bank, 105⅝; Eliot National Bank, 109¾; Everett National Bank, 107½; First National Bank, 165¼; Hamilton National Bank, 120; Market National Bank, 111⅛; Merchants' National Bank 117; New England National Bank, 130¼; National Bank of Redemption, 107½; National Security Bank, 102½; North National Bank, 115⅝; State National Bank, 112; Tremont National Bank, 121½; Traders' National Bank, 103¼; Webster National Bank, 109¼; Allouez Mining Co., 7⅜; Hancock, 4; Native, 75c.

Baltimore.—Maryland Defense Loan, 99; Virginia 6s, old, reg., 47½; do., 1867, reg., 49; do., 1866, 51⅝; Memphis City bonds, 54; Western Maryland 1st mort., 78; do., 2d mort., guar., 85; Richmond and Danville bonds, 69; Central Ohio 1st mort., 85; Orange, Alexandria and Manassas R. R., 80; Bank of Baltimore, 117; Mechanics' Bank, 11¼; Franklin Bank, 14⅛; Union Bank, 59. The latest quotations are: Balt. and Ohio, 117@120; do., 6s, 1875, 96¼@96¼; do., 1880, 96¼@96½; do., 1885, 94¼@95; Northern Central, 48⅛@48½; do., bonds, 1885, 85½@85½; do., 1900, 84⅜@85¼; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 95@97; do., 2d mort., 90@90½; do., 3d mort., 1873, 90@91; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 90@90½; do., 2d mort., 73¼@73½; Central Ohio, 82½@34; do., 1st mort., 84@84; Western Md. 6s, 1890, 78@—; do., guar., 92@94¼; do., 2d mort., guar., 85@91; Richmond and Danville bonds, 69@69⅛; Baltimore 6s, 1875, 94@94¼; do., 1886, 95@96; do., 1890, 94¾@95; do., 1893, 94@95; do., 5s, 1838–'70, 80@80; City Passenger R. R., 18@18; George's Creek Coal, 60@75; Santa Clara, 1.50@3.00; Atlantic Coal, 2.50@2.75.

BANKING AND FINANCIAL.

☞ TO CAPITALISTS AND INVESTORS.

The First Mortgage Bonds of the ROCKFORD, ROCK ISLAND and ST. LOUIS RAILROAD COMPANY pay the Principal and Seven per Cent. Interest, 1st February and 1st August, in GOLD COIN, *free of Government tax.*

A limited amount only of these bonds will be sold at 97½ and accrued interest in currency, by bankers and brokers, agents of the Company in different parts of the country, and at the office of the Company, No. 12 Wall st., New York.

Government and other approved Securities received in exchange at full market rates.

Pamphlets giving full information sent on request.

H. H. BOODY,
Treasurer.

Erie Railway.

The following report of Mr. Jay Gould, President of the Erie Railway Company, in reference to the late heavy expenditures on the road—its enormous increase of traffic and prospective earnings—was issued from the office of the company on the 5th inst. The President says:

Shortly after I became President of this company, some months since, and after thoroughly acquainting myself with the wants and requirements of the company, with the view of devoting what energy and experience I had to their consummation, I acted upon the theory that the Erie Railway Company which owed its existence to the State, was bound to pursue a policy that would foster and protect both the commerce of the City and the business interests of the State. I found the equipment of the road, both engines and cars, inadequate for its business. There is not a local station between New York and Buffalo, where business men and shippers are not now greatly suffering for want of cars. In addition to these local requests, we are bound to give facilities to our Western connections. They are now and have been greatly suffering from an inability to furnish cars and engines to bring forward the freight. Much Western trade has thereby been driven away from New York to Philadelphia and Baltimore. I propose to remedy this evil by furnishing the road with ample equipments to accommodate the public and protect the local customers of this road.

The Western connections of the company were in an unsatisfactory condition. The Michigan Central and Great Western Railways, forming a line between Chicago and Suspension Bridge, were completely shut off from us by want of a link of twenty miles of road between Buffalo and Suspension Bridge. I entered into negotiations with these companies, and, as a result, the road in question is now being rapidly constructed, and by July 1 the Erie Railway will be doing a fair share of the business of those companies between New York and Niagara Falls and Suspension Bridge, connecting at Chicago. From this source I expect to derive a revenue of from one to two millions of dollars per year.

We not only are suffering for engines and cars, but a large portion of the line was single track, and the pressure upon it was so great that it was almost impossible to pass the vast traffic of the company over it. Frequent delays in both passenger and freight trains were a necessary result. These delays injured the traffic of our line, to obviate which I am now double-tracking the road as rapidly as possible from Buffalo east, Hornellsville east, Corning west, and on the Delaware Division. Very soon the entire line between Buffalo and New York will have a double track, easily saving one hour in the running of passenger trains, and one day in the running of freight trains, beside doubling the capacity of the road. I found the character of the iron rails so deficient in quality that I considered the road unsafe, and immediately called to my assistance the best talent and experience in the country, and we are now manufacturing our own steel rails at a rate which will cover the entire line between Buffalo and New York in about two years, and we have already eighty miles of steel rails laid on the Eastern Division, and I consider our track to-day equal to any in the country. I found the road in bad shape. As to the supply of fuel and its great cost, although we were buying a large amount of coal, we were buying much of it at retail prices, and our fuel account was costing us $1,700,000. I am now mining coal at our own mines at a cost of about $2 50 per ton, or a saving of nearly $1,000,000 on the single item of fuel alone.

There was another important matter presented to my attention at an early day, namely, a third rail, or narrow gauge. All our Western connections, excepting the Atlantic and Great Western, were narrow gauge, requiring a transhipment at Buffalo and Dunkirk of every car of through freight passing over the road, while on the competing lines of the New York Central and Pennsylvania Central there was no transhipment between Chicago and New York. The Western roads agreed to furnish the cars for the whole line between Chicago and New York, leaving it only for the Erie Company to provide the third rail. I could not, acting for this company, decline so important an improvement, and I was rapidly concentrating the arrangements to carry out this plan, when the recent litigations, supposed to be in the interest of competing lines, broke out. Beyond the expense of these litigations, and the annoyance and loss of time they occasioned me, I do not regret them. The charges made are without the slightest foundation in truth, as was well known to the principal instigators.

Since I have been connected with the Company I have secured the following roads and on the following terms:

The Paterson and Newark, extending from Newark to Paterson, leased; the Erie Company to operate the road, and to pay as rent thirty-five per cent. of the gross earnings; the Erie Company have the fixing of rates.

I regard this connection as very important. It makes Newark a city of one hundred and twenty thousand population, and the largest manufacturing city in the Union, one of the termini of the Erie Railway.

The Newburg and New York Railroad, fourteen miles, making the shortest line between Newburg and New York, is being constructed by this company. It had been contemplated.

I have made a contract with the Delaware and Hudson Canal Company for the entire transportation of the Western coal, amounting to 500,000 tons per annum, a tonnage equal to our total through tonnage last year. This embraces the use of eight miles between Honesdale and Hawley; and also a new road between Carbondale and Susquehanna. This, coupled with the new road being constructed in conjunction with the Michigan Central and Great Western, between Buffalo and Suspension Bridge, embraces all the new lines that have been secured or constructed under my administration. I consider them all important additions to the company.

I have also revised and made a new contract with the United States Express Company, made upon a more equitable basis, and largely increasing our compensation for doing the express business.

At a meeting of the Executive Committee to-day, the President was directed to commence suits against Cornelius Vanderbilt for the recovery of the $1,000,000 subsidy paid him, and to compel him to take back the $5,000,000 of stock at the $3,500,000 originally paid him by the company.

Suits were to-day commenced against Daniel Drew to compel him to account to the company for the profits of several years in the Lake Erie steamboats amounting to $1,000,000; another against Daniel Drew, R. H. Berdell, D. B. Eaton, John Arnot, Samuel Marsh, A. S. Murray, W. B. Skidmore, H. L. Peirson, Thos. W. Gale, comprising the old Board, to compel them to take back the $1,800,000 Buffalo, Bradford and Pittsburg bonds, which were saddled on the Erie Railway Company after the enterprise had proved a total failure; the actual loss to this company in operating the road since Jan. 1, 1866, the date of the lease, being $238,991.

Whenever the facts are fully known and the public become aware of what is being done to make the Erie Railway the most magnificent and perfect railway line in the country and the pride of the City and State, then the acts of the present managers will be appreciated.

☞ The St. Joseph and Council Bluffs Railroad has passed into the hands of the Hannibal and St. Joseph Railroad Company, and trains will be run hereafter from West Quincy, on the Mississippi River, to Council Bluffs, under one management.

☞ The receipts of the Richmond and Petersburg Railroad during the past fiscal year were $146,985; and the expenses $83,601—leaving a net balance of $63,384. The earnings show an increase over the previous year of $10,528 33, and the expenditures a decrease of $7,939, or an improvement in net income of $18,467 33.

Union Pacific Railroad.

The report of the special Commissioners appointed by the President of the United States to examine the Union Pacific Railroad, in regard to its location, road bed, cross ties, track laying, ballasting, rolling stock, repair shops, station buildings, culverts, bridges, viaducts, turnouts and all other appurtenances of the road, and what amount of expenditure would be required in order that the road so far as built might be rendered in those particulars equal to a fully completed first class railroad, has been published. The following is a full and correct synopsis:

At the time the Commissioners inspected the road it had been constructed for a distance of 890 miles. They report the general location of the road, as a whole and in its several parts, to be the most direct and practicable that could be found between Omaha and the head of Great Salt Lake, a distance of 1,118 miles, and that the construction of the road, in regard to the amount and character of the excavations and embankments, has been remarkably easy. Between Omaha and Granite Canon, a distance of 535 miles, there was not a yard of rock excavation, and the natural surface itself over a great portion of it has presented nearly practicable grades. From Granite Canon westward to the end of the track the work is less than on Eastern roads of the same length, and the most difficult parts are light compared with roads in the Alleghany mountains. There is but one tunnel on the whole distance, which is on St. Mary's Creek, 230 feet in length. Although generally the line is well adapted to the ground there are points where the full capabilities of the country have not been fully developed, and others where, in its details, the location is radically wrong. In a majority of such cases the prevailing idea seems to have been to diminish the cost of the work by the introduction of a greater number and sharper curves than the circumstances required. In view of the rapid prosecution of the work they may have been admissible, but cannot justify a permanent adoption of the line as built.

While the road bed is designed to have embankments fourteen feet wide on top, with usual

slopes and cuts of not less than sixteen feet width of bottom, the higher embankments are not generally brought to the proper standard, being often incomplete, and in some instances the width on top is less than the length of the ties. Instances occur where the cuts have not been excavated to the depth designed, in consequonce of which the grades at those points are higher than was intended, in some cases reaching ninety feet per mile, when much easier grades are shown on the profiles. A considerable portion of the ties used in the Platte Valley were cotton wood, and they will have to be replaced by others of better timber. The ties probably average 2,500 to the mile. The track laying has been as well done as the exceedingly rapid construction of the road would allow. The only deficiency worthy of notice in the track laying is that on the curves the rails have not been bent to conform to them. Upon portions of the road ballasting is entirely wanting, and can only be supplied by transporting from the most accessible points by rail. The track has, without exception, been laid on the bare roadway without having been previously prepared to receive it by a covering of ballast. As a consequence, except where the embankments happened to have been built of gravel or other good material, the track is without ballast, the surfacing having been done by throwing up the necessary material for that purpose from the sides of the embankments themselves. The bridging on the line consists of stone culverts, girder and truss bridges and many varieties of trestle and pile bridges. The number of these structures between Omaha and the end of the track is 944, of which 250 are deemed permanent. The remaining 694, with an aggregate length of 43,717 feet, or nearly eight miles, will have to be replaced. Of these thirty-four are to be replaced by Howe truss bridges, erected on permanent stone abutments and piers, and 660 by box culverts, arches, or stone abutments, with girders or trusses of short spans.

The rolling stock consists of 117 locomotives, 27 passenger cars, and 1,799 baggage and other cars, besides hand cars and those suitable for special purposes. The accommodations for the care, maintenance and repair of the rolling stock, erected and designed, are likewise sufficient to meet current demands; but the process of enlargement in this department must likewise be continued for some time. Machine shops and engine houses are erected or in process of construction at Omaha, North Platte, Cheyenne, Laramie and Rawlins, with additional locomotive stalls at Grand Island, Sidney, Sherman, Medicine Bow and Bitter Creek. At Omaha there is also a shop for the manufacture and repair of cars. The shops already erected are well supplied with machinery and tools of good quality, and the crowded condition of these at Omaha sufficiently indicates the necessity for their enlargement or the early completion of others.

The sidings of the road are of ample length, from 2,000 to 3,000 feet connected at both ends, and nearly every station is supplied with a spur siding for its own special accommodation. The rails are of good quality, generally twenty-eight feet long and of American manufacture. They appear to wear well. Snow fences have been built at a number of the cuts in the Black Hills, but more will be required at this and other points on the road. They estimate the expenditure which will be required in order that the road, so far as built may be rendered equal to a fully completed first class railroad, as follows:

Changing locations to improve line and diminish curvature, at Black's Fork, Red Desert, Rawlings, Rock Creek, Red Buttes, Dale Creek, Granite canon and Hazard, not including cutting off large bends on Rock Creek	$200,000
Completing embankments to full width, filling trestleworks (six and a half miles) and ripraping	240,000
Completing excavations of cuts to grade on Black's Fork, Bitter Creek, &c.	20,000
Reducing grades between Omaha and Elkhorn to conform with condition on which change of line was approved	245,000
525,000 cross ties, to replace those of cotton wood timber, including transportation, removal of old ties and placing new in track, at $1	525,000
Ballasting, including transportation, lifting track, placing materials, surfacing and readjusting track and curving rails, 890 miles	910,000
Seventy abutments and 26 tier foundations, including excavations, piles, gullage and securing with riprap, at $1,500	144,000
30,480 yards masonry, in abutments and piers, at $15	457,200
8,450 lineal feet Howe's truss—viz., 49 spans, of 150 feet, and 11 spans of 100 feet, at $45	380,250
Supplying 121 openings of trestlework, of 50 feet length and under, between Omaha and North Platte, with permanent works of masonry and girders, at $500	60,500
Supplying 254 openings of trestlework, of 50 feet length and under, between North Platte and end of track, with permanent works of masonry and girders, at $900	228,600
Supplying 184 openings of trestlework, averaging 103 feet each, with permanent structures of masonry, and girders or short trusses, including foundations, $1,500	276,000
Renewing Dale Creek Bridge, or replacing same embankment and arched water way	100,000
Probable expenditure for additional water ways in Mary's Creek, Bitter Creek and other points not provided for, and renewing and enlarging stone culverts	100,000
60 new passenger locomotives for through travel on opening of road, at $14,000	840,000
Thorough repair of say one-third of locomotives used in construction and on hand when road is opened, say 50, at $3,000 each	150,000
44 new passenger cars for through travel on opening of road, $6,000	264,000
30 baggage, express and mail cars, $3,800	114,000
500 box freight cars, $900	450,000
50 additional locomotive stalls, $4,000	200,000
Completing shops at Cheyenne, additional shops at Bryan and enlarging shops at Omaha, with tools for Cheyenne, Rawlins and Bryan	350,000
Additional water stations and probable additional expenditures to secure full supply of water between Rawlins and Bitter Creek	80,000
Additional station buildings	75,000
Additional snow fences	50,000
Additional fencing against stock	30,000
Total	$6,489,550

The foregoing estimate is confined to the 890 miles of road from Omaha to the end of the track, and is a statement of the expenditures deemed necessary to complete the construction and equipment of that part of the road ready for the traffic to be thrown upon it when the line is opened to California.

The estimated cost of constructing and fully completing the road from Weber canon to the head of the Great Salt Lake is $3,515,550. The report closes as follows:

Taken as a whole, the Union Pacific Railroad has been well constructed. The general route for the line is exceedingly well selected, crossing the Rocky Mountain ranges at some of the most favorable passes on the continent, and possessing capabilities for easy grades and favorable alignment unsurpassed by any other railway line on similar elevated ground. The energy and perseverance with which the work has been urged forward and the rapidity with which it has been executed are without parallel in history. In the grandeur and magnitude of the undertaking it has never been equalled, and no other line compares with this in the arid and barren character of much of the country it traverses, giving rise to unusual inconveniences and difficulties and imposing the necessity of obtaining almost every requisite of material and labor and of supplies for its construction from the extreme initial point of its commencement. Deficiencies exist, but they are almost without exception those incident to all new roads or of a character growing out of the peculiar duties encountered or inseparably connected with the unexampled progress of the work.

A matter of the greatest importance and highly creditable to the able managers of the company is, they can all be supplied at an outlay but little exceeding that which would have obviated them in the first instance, but at the cost of materially retarding the progress of the great work. Under the circumstances it is much more a matter of surprise that so few mistakes were made and so few defects exist, than it would be had serious deficiencies been of more frequent occurrence, and the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices.

We are very respectfully your obedient servants,

G. K. WARREN,
Brevet Major General, U. S. A.
J. BLICKENSDERFER, Jr.,
Civil Engineer.
JAMES BARNES, C. E.
Special Commissioners on Union Pacific R.R.

Central Pacific Railroad.

The special commissioners recently appointed to examine the line of the Central Pacific Railroad have reported by telegraph to the Secretary of the Interior. The dispatch is dated Sacramento, December 3, 1868, and is as follows:

The Central Pacific Railroad is well and substantially built to Wadsworth on the Truckee River, 189 miles from Sacramento, except two bridges now nearly finished. Grades and curves are within the limits, and the locations are satisfactory. The rails weigh fifty-six to sixty-four pounds to the lineal yard. The ties are of sound timber and are of full size, and are laid at the rate of twenty-four hundred to the mile. The track is firmly laid and ballasted, the culverts and bridge foundations are of heavy granite masonry. The bridges are of Howe's truss pattern, well framed and ironed. The tunnels are sixteen feet wide. About twenty miles on the summit of the Sierra's are covered with snow sheds.

Passenger trains can run from fifteen to thirty miles per hour safely and smoothly. The equipment of rolling stock, engine houses and machine shops is fully equal to the demands of the traffic. Seventy-nine locomotives are running on the road

and eighty more on the way. On the new portion of the road along the Humboldt Valley the cross ties, bridges and rails are up to the standard. There are a few minor defects—not of vital importance—in culverts, drains, width of embankment and ballast, but these can be remedied at small cost when the hurry of pushing forward the road is over.

Heavy trains of rails, ties and fuel are running safely to the extreme end of the road, 445 miles from Sacramento. The road is being constructed in good faith, in a substantial manner, without stint of labor, material or equipment, and is worthy of its character as a great national work. The telegraph line is first class. The report is signed by Sherman Day, R. S. Williams, Major of Engineers United States Army, and Lloyd Tevis, Special Commission.

PACIFIC RAILROAD BONDS.

FIRST MORTGAGE THIRTY-YEAR GOLD OBLIGATIONS

OF THE

CENTRAL PACIFIC RAILROAD COMPANY,

SECURED BY AN ABSOLUTE FIRST LIEN

UPON THE

MOST DESIRABLE PORTION

OF THE

GREAT NATIONAL PACIFIC RAILROAD LINE.

DEAR SIR :—This great enterprise is approaching completion with a rapidity that astonishes the world. Less than 400 miles remain to be built to connect the Central Pacific Railroad with the Atlantic Lines. The greater part of the interval is now graded, and it is reasonably expected that the THROUGH CONNECTION BETWEEN SAN FRANCISCO AND NEW YORK WILL BE COMPLETED BY JULY NEXT.

The Western portion of the Line—known as the CENTRAL PACIFIC RAILROAD—besides having the largest settlement, the richest mines, and most valuable lands along its route, is also built and completed as a first-class Railroad, in all respects, being constructed directly by the company themselves, without the intervention of contractors, and in such a manner as to insure future stability, economy of operation, and the permanent value of the property.

The Report of the Special Commission of Experts, recently appointed by the President to examine the railroad and telegraph lines of the Central Pacific Railroad Company, telegraphed to the Secretary of the Interior, Dec. 8, is full and specific, and concludes as follows :

"Heavy trains of rails, ties, and fuel are running safely to the extreme end of the road, four hundred and forty-five (445) miles from Sacramento. The road is being constructed in good faith, in a substantial manner, without stint of labor, materials or equipment, and is worthy of its character as a great national work."

By the aid of the General Government, and valuable grants from California sources, the company have already met the bulk of their expenditures, and have sufficient Cash Resources to enable them to finish their work with the utmost vigor. The iron, and a liberal equipment for the five hundred miles now about completed, as well as the material needful for two hundred and fifty miles additional, are all bought, *paid for*, and at hand for use. The speedy completion of their entire line, and its success as a grand business enterprise, are no longer matters of hopeful promise, but are placed beyond all ordinary contingencies.

The business of the road, although in its infancy only, is without precedent. THE GROSS EARNINGS FROM JULY 1, TO DEC. 1, WERE UPWARD OF **$1,400,000,** IN GOLD, OF WHICH ABOUT ONE MILLION was NET PROFIT. This result was from local commercial business only, at a time when the company felt compelled to employ their available equipment, to a large extent, in transporting the vast amounts of supplies required to subsist 12,000 men, along a line of more than five hundred miles, and the material required for extending the track THREE HUNDRED MILES during the period, to the temporary neglect of the enormous freighting business seeking transit over the road. At a late date there were no less than 79 locomotives running on the road, 80 more on the way, and over 1,200 cars, to which the Company are constantly making large additions, so that by the time the immense tide of THROUGH TRAVEL AND FREIGHT ACROSS THE AMERICAN CONTINENT shall be ADDED TO THE NATURAL AND EXPANDING LOCAL BUSINESS, and the energies of the Company, with their immense facilities, can be devoted to the regular traffic, THEIR EARNINGS WILL BE ON AN UNEXAMPLED SCALE, and their securities be ranked AMONG THE MOST POPULAR IN THE WORLD.

The current Interest Liabilities upon the Bonded Debt, upon an average of three hundred miles in operation during the above period, were less than $350,000.

The issue of the Company's FIRST MORTGAGE BONDS is limited by Act of Congress, and will not equal one-third the cost and value of the property upon which they constitute the first lien. The greater part of this Loan is already marketed, and is held as a permanent investment by the capitalists of this country and Europe. We are authorized to offer a portion of the remainder at **103** AND ACCRUED INTEREST, IN CURRENCY.

The Bonds are of $1,000 each, bear Six per cent. interest, per annum, payable in the City of New York, IN UNITED STATES GOLD COIN.

☞As the accrued interest from July 1, is charged to the purchaser *in currency*, and the semi-annual coupons maturing Jan. 1 next will be paid in full in gold, there is an advantage in purchasing during the present month equal to the premium on the back interest.

The Company reserve the right to advance the price at any time, but all orders actually in transitu at the time of any such advance will be filled at present price. At this time they pay *more than eight per cent. upon the investment*, and have, from National and State laws, guarantees superior to any other corporate securities now offered.

We receive all classes of Government Bonds at their full market rates, in exchange for the Central Pacific Railroad Bond, thus enabling the holders to realize from 5 to 10 PER CENT. PROFIT, and keep the principal of their investments equally secure.

Orders and inquiries will receive prompt attention. Information, Descriptive Pamphlets, &c., giving a full account of the Organization, Progress, Business and Prospects of the Enterprise furnished on application. Bonds sent by return express at our cost.

FISK & HATCH,

Bankers and Dealers in Government Securities, and financial Agents of the C. P. R. R. Co.

Pacific Railroad.

We publish elsewhere a synopsis of the report of the Special Commissioners appointed by Government to examine the track, roadway, etc., etc., of the Union Pacific Railroad. Also a synopsis of the reply of the officers of the company. It will be seen that the reply controverts many of the allegations of the Commissioners. It is said that there is every prospect that the company will succeed in arranging its matters with the Government satisfactorily to both parties. The Secretary of the Treasury issued to the company on the 4th inst., $1,280,000 in bonds for another section of the road completed.

☞ The Secretary of the Treasury has issued bonds to the Central Pacific Railroad, amounting to $640,000, for the section commencing at the 390th mile-post, and terminating at the 410th mile, east from Sacramento. The bonds are dated Dec. 5, and, consequently, bear interest from that date.

☞ The Secretary of the Treasury has issued to the Union Pacific Railroad Company bonds to the amount of $1,280,000 for another section of the road completed. It is understood that there is every prospect of a satisfactory arrangement of matters between the company and the Government.

☞ The Milwaukee and St. Paul Railroad Company are surveying the route for a new track to connect the Northern Divison with the Prairie du Chien Division depot. The route surveyed is outside of the city, the connection with the Northern road being made at Granville station.

☞ The Rockford, Rock Island and St. Louis and St. Louis, Alton and Rock Island Railroad Companies have been consolidated.

WROUGHT IRON PIPE

For Steam, Gas and Water.

Every variety of Fittings

FOR STEAM AND GAS WORKS,

Steam and Gas Fitters' Tools

Of the most Improved kind.

IRON AND BRASS CASTINGS

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Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.

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To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

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We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

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of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

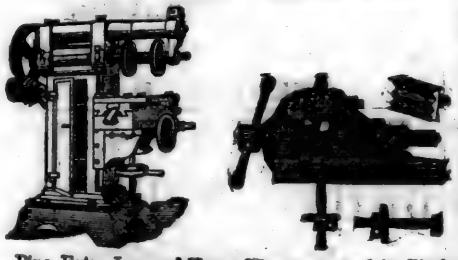
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58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

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61 Water Street, Boston, Mass.



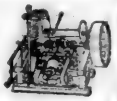
Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

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Smoke-Burning and Super-Heating Boilers,

Are Economical of Fuel, and perfectly Safe.

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Run without noise.

Drainage and Wrecking Pumps,

Pass Sand and Gravel without injury,

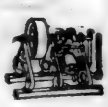
Capacity 100 to 40,000 Gallons per minute.

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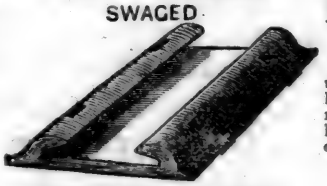
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RAILROAD SUPPLIES.

The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

SAWYER, BARNABY & CO.,
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Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

Notice to Contractors.

GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, Rondout, N. Y., November 13th, 1868.

Proposals will be received at this office until January 2d, 1869, for the Grading and Masonry of the Mountain and Delaware Divisions of this Road. The Mountain Division consists of 23 sections containing 23 miles, commencing at Phœnicia, in Ulster County, and extending to Margaretville, in Delaware County. The Delaware Division consists of 29 sections, containing 29 85-100 miles, commending at Margaretville, in Delaware County, and extending to Harpersfield Centre, in Delaware County. Map, plans, and specifications will be furnished on and after December 1st 1868, at the Chief Engineer's Office in Rondout. All other information furnished at this office.

6t48 THOMAS CORNELL, President.

SALE OF THE UNITED STATES MILITARY ROLLING MILL at Chattanooga, Tennessee.—The Directors of the South-Western Iron Company will receive proposals for the purchase of their Rolling Mill at Chattanooga, Tennessee, erected by the United States authorities, and greatly enlarged and improved since it became private property. The land (comprising 150 acres) and the railroad are now held in fee simple, with brick works, saw-mill, dwellings, and all the appurtenances required for the production of 300 tons of railroad iron per week. The superior character of the works and their admirable location are well known, but a detailed description can be had on application to the undersigned.

The proposals will be opened on the 31st day of December, 1868, and if none satisfactory to the Directors are received, the property will then be sold at public auction, in the City of New York, on WEDENSDAY, the 3d day of February, A. D. 1869, to the highest bidder.

Parties desirous of examining the works will apply to GUSTAVUS W. SMITH, General Manager of the Works, at Chattanooga, and further information may be had on application to the undersigned, at No. 17 Burling-slip, New York.

ABRAM S. HEWITT, Treasurer.
5t48 EDWIN F. BEDELL, Secretary.

To All Whom it may Concern.

Notice is hereby given that the Mead Rubber Company of the City of New York, a corporation duly organized, under and in pursuance of an act of the Legislature of the State of New York entitled: "An Act to authorize the formation of corporations for Manufacturing, Mining, Mechanical, or Chemical purposes," passed February 17th 1848, and the several acts amendatory thereto, will apply to the Legislature of said State, at the next session thereof, for a special act of said Legislature, altering or amending the charter of said corporation, by changing the name of said Company from the "Mead Rubber Company," to the "Star Rubber Company."

Dated New York, November 4th, 1868.

For the Company,
JOSIAH J. BURGESS, President.
W. W. WARD, Secretary. 6t48

FOR SALE.

2,000 TONS ENGLISH RAILS, 56 lbs. to the lineal yard, finished for Fish Plates. Apply to

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15 ENTIRELY NEW 2-Horse Cars, finished in the best manner, 4 ft., 8½ in. gauge. Address

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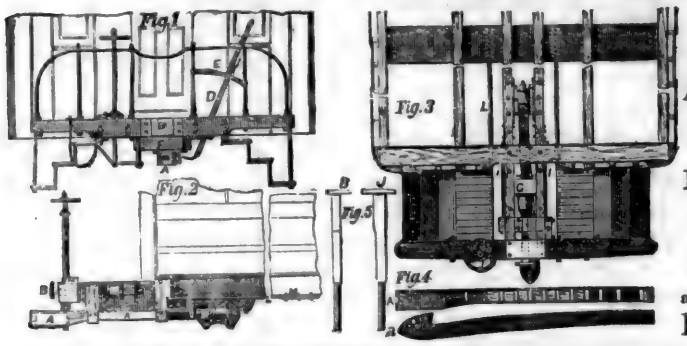
At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

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Miller's Trussed Platforms.



COMPRESSION
BUFFERS,
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Automatic Couplers,
FOR
RAILROAD
Passenger Cars.
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(Rooms 4 & 5,)
NEW YORK.
Send for Illustrated Pamphlet, and call and see working Models.
E. MILLER, Patentee.

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NEW YORK;
Agents for
Funcke & Elbers Steel and Iron Works,
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Specialty:
Puddled Steel Rails.
Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and
Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

Steel and Iron Rails,
American, English & German,
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,
For sale by
HEYERDAHL, SCHONBERG & CO.,
Successors to Heyerdahl, Kettell & Co.,
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HAMILTON SQUARE
RUBBER WORKS.
C. V. MEAD & Co.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.
P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.
Baltimore, Md., April 16, 1868.
We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.
JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.
Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

Harrington & Haskins,
MANUFACTURERS OF
ENGINE LATHES,
Of the latest and most approved styles.
Factory—Northwest cor. of 15th st. & Pennsylvania Ave., (late Willow st.,)
PHILADELPHIA.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.
CARRYING U. S. MAIL,
VIA PANAMA RAILROAD.
FREIGHT AND PASSAGE AT GREATLY REDUCED RATES.

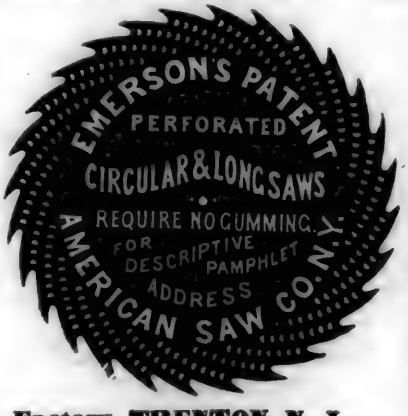
Steamers of the above line leave Pier No. 42 North River, foot of Canal-st., at 12 o'clock noon of the 1st, 9th, 16th and 24th of every month, except when these dates fall on Sunday, then on Saturday preceding.

One hundred pounds baggage free to each adult. Medicine and attendance free.

December 16, RISING STAR, CAPT. KING, connecting with the MONTANA, CAPT. WEST.

Steamer leaving Dec. 9, connects closely with steamer GREAT REPUBLIC, leaving San Francisco, Jan. 4, 1869, for China and Japan.

For passage tickets and all further information apply at the Company's ticket office on the wharf foot of Canal street.
F. R. BABY, Agent.



Factory, TRENTON, N. J.
Office, 2 Jacob st., New York.

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CIVIL ENGINEER,
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NOVELTY IRON WORKS,
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Manufacture
Iron Piers and Bridges.
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MANUFACTURED BY
JOHN A. ROEBLING,
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INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
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A large stock of Wire Rope constantly on hand. Orders filled with dispatch.
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AND
TURN TABLES.
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Mill and Machine Shops, 721 & 723 S. Clark street,
Dock and Bridge Bolts, Bridge Materials and Dimension Timber, promptly furnished.

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Design and superintend, or contract, for Iron and Wooden Bridges of all kinds, Turn Tables, Roofs of any width of span.
Particular attention paid to Hydraulic Engineering.

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Rolled or Hammered Car Axles, Bar Iron and Forgings.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIV., No. 51.] SATURDAY, DECEMBER 19, 1868. [WHOLE No. 1,705, VOL. XLI.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 19, 1868.

Albany and Susquehanna Railroad.

It is expected that this road will be opened throughout its entire length from Albany to Binghamton, a distance of 140 miles, on the 24th inst. Upon the completion of the road there will be due the company from the State the sum of $200,000. The amount of capital stock paid in September 30, 1868, was $1,861,393 18. Funded debt, $2,802,000. Floating debt, $560,000. The total cost of road and equipment, September 30, 1867, was $5,415,929 28, of which $445,102 08 was for interest. During the past year the sum of $753,170 92, exclusive of interest, has been expended, of which $399,307 65 was in the engineer department, the remainder, $353,863 27, being made up of payments on account of iron, rolling stock, etc. The total cost, exclusive of interest, on the 30th of September, 1868, was $5,564,757. The estimated cost to complete the road, on the 1st of August, exclusive of any additional rolling stock, was $592,920; which added to the above, gives $6,157,677 as the total cost, exclusive of interest.

The receipts from operation of the road during the year ending Sept. 30, 1868, were $535,822 64, and the transportation expenses, $308,003 85—leaving a balance of $227,818 79, out of which there has been paid for interest, $174,467 95, and for U. S. tax, $6,069 92. The remainder, amounting to $47,280 92, has been carried to surplus fund. The total amount of surplus fund is now $406,829 82. The value of fuel and supplies on hand, Sept. 30, 1868, was $48,526 11.

The total earnings of the road since it was opened to Schoharie, 35 miles from Albany, on the 16th of September 1863, have been $1,878,839 89.

Two branches have been constructed, one from Central Bridge to Schoharie Court House, 12 miles in length, and the other from Colliers Station to Cooperstown, about 16 miles. It is proposed to construct another branch, about 14 miles in length, from Cobleskill to Sharon Springs, and thence to Cherry Valley, 6 miles further.

Communication is already had with the coal regions through the Delaware and Hudson Canal, which it meets at Ninevah, and preparations are being made to carry the track on to the Scranton district soon after its completion to Binghamton. It is also proposed to extend the road to Troy and Whitehall, which will perfect a connection between Binghamton and Montreal.

School of Mines, Columbia College.

The School of Mines proposes to establish, in connection with its Metallurgical Department, a Bureau of Statistics relating to the working of different ores in this country. Its efforts in the first place, will be directed to the collection of statistics of the Blast Furnaces, with the view of having, in this city, some place where reliable information can be had with regard to the working of iron. These statistics will be used to establish general principles which will be announced in the lectures on Metallurgy.

The information required, is as follows: name and location of works, names of proprietors, number of furnaces, total height, height of bosh, height of hearth, height of tuyeres, diameter of bosh, diameter at the tuyeres, number of tuyeres, diameter of tuyeres, hot or cold blast, temperature of the blast, pressure of the blast, kind of ore, yield of the ore, kind of iron—white, gray or mottled—kind of fuel, quantity of fuel per ton of cast iron, production of each furnace in tons of 2240 lbs. by 24 hours. It is important to know the general form of the furnace, whether it is egg-shaped, the curve being continuous, or whether it is made up of straight lines. A sketch of the shape of the furnace will also be acceptable.

We are in receipt of a circular which has been prepared with a view to eliciting the above information, which the managers of the different furnaces to whom it may be addressed are respectfully invited to fill up and return.

It is proposed with the aid of those engaged in the manufacture of the different metals, to form at the School of Mines a Bureau like the Bureau of Mineral Statistics connected with the Government's School of Mines in London, in view of having in this city as complete a collection as possible of the Statistics of the Manufactures of Metals in this country.

Atlantic and Great Western Railway.

This road has been leased by the Erie Railway Company for a term of twelve years, upon condition of the Erie Company paying 30 per cent. of the gross earnings of the Atlantic and Great Western, or a minimum of $1,800,000 yearly in event of the 30 per cent. of the earnings falling below that amount. The Erie Company engages to keep the track, stations and rolling stock of the Atlantic and Great Western in repair, and gives to that company the option of renewing the lease at its expiration. The arrangement will give the Atlantic and Great Western Company an amount more than sufficient to cover the interest upon its bonds due under the recent arrangements by the bondholders. The transfer of the Atlantic and Great Western to the control of the Erie Railway Company, took place at Meadville, Pa., on the 12th inst. The road is to be known in future as the Atlantic and Great Western Division of the Erie Railway.

It is stated that $2,000,000 have been spent by the receiver of the Atlantic and Great Western Railway, during the past sixteen months, in placing its track, road bed and rolling stock in the most perfect condition. Important improvements and renewals have been, during the period named, continually in progress. Two hundred miles of new rails, weighing sixty-five pounds to the yard, of the best quality and most improved pattern, laid with the celebrated fishplate joint, have taken the place of old ones, rendering the track like one

continuous rail and preventing the jarring and noise so exhausting and disagreeable to passengers. Five hundred thousand new oak cross ties have been laid; new bridges, durable and substantial, have been built; trestle works have been replaced by solid earth and stone embankments, and new day cars and sleeping coaches have been placed upon the line. Mr. L. D. Rucker is to be retained as Superintendent of this division.

Portland, Saco and Portsmouth Railroad.

The earnings of this road for the years ending May 31, 1867 and 1868 were as follows:

	1867.	1868.
From passengers	$320,653 66	$296,441 37
" freight	189,844 41	195,092 88
" expresses	6,392 70	14,177 40
" extra baggage	228 75	162 80
" mails	7,837 50	7,837 50
" miscellaneous	4,698 85	4,879 63
	$529,655 87	$518,591 58
Expenses, viz.:		
Maintenance of way	$88,630 98	$100,120 02
Locomotive power	96,910 56	111,826 68
Trains	33,354 71	38,916 16
Stations	27,121 25	30,365 48
Office establishment	17,937 99	18,624 59
Taxes on passengers, etc.	14,563 55	11,882 85
Damages	8,506 21	5,750 36
Machine shop	906 90	1,049 36
Credited renewal acco't.	10,000 00	10,000 00
	$297,932 15	$328,535 50
Net earnings	$231,723 22	$190,056 08

From which deduct—

Cost of repairing stone bridge at Kennebunk	$29,436 55	
Tax on surplus profits three years to Nov. 30, 1867	12,838 19	
Cost of engine	11,800 00	
9 freight and express cars.	9,100 00	
Dividends and taxes including dividend due in June, 1868	94,736 84	
Interest—sundry items	258 04	
		158,169 62
Balance		$31,886 46
Add balance from previous year		318,268 55
Total		$350,155 01
Less note of Eastern R. R., dated March 25, 1865, charged off Nov., 1867		20,000 00
Apparent surplus May 31, 1868		$330,155 01

Represented by the following—

Wharf at Portland		$29,175 88
Boston and Maine freight		65,088 14
Improvements		87,529 95
New Works at Cape Elizabeth		124,676 38
Unfinished contracts for same		26,689 07
Fuel, iron, etc., on hand		64,380 30
Sundry accounts		8,849 76
		$406,389 48
Less notes payable	$30,000 00	
Dividends accrued	47,526 33	
Due other roads	6,680 11	
		84,206 44
		$322,183 04
Estimated increase of surplus account in May		7,971 97
Total, above		$330,155 01

During the past year, about four hundred tons of re-rolled iron were laid down, and twelve thousand sleepers put into the track, which taking into consideration the largely increased service required of it by the running of additional passenger and freight trains, is a much less amount than could be reasonably expected.

Owing to the continuous and extreme cold weather of the past winter, and to the fact that but little snow had fallen to protect the earth, the frost penetrated the ground to a great depth, rendering the road bed unyielding, and solid as a rock, thereby subjecting the track and rolling stock to extraordinary and unusual wear and strain, consequently a larger amount of iron will be required the present season than heretofore. Three hundred tons have already been laid in the track this spring, and some five hundred tons in addition, will be needed during the year. This amount of iron, and about twelve thousand sleepers, will, it is believed, keep the track in good and safe condition.

The Southerly end of the arch at Mousam River has been completed in a very permanent and thorough manner, and as there seems to be no immediate necessity for further repairs on the Northerly end, operations at that point are for the present suspended.

The buildings and other improvements near the westerly end of the Portland bridge, have progressed as rapidly as circumstances would admit, and with a due regard to permanency and economical construction, and it is believed that the coming summer will witness the entire completion of these long needed improvements.

New and suitable passenger and freight houses have been built at Oak Hill; and the depot buildings at West Scarborough have received the necessary repairs.

The motive power of the road has been increased by the addition of two new engines from the works of Hinckly & Williams, Boston. Both seem well adapted to the purposes for which they were obtained.

The work in the machine and repair shops has been carried on promply and economically, and the rolling stock kept in good and efficient condition to answer the demands made upon it.

The running of trains and the general operations of the road the past year have been characterised, as in former ones, by freedom from accidents to passengers, promptness in the arrival and departure of trains, and the harmonious and energetic working of both officers and employees for the best interests of their employers.

We believe that the general condition of the road, the track, bridges and rolling stock, will compare favorably with any other in New England. Its constantly increasing business, particularly in the freight department, demands a corresponding outlay. These demands have been promptly met and supplied in the past, as they doubtless will continue to be in the future, until this line of road is advanced to the highest business capacity of which it is capable, and which its advantageous location and important connection, insures at no distant day.

The improvements now in progress, and to be made at Portland, comprised in new depot at that point, &c., &c., are not to be classed as repairs; they are permanent and needed additions to the capital of the road, and the expense should be carried to construction account. Considerable expenditure will be required in the completion of these accommodations and improvements, which cannot be promptly paid out of the current earnings of the road.

Two modes of raising the money to defray the expenses of these improvements, are open to the corporation.

One of these would be, to receive the money of the Lessees, according to the conditions of the Indenture. The objection to this method is, that it would be practically carrying a debt, by the corporation, for improvements, which should be paid for with capital. Besides, it might not be desirable for the Lessees now, to advance the money, and at the termination of the lease or contract, it might not be convenient for this corporation to refund it.

In any view of the subject there would be inconvenience and disadvantage, in carrying for an indefinite period, a debt which had entered into the permanent improvement of the road, and which should take the form of capital.

The natural, and in a financial point of view, the soundest and safest mode of raising the money, would be by an increase of capital, and the sale of shares, equal in amount to the permanent additions and improvements to the accommodation and property of the road.

This is a question which must be determined by the stockholders. And in order to afford them their full choice of the modes just cited, we have procured from the Legislature of Maine, an act, authorising an increase of capital of $500,000, which would make the capital stock $2,000,000.

It was stated in our last Annual Report, that a suit had been instituted by this Corporation against the Boston and Maine Railroad Company to recover about thirty one thousand five hundred dollars, with interest from June, 1865.

This action is upon a vote of the Directors of the latter corporation Dec. 17th, 1864. The offer contained in which vote, was accepted by the stockholders of this corporation, at their annual meeting June 5th, 1865.

It is claimed that by this vote the Directors of the Boston and Maine Railroad Company offer to this corporation, to pay its stockholders the above amount, subject to the condition that the Boston and Maine R. R. Co. should, on such payment, become exonerated from whatever liability it might be under to pay its share of those semi-annual dividends, in gold or silver coin, of which a payment in coin was claimed.

This suit is still pending.

This case was tried before a single justice at Boston, in the latter part of last April, and owing to the fact, that the questions involved therein, are for the most part questions of law, the case was taken from the jury, and reported to the full bench of the Supreme Court of Massachusetts.

It is not probable that a final decision will be reached before the coming winter.

Number of miles run, 258,977; expense per mile, $1.23. Av. receipts per mile, $2; per cent. of receipts used in expenses, 61.5. Number of passengers carried, 341,082.

TRIAL BALANCE, APRIL, 1868.

Kennebec and Portland Railroad	$100,000 00
Wharf at Portland	33,574 11
Property	3,417 80
Portsmouth Bridge	32,000 00
Railway	1,360,183 97
Improvements	87,529 95
United States	599 85
Boston and Maine freight	65,088 14
Cash	2 65
Renewal	2,311 51
Payments on account	26,689 07
Grand Trunk Railway	1,749 28
Freight clerk	2,893 66
Postmaster General	1,192 81
New works at Cape Elizabeth	124,676 38
Stock of materials	64,380 30
	$1,906,389 48
Capital	$1,500,000 00
Notes payable	30,000 00
Dividends due	6,052 59
Dividend, June, 1868	89,478 74
Eastern R. R. Co.	151,091 52
Boston and Maine R. R	171,091 52
Income account	6,680 11
	$1,906,389 48

President.—ICHABOD GOODWIN.
Treasurer.—E. NOTT.
Superintendent.—FRANCIS CHASE.

☞ The Camden and Atlantic R. R. Co. are in want of 15,000 White Oak or Chestnut sleepers, to be delivered at Cooper's Point, Camden, N. J., as follows: 5,000 by the 1st of April, and the remainder by June 1, 1869. Address G. W. N. Custis, Gen'l Supt.

Commerce of New York.

The foreign imports at New York for the month of November, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	$8,198,013	$9,707,521
Do. for warehousing....	6,414,609	7,050,229
Free goods.....	1,082,066	1,323,254
Specie and bullion.....	181,319	220,316
Total entered at port...	$15,871 007	$18,301,320
Withdrawn fr. wareh'use	6,378,248	6,104,542

The foreign imports at New York for the eleven months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	$121,124,673	$120,278,048
Do. for warehousing...	104,825,824	99,282,123
Free goods.....	10,279,075	10,916,677
Specie and bullion.....	3,043,323	6,693,899
Total entered at port..	$239,272,895	$237,170,747
Withdrawn fr. wareh'se	101,573,817	94,361,534

The revenue from customs at New York, were:

	1867.	1868.
1st quarter.....	$32,916,085 09	$28,026,042 14
2d quarter.....	26,438,603 81	27,424,706 51
3d quarter.....	33,840,898 17	34,150,298 97
In October.....	8,682,889 05	10,059,277 84
In Nov.....	6,931,212 90	7,309,086 88
Total 11 months.	$108,809,689 02	$106,969,411 84

The exports from New York to foreign ports in the month of November, were:

	1867.	1868.
Domestic produce.....	$20,056,540	$13,681,126
Foreign free goods.....	8,515	9,768
Do. dutiable.....	613,460	517,907
Specie and bullion.....	1,733,261	1,181,085
Total exports	$22,408,776	$15,589,881
Do. exclusive of specie.	20,675,515	14,408,796

The exports from New York to foreign ports for eleven months from January 1st, were:

	1867.	1868.
Domestic produce.....	$164,768,232	$141,543,298
Foreign free goods....	353,961	561,594
Do. dutiable	7,609,846	6,273,925
Specie and bullion.....	44,947,400	69,123,694
Total exports	$217,679,439	$218,202,511
Do. exclusive of specie	172,732,039	149,078,817

Illinois Central Railroad.

The statement of this Company for the month ending November 30, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold.....	10,023.11 for	$102,763 87
Acres Int. Fund Lands sold.....	800.00 for	10,623 40
Acres Free Lands sold..	1,930.07 for	25,259 15
Total sales during month of November, 1868..	12,753.18 for	$138,646.42
To which add Town Lot Sales.....		1,335 00
Total of all.....	12,753.18 for	$139,981 42
Cash collected in November.....		$290,844 76

TRAFFIC DEPARTMENT.

Receipts from	Freight.....	$372,391 00
do.	Passengers.....	128,966 65
do.	Mails.....	6,358 33
do.	Rent of Road.....	4,000 00
do.	Other Sources.....	90,000 00
Total Receipts in November, 1868....		$601,715 98
Total Receipts in November, 1867....		$658,791 35
Estimated earnings in the month of November, on the D. & S. C. R. R., not included above.....		$98,175 19
Corresponding month of 1867.....		$106,000 00

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of November, as compared with the same period of the year 1867:

	1868.	1867.
From freight.....	$452,511 96	$435,186 47
" passengers.....	203,743 46	229,697 29
" express matter...	9,862 50	8,307 00
" mail	7,825 00	7,825 00
" rent of railway...	7,083 33	7,083 33
" miscellaneous....	1,000 00	2,499 05
Total.....	$682,026 25	$690,598 14
Expenses	417,204 07	429,949 80
Net earnings.....	$264,822 18	$260,648 34

This shows a decrease in earnings of $8,571,-89; with a decrease in expenses of $12,745 73—making the increase in net earnings, $4,173 84.

The earnings and expenses. from January 1 to November 30, compare as follows:

	1868.	1867.
Earnings	$7,294,842 57	$6,668,399 13
Expenses.....	4,431,427 16	4,413,886 54
Net earnings.....	$2,863,415 41	$2,254,512 59

This shows an increase in earnings of $626,443 44; with an increase in expenses of $17,540 62—making the increase in net earnings, $608,902 82.

Cheap-Freight Railways.

One of the best indications of the day, especially for New York, New Jersey and the New England States, is the proposed "through freight railway," now projected to run from Perth Amboy through to the anthracite coal fields of Pennsylvania. The report connected with the incipient survey of this route is a very able document, as it could not well be otherwise considering the great merit of the projected enterprise. There are some estimates contained in the report which are of peculiar interest. Now that coal has been carried up to $11 per ton, with an unlimited supply in less than one hundred and thirty miles from the City of New York, it may be interesting to learn that coal can be transported over the proposed road to Perth Amboy, at 79 cents per ton—the distance of 127 miles.

It is maintained by the National "Cheap-freight Railway League," that ponderous freights can be transported for 55 cents per ton for each 100 miles, by adopting the plan of management advocated by that association of gentlemen. Mr. Galt, one of the prominent Public Economists of England, says—

"We can buy coal at the pit's mouth and transport it to the metropolis for seven or eight shillings ($2.00) per ton; but, as a general rule we pay four times that price in London. The price the poor pay for small quantities they are able to purchase at a time during a severe winter, the extent to which they are cheated, and the sufferings they in consequence endure are matters every one are well acquainted with. Monopoly charges them three or four hundred per cent. in ordinary times, and in extraordinary, as much as it can lay on."

Coal Companies have frequently been formed in New York and Brooklyn, based on the project of supplying fuel at cheaper rates. They have all failed, however, for the simple reason that they could not obtain transportation, there being an interested connection between those furnishing the supply and the monopoly of transportation. Under this state of things coal in winter has been carried up to enormous prices, while the great bulk of coal lands were excluded from all advantages. The unjust rapacity of combinations has goaded the excluded owners of coal lands into seeking for some efficient remedy. The people of this city will be happy to learn that the coal interests of Pennsylvania are opening a way to disenthrall the five or six millions of people from their dependence on this hitherto merciless coal monopoly. We trust that this movement of the Pennsylvanians will arouse a co-operative spirit in New York, New Jersey and New England, and that the projectors of the enterprise will not be permitted to lack for capital to carry it out, and to put it on principles of management that shall take away the power of the present combinations.

It is estimated that on a coal thoroughfare, such as that contemplated by the bill of Senator Nye, and now pending in Congress, ten or fifteen millions tons of coal could be transported annually. Our friends in Pennsylvania may meet with obstructions by the refusal of State Legislation, in which event we recommend that they go directly to Congress. The great fuel question is too important to be kept under the control of mercenary interests.

Baltimore and Ohio Railroad.

At the regular monthly meeting of the directors of this company held in Baltimore on the 9th inst., JOHN W. GARRETT, ESQ., was unanimously re-elected President for the ensuing year. Upon taking the chair Mr. Garrett addressed the board as follows:

GENTLEMEN: For the past two years I have expressed my desire to retire from the presidency of the Baltimore and Ohio Railroad Company. Circumstances affecting me personally, especially in a great family bereavement suffered during that period, have thrown upon me heavily-increased duties, and I have felt that after ten year of laborious and earnest efforts in behalf of the great public interests connected with the company, I might be permitted to retire from the post. For some months past I have renewed the statement of the design which was previously indicated. I was prepared to accept a place in the board and continue as long as might be desired a colaborer in the direction, to accomplish the great objects the company still have in view. This desire has been met with a universal protest on the part of leading citizens, and appeals from all the interests connected with the road to me to remain your executive. It has again been urged that I might be more useful than another in perfecting the grand plans of the company which have been inaugurated and are being carried out by the present administration.

Your committee has announced that you have again unanimously chosen me for the presidency. My anxiety is as cordial and warm as at any other former period to assist in developing the interests of this community, and of the great cities and vast territories with which the road and its branches have been and are being connected, and in response to the arguments used, I feel compelled again to undertake the onerous duties of the office. I yield to these solicitations although convinced that the partiality of those with whom I have been so long associated in managing the vast concerns confided to this board causes them to err as to the importance they attach to the continuance of my services. I cannot, however, but profoundly appreciate the high honor you confer upon me.

It will be my desire, as expressed to those with whom I have conferred on the subject, to decrease to the greatest practicable extent, my relations to the detail of management, and to confine my attention still more than heretofore to the leading subjects of policy and connections, and to the furtherance of those enterprises which are

deemed of high moment. The ability and energy of the vice president, Mr. King, have aided greatly in the past, and will doubtless assist largely in the future, in performing many duties which would otherwise attach to the executive.

In undertaking, for the eleventh year, the responsibilities of the office, I do not fail to appreciate the policy of the company and the grand objects it has in view. To aid in their promotion and to achieve such objects, should gratify the highest ambition. In the past your stockholders have sustained, with unanimity, a rigidly economical and careful management, with tariffs so low as to build up all the interests of Baltimore and our terminal cities, as well as the vast territories through which your roads pass. This system has enabled you to expend, under the present administration, after making moderate dividends, more than fifteen millions of dollars, to perfect your road with double tracks, with iron bridges, and the requisite machinery and buildings; to aid in opening the line through the Washington county road to the Cumberland Valley of Pennsylvania; through the Winchester and Potomac road to the Valley of Virginia; through the Parkersburg road to the Ohio river and to Marietta and Cincinnati; and through Bellaire and the Central Ohio Road to Columbus, thus, connecting also with numerous radiating lines from great centres of railway improvements. It has enabled you, too, to organize—thus advancing the interests of all regions with which you are connected—lines of ocean steamships to Liverpool and Bremen, and to assist in establishing lines of steamships between the leading cities upon the Southern coast and Baltimore. By economy and prudence, and persistent energy, this vast sum has been expended, enhancing and developing grand public interests without any strain upon the finances of the State or city, and these expenditures have produced rapidly, and with almost magic power, the largest reactive and most beneficial fruitions.

Whilst, however, population and wealth and the prosperity of every mineral, mining, manufacturing, agricultural and commercial interest are expanding around you with marvellous vigor, to maintain our progress will require the best and most determined exertions. The Pittsburgh and Connellsville road—a line of singular power and value—is to be completed. After years of misrepresentation—after attacks in every form in courts and in the Legislature of Pennsylvania—the decisions at all points—confirmed with great unanimity by the people—have been against the Pennsylvania Railroad Co., and in favor of this great enterprise of the Baltimore and Ohio Railroad Co. The contractors are now at work upon this road, and you have decided that it shall be pushed rapidly to completion.

The Pittsburg and Connellsville road will open a superior line to the great, opulent and rapidly-improving city of Pittsburg, and through it to the entire Northwest.

The minimum grade for 84 miles of this excellent line, will be but 26 feet to the mile, and for the remainder of the distance no grade will exceed 52 feet for the entire east bound traffic.—You will thus furnish for the immense agricultural area and the vast populations of the Northwestern States their *shortest and cheapest path to the sea.* You will divide at Pittsburgh with the Pennsylvania road the immense business of those fertile and extensive regions; and, prosperous as has been Baltimore, under the influence of your previous enterprises, the results from this work will prove even greater and more striking. Business, wealth and population will flow from this source in a mighty volume to Baltimore.

During the present month the arching of the twenty three tunnels upon the Parkersburg Branch road (18,103 feet in length) will be completed. But enormous expenditures are required to complete the great bridge in progress to connect, by this economical transit, Southwestern Ohio, through the Marietta and Cincinnati road, with your line. Equally large expenditures are required to complete the similar work connecting the main stem with the Central Ohio road.

The construction of the Winchester and Strasburg road has been commenced; and will be completed chiefly with capital which must be furnished by this company. The opening of the line through to Harrisonburg will occur at no distant day, and the upper valley of Virginia is full of enthusiasm and energy in arranging for the extension of the line from Harrisonburg to Salem. This great work will develope a region of extraordinary fertility, of mineral and other wealth, and will furnish to immense regions their *shortest and cheapest path to the sea.* Judicious aid should be extended by this community to promote the construction of a work which must prove so valuable and so useful.

A costly enterprise, largely for the benefit of the national capital—the Metropolitan road—is in progress. You will remember that by this line the distance from the Point of Rocks to Washington is rekuced from 91 to 42 miles, and that by this expensive, though very direct avenue, the city of Washington will be placed in most advantageous relations with your entire system of improvements, which have cost more than fifty millions of dollars. By this road, in connection with the Pittsburg and Connellsville line, the distance is reduced 74 miles from Pittsburg and 128 miles from Cincinnati to Washington, as compared with the shortest lines to that city by the Pennsylvania road.

You furnish betwixt Baltimore and Washington a first-class double track road, which has been worked from its origin with a smaller proportion of accidents than any road in Europe or America. It performed throughout the war a transportation, at times, scarcely equalled in the history of railways, with singular freedom from delays and accidents. In connection with the Main Stem of the Baltimore and Ohio road, the Washington Branch proved a very sheet anchor of power and efficiency in the late terrible struggle for the preservation of the Union.

Commencing on the 19th of April, 1861, at the imminent peril of the lives of its officers and employees, it received the Massachusetts Sixth Regiment, held the train until those whose movements had been interrupted had arrived, and forwarded every soldier of that regiment who reached Camden Station with safety to Washington. Subsequently, after failures to protect it rolling stock and property, it enlarged its capacity, and during the war, with a celerity, a safety and a success that astonished the leaders who controlled the movements of our armies, it met every requirement of the government.

When the history of the late war is written it will be found that the services of the Baltimore and Ohio Railroad Company, marked by perfect fidelity to its engagements and untiring energy—moving great armies through territories frequently raided upon—by which movements remarkable results were achieved, will prove to be among the most conspicuous rendered in aid of the government. Such were these services, constant, weighty, of vital importance, requiring the greatest thoroughness and largest resources, that they elicited frequently the highest approval and commendation of the lamented Lincoln.

The Secretary of War throughout that perilous period, and the most illustrious generals of our armies, all knew, and appreciated, and still appreciate these invaluable services. The great historic facts connected with the continuous and important relations of the Baltimore and Ohio Railroad Company crush the misrepresentations of the hostile and untruthful to their deserved nothingness.

As rival interests have constantly indulged in the grossest misstatementr and calumnies on the subject, it is proper now to state, that for all the vast amount of the company's property, the engines and cars, the buildings, the bridges and the tracks of the company destroyed during the war by the Confederate armies, amounting to many millions of dollars, no payment has been made by the government, nor has any compensation yet been made for large amounts of property destroyed by our federal forces for strategic purposes.

Rival interests, with an equally reckless disregard of truth and fact, have continued to assert that the Washington Branch road received a dollar and a-half per passenger for its military transportation. The fact is the company reduced its rate to $1 10 and $1 per passenger, and carried all through freight to the West at the lowest rates at which competing lines would agree to transport it. In no instance did it receive for work upon its line, whilst required constantly to make, at its own cost, the most expensive repairs and to frequently reconstruct the road, more than its ordinary tariff rates. Soldiers' tickets were also furnished throughout the war at largely reduced rates, and much free travel was accorded constantly in cases of peculiar difficulty, and half fare tickets were liberally furnished to parties engaged in patriotic labor.

I have heretofore had occasion to call attention to the strange course pursued by parties who, professing to act for the interests of the city of Washington, allege that that great city is dependent solely upon a single line of railway. Why misrepresent thus grossly the varied, extensive and economical transportation facilities of the city of Washington. They ignore the great lines of improvements and means of transportation which not only exist, but are daily availed of by the population of that city.

The Chesapeake and Ohio Canal—a work costing more than twenty millions of dollars—extending 184 miles into the western portion of Maryland, which brings the bituminous coal of the Cumberland region to Washington at a lower cost than it can be transported by any railway, is utterly ignored; and yet the tax-payers of Baltimore have paid the interest on one-half of this twenty millions of dollars since the construction of that canal. The great advantages flowing from this communication, from which no revenue has ever been derived by the State of Maryland—its whole earnings being used for repairs—should be spread before the public as one of the bases of the prosperity of Washington. It is well known that supplies of fuel, breadstuffs and all agricultural products are obtained most economically by this channel.

The direct line of railroad from Washington to Gordonsville, connecting at that point with the Virginia Central (now styled the Chesapeake and Ohio) railroad, and to Lynchburg, connecting at that point with the Virginia and Tennessee road, (a great and effective trunk line,) and thence with the entire system of Southern railways, is also ignored, a line of the highest utility to Washington, both for furnishing cheap supplies and commanding a large passenger and other business, the profits of which are distributed in that community.

Why ignore the noble Potomac river, presenting a navigation unsurpassed on the continent? Ignore it, too, while first-class steamers connect by a double daily line, via Aquia Creek, the business of Washington with the Richmond, Fredericksburgh and Potomac railroad! Why ignore the fact that a regular line of steamers from Baltimore constantly brings freight to Washington at at the lowest charges which can be afforded by water? Why assert that there is a difference of four dollars per ton in the price of coal betwixt Washington and Baltimore, and that difference is created by charges of the Baltimore and Ohio road, when *the whole charge* by the Baltimore and Ohio road is but *a dollar and sixty cents per ton,* and when the fact is that the supplies of authracite coal are chiefly brought down the Tide Water canal—another Maryland improvement—taken up the Potomac river, and delivered at the low rates which the water, the cheapest of all avenues of transportation, enables the boatmen to afford?

The absurdity of the statement made of the losses of citizens of Washington of MILLIONS by the alleged charges of the Washington Branch road will be appreciated when the fact is stated that for the past three years the whole freight business to and from Washington amounts to less than $125,000 per year. It is needless to state, also, that its charges are strictly within its char-

tered limits, and generally largely less than authorized by law.

As evidencing the liberal policy of the Baltimore and Ohio Company, it charge for passengers from the West to Washington, and Washington to the West, (notwithstanding the thirty-one miles greater distance,) only the same rate as is charged to and from Baltimore. From the facts and tariff rates adduced, the many statements regarding oppressive charges are so palpably and recklessly contrary to truth as not to be worthy of serious notice or refutation.

The immense and rapid growth of the population of Washington certainly proves that it possesses attractive and commanding facilities and advantages. It is true that another road is needed from Washington.

On examination of the statements made, which can be verified by all who take the trouble to make inquiries, it will be seen that but one road is really needed, and that is a road which will intersect the Main Stem of the Baltimore and Ohio Company, giving the city of Washington the shortest possible access to the Southwest and the West and the Northwest—a line which will reduce, in connection with the Connellsville road, the distance from Pittsburgh and the Northwest so largely—a line which opens the Cumberland Valley of Pennsylvania, the Valley of Virginia, the western counties of Maryland, West Virginia, Ohio and the great central West, by the *shortest and cheapest practicable route.*

This subject was fully discussed two years since in Washington, and although prejudices engendered by rival interests and misrepresentations then existed, yet the facts were so clear and commanding that the people of Washington and their representatives, the mayor and city councils, were anxious for the construction of the road from Washington to the Point of Rocks, as the great, reliable and practicable remedy for all disadvantages under which they may have suffered in their Western connections.

The absurdity of the charge of excessive rates upon the Washington road will be seen when it is stated that the rate is but eight cents per 100 lbs. on fuel, ten cents per 100 lbs. on goods of the lower class, and but 12½ cents per 100 lbs. on goods of the higher class. The bulk of transportation is at 10 cents per 100 lbs., and the moderate character of this charge will be understood when it is known that leading railways from New York city charge, besides their divisions by mileage of the earnings on goods, *five cents per 100 lbs. for terminal expenses alone.* One half of the whole charge made by the Baltimore and Ohio road on such freight, is thus charged from the Empire City, when the 10 cents per 100 lbs. by the Washington Branch road *includes the terminal expenses,* embracing labor at the stations in both Baltimore and Washington.

With the enlarged and comprehensive views which have distinguished this board, whilst the company owns and has in successful operation a first-class double tracked road from the Point of Rocks via the Junction to Washington, it yet determined to afford to that city, to members of Congress, to all the great local and national interests that will be so favorably affected, the advantages of an additional and the shortest practicable line.

In the midst of the expenditure of more than three millions of dollars, which will so immensely benefit that city, the investment being influenced by the best feeling on the part of this board and this community to aid the progress of Washington, to advance its interests, to regard it as one of the great eastern *termini* of our railway system, when not one fact can be adduced to show other than a most friendly disposition to co-operate in building up the permanent prosperity of that city, we find the mayor of Washington absolutely *arresting the workmen* employed in constructing the Metropolitan road, and pursuing this course notwithstanding the company was acting under the direct authority of the Congress of the United States and mayor and city councils of Washington. His honor, the mayor,

——"Dressed in a little brief authority,
Most ignorant of what he's most assured,
Plays such fantastic tricks as make"—

himself rediculous, and cause the courts to intervene to maintain clear rights and to protect great public interests. In order to arouse popular prejudice, the most extraordinary misstatements are promulgated as facts, and unfounded allegations of oppression and injustice on the part of the Baltimore and Ohio Company are spread constantly before the people. Well might we say—if without irreverance—as was said to the men of Athens, who inscribed upon their altar, "To the unknown God"—well might we say to his honor Mayor Bowen, and those who are associated with him in hostility to the Baltimore and Ohio road and its great enterprises, which so directly act upon and which *must* advance the prosperity of Washington, "Whom ye ignorantly worship, him declare *we* unto you."

It needs but a calm examination of the subject to convince every citizen of Washington and every member of Congress that the Baltimore and Ohio Company has pursued and is pursuing a broad, comprehensive, liberal and national policy. As during the war it furnished gigantic facilities to the government in perpetuating the Union, so now it devotes its capital, its energies, it resources and its credit to extending lines of railways through Maryland and Pennsylvania, and West Virginia, and Ohio, and Virginia and Tennessee, and thus spreads those iron arms which assist in binding together indissolubly the interests of the people in maintaining a common government.

It asks but a dispassionate consideration, and the company feels that instead of attack and abuse, it will receive approval, support and increased strength. In times past accusations were made that, having built the main stem, the Baltimore and Ohio Company sought only to obtain the Parkersburgh road to crush it; that when it obtained the Central Ohio road it designed to neglect the Marietta and Cincinnati road, and as was alleged in Pennsylvania, when it secured influential relations with the Pittsburg and Connellsville Company, that its only object was to prevent the building of that road; yet as the gradual developements of its policy, of its honesty, persistency and good faith have been exhibited in each case as calmly, firmly, with unflinching determination, it carries forward all these improvements, bearing as each does so largely upon the interests of the communities with which the works are connected---as great facts finally govern the judgment of the people --so have the misstatements and hostilities of the Baltimore and Ohio Company melted away even as the snows of winter disappear under the genial rays of the sun of spring.

We still see parties in Virginia attempting similar sophistries. It is asserted there that the Baltimore and Ohio Company only *assists* the roads of Virginia for the purpose of *preventing* their successful and vigorous operations. We still see produced there, as formerly in Pennsylvania, the arguments which were made adverse to the Pittsburg and Connellsville road, that the cities of that State would be injured by giving to the agricultural interests their shortest and cheapest routes to competing markets. But the common sense of the people will overwhelm the authors of these sophistries in the future, as in the past.

It will be as impossible to persuade the farmer of Virginia as it was to persuade the farmer of Pennsylvania, that by depriving him of a market where he can net five cents per bushel more for his grain or any additional sum for his products, his pocket is benefitted, or that the agricultural interests which are the basis of the power of the commonwealth, can be thus protected and promoted. The common sense and the common interests of the masses ultimately govern in all such cases.

The path of the Baltimore and Ohio Company has been one of triumph, because its action has been based, in organizing its great enterprises, upon broad and liberal principles, which, carried out, necessarily resulted in advancing mutual interests and benefitting the entire territories through which the improvements are made. With beneficent and valuable objects in view, based upon correct principles and sound policy, your gigantic enterprises have succeeded, and won general approval, whilst their reactive influences have caused the city of Baltimore to grow, legitimately and rapidly, into a mighty, properous and commercial community.

After the transaction of the regular business, a form of lease, which had been previously approved by the board of the Washington County Railroad Company, was submitted, and after discussion, was unanimously adopted.

Under the lease six per cent. per year is to be paid to the stockholders on the cost of that line, and it is to be equipped and worked exclusively by the Baltimore and Ohio Railroad Company.

The meeting then adjourned.

New York Central Railroad.

The annual election for directors of this company was held at Albany on the 9th inst. The following gentlemen were chosen: Cornelius Vanderbilt, Daniel Torrance, William H. Vanderbilt, Horace F. Clark, James H. Banker, Augustus Schell, Samuel F. Barger, Henry Baxter, Joseph Harker, and William A. Kissam, of New York; Chester W. Chapin, of Springfield, Mass.; Amasa Stone, Jr., of Cleveland, Ohio, and James F. Joy, of Detroit, Mich. For Inspectors of the next Election—Sidney T. Fairchild and Lansing Pruyn, of Albany, N. Y.; and Nicholas B. La Bau, of Luzerne, N. Y.

At a subsequent meeting of the directors, Cornelius Vanderbilt was unanimously elected President, and Daniel Torrance, Vice-President. The following resolution was adopted:

Resolved, That although the Board of Directors of this Company have full confidence in the correctness of the stock account of the company, and have no doubt as to the validity of every share outstanding, they do, nevertheless, for the greater satisfaction of the stockholders, invite Hon. Rufus W. Peckham, of Albany, Hon. Charles Stebbins, of Cazenovia, and Hon. John A. Griswold of Troy, to act as a committee to examine the stock books of the company and report thereon.

Railroad Consolidation.

At a meeting of the leading officers of the Pennsylvania railroad and Pittsburg, Fort Wayne and Chicago Railway Companies, held on Friday last in Philadelphia, arrangements were made whereby the latter company passes under the management of and is consolidated with the former corporation. Negotiations for the consolidation of these great railway arteries have been pending many months, and it is given out that the final agreement reached affords the liveliest satisfaction to the managers of both roads. By the consolidation effected the Pittsburg, Fort Wayne and Chicago and Pittsburg, Cincinnati and St. Louis Railroads are united with the Pennsylvania Railroad, which will have control of more than a thousand miles of railway, and property approximating three hundred millions of dollars. This movement is one of vast importance, and betokens the shrewdness of those at the head of the gigantic corporation of our State. The consolidation will afford almost direct connection with the roads leading to the Pacific coast now being constructed, and gives the Pennsylvania Company new and vast fields for profit from freight and passenger traffic.—*Pittsburg Gazette*, Dec. 7.

☞ The Ottawa *Citizen* says that Mr. Abbott, who went a short time ago to England on business connected with the Canada Central road, has returned, after successfully carrying out the objects of his journey. The work on the line will now be pushed forward with all celerity towards completion.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jui. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Oct. '68 4
Do. Washington Br 100	2,980,000	A. & O.	Oct. '68 5
Baltimore City Passenger....	670,000		
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J. A J.&O	Oct.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,400		
Do., do. pref..100	1,340,400	M. & N.	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. 68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	July'68 4
Broadway (Boston) 50	325,000	J A J.O.	Oct. '68 2
Broadway & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n.100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie.... 100	5,000,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	7 7,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921 412	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	800,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 60	721,926	J & J.	Jul.'68 3½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110		Jul.'68 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A J&O	Oct.'68 7½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 5
Cen. Park, N. & E. River.100	970,000		Oct.'67 7½
Chemung*.....100	280,000		Oct. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M & S.	Sep. '68 5
" " pref..100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago, Iowa & Nebras*.100	2,000,000		Jul. '68 5
Chicago and Milwaukee*.100	2,477,000		
Chicago & N. Western....100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R I & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,676,346		
Citizens' Passenger (Phila.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	8 750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen..100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4½
Concord 50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100	139,00.		
Do. do. pref.100	1,822,100	J. & J.	Jul. '68 3
Connecticut River.....100	1,200,000	J. & J.	Jul. '68 5
Cumberland Valley. 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*. 50	594,260	J. & J.	Jul. '68 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do do. pref.100	1,987,351		Jul.'68 3½
Eastern (Mass.).....100	3,883,300	J. & J.	July'68 4
Eastern (N. H.) 100	492,500	J. & J.	July'68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia...100	2,389,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J.&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	69,000,000	F. & A.	Feb.'60 4
Do. pref.....100	8,535,910	Annual	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,143,448		
Fitchburg 100	3,340,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '68 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St Fy.100	750, 00	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	4,156,000	J. & J.	July '68 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	---- ---	Sept.'68—
Green and Coates St (Ph.) 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Oct. '68 3
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,258,880		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct.'68 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	6,188,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jun. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J.&O	Oct.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....	----------		Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	6,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A J.&O	Oct.'68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	J. & J.	July'68 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jul.'68 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	July'68 3
Louisville and Nashville...100	7,869,186	F. & A.	A'g. '68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence	200.000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000		Dec.'68 6
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati.... 50	3,618,374		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	670,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	8,477,366	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	10,059,400	August.	Aug.'68 4
" " guaranteed.100	588,500	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 3
Millville and Glassboro' ..100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081		
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 5
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	
" " pref.....100	8,050,892	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Dec'68 7½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,436,500	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jul.'68 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan.'68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,255,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July'68 3
Ninth Avenue..... 100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Nov.'68 2
North Eastern (S.C.) pref..100	155,000		May'67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec.'68 4
Northern of N. Jersey 100	159,100		
North Pennsylvania..... 50	3,150,150		F b.'68 5a
Norwich & Worcester 100	2,363,600	J. & J.	July'68 3
Ogdensb. & L. Champl'n..100	3,024,000	F. & A.	Feb.'68 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	July'68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3614,518		
Panama..... 100	7,000,000	J.A J&O	Oct. '68 6
Paterson and Ramapo.....100	248,500	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'68 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct '68 6
Philadelphia and Erie*.... 50	5,9 ,700		Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jul.'68 5a
Do. Do. preferred. 50	1,551,800	J. & J.	Jul.'68 5a
Phil., Germ'n'n & Nor'n 50	1,685,550	A. & O.	Oct. '68 5
Phila. and Trenton*..... 1 0	1,049,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jul. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '68 3
Philadelphia and Dar'by... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,800,000	J.A J&O	Jan.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	----------		Jul. '68 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,100		
Rich., Fred. and Potomac.100	1,041,500		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'68 5
Rutland preferred. 100	----------	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute.100	2,300 000		
" " " pref.100	2,040,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand. Mansf. and Newark.100	901,241		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'68 3
Shore Line..... 100	636,200	J. & J.	Jul. '68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275		
South Shore 100	259,885		Jul. '68 3
South Western, Georgia....100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,314,180		
Taunton Branch 100	250,000	J. @ J.	Jul.'68 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '68 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref.100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jul. '68 4
Vermont and Canada*..... 100	2,500,000	J. & D.	Dec.'68 4
Vermont Central..... 100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vicksburgand Meridian ...100	357,408		
Virginia Central 100	3,353,675		
Virginia and Tennessee....100	3,497,791		
Western Union 100	2,707,698		
West Jersey 100	804,150		Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,147,015		
Wilm. and Weldon.....100	1,463,775		
Warren..... 100	1,547,650		3½
Worcester and Nashua ... 75	1 622,800	J. & J.	Jul.'68 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,833,350	F. & A.	Aug.'68 4
Delaware and Hudson..... ..100	10 000,000	F. & A	Au..'68 6
Delaware and Raritan.....100	2,621,300	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y'67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1.0.5,000	F. & A.	F b.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,108,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,004,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....		J & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000		Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000		Sep.'8 2½
Spring Mountain Coal.... 50	1,250 000	J. & J.	Jan. '67 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rut and Marble..... 25	1,000 000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.1 0	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	356,045	472,493	410,800	498,882	596,584	541,451	675,446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	466,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,134	348,325	413,484	480,480	464,376	454,081	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,903	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,524	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	406,616	570,353	488,155	490,212	408,062	.....	.....
Chicago, Rock Island and Pacific:													
1863	140.024	130,225	122,512	123,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,396	183,385	257,230	209,099	277,506	306,663	238,926	317,977	400,941	428.474	345.028	260.268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,649	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2.811.544
1864	273,876	317,639	390,355	421,363	466,830	565,145	480,710	519,306	669,606	729,759	716,378	563,400	6,114.566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976.490
1866	523,566	399,917	523,745	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,032,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756.421	885.136	902.906	963,859	8,400.334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024 649	1,035,321	10,469.481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041.975	994,317	1,105,364	1,301,005	1,222.563	1,224 909	1,384.217	13,429.643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,190	1,331,046	1,336 615	1,438.689	1.5..2.472	1 429.765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153.441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476.244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421 881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093 043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3.445.827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424.531	4,571.028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661.391	657.141	603.402	6,329.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,786	641.589	643.887	518,088	7,181.268
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588.219	504.066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738.580	823.901	727.810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116.495	116.146	105.767	1.224.058
1866	90,411	85447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113.504	112,952	123.802	1.201.239
1867	94,136	75,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132.387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	106,418	126,556	121,519	125,065	119,169	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,612	308,106	375.567	332.360	348,048	3.302.543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407.107	448.934	411.806	4,120.152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486.808	524.760	495.072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429.546	362,218	4.650.328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434.318	488.388	530,871	429.785	380,034	4,663,808
1868	362,021	338,335	381,497	455,963	400,486	363,550	301,495	435,781	512,523	532,061	419,005	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,624	295.956	322.369	307.474	258,634	2.650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308.168	375.488	339.794	306.186	3.168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263.244	346.781	408.445	410.802	405.510	376.470	3,970.946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413.501	476,661	490.694	447.670	328.870	4,520.550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359.646	429,161	493.640	414.604	308.669	4,260.115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398.963	464,778	506.296	412.934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,018	392,942	456,973	511,820	410,826	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1.101.771	775,616	438,323	5,663,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752.841	892,744	1.018.375	968.228	1.002.798	9.693.244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840.450	1,079,551	1,041,522	1.045.401	1.157.818	11.069.853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187.505	1,116 829	13.357.709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526.839	1,486,356	1,117.858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480.929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,280	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302.596	332.400	278.006	346.243	275,950	3.311.077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284,319	3.793.005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310.762	302.426	281.613	3.880.583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322.521	365.371	379,367	336.066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	288,996	254,285	388,725	414.707	448.994	463.873	466.557	454.826	4.088.637
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574.486	714,302	815,902	746.955	526.009	6.824.063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9.555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121.205	1,351,579	1.419.232	1,196.955	702.685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252.386	833.742	887,793	874.974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	985,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,000	261,210	249,419	277.380	397,595	401,299	364,324	370.983	3.745.310
1863	337,350	366,598	481,965	462,987	427,094	395,845	350,753	407.077	463.500	505,814	466.300	487.642	5.132.934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625.547	675.360	701,352	691.556	914,082	7,120.466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795.938	858,501	712,363	580.964	8.489.062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,376	648,201	654.926	757.441	679.935	555,222	7.467.217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	660,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	701,329	842,114	682,028	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,803	110,603	120,310	123,115	113,798	123,949	118,077	130.378	153,470	144.736	143.745	162,921	1.554.913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204.785	202.966	204.726	2.084.074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216.783	222.736	207,301	162.694	2.240.744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198.884	244,834	212,227	177.364	2.250.142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220.788	219,160	230.340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116.379	120.595	151.052	134,563	111,339	1.439.798
1864	79,755	95,843	132,896	123,987	127,010	156,338	139,626	244.114	248.840	221.570	220.209	265.154	2.050.322
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	377,981	375.534	361.910	247,023	2.924.543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304.917	396,248	349.117	436,065	354.831	287.150	3.717.386
1867	237,674	200,793	270,630	317,052	329.078	304,810	309,951	364.724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59.862	75,677	92,715	61.770	37.830	699,388
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60.698	84.402	100.312	75.248	54 468	814,036
1867	39,076	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126.495	120.268	79,431	54,719	774,957
1868	45,415	40,703	89,198	49,281	70,168	77,289	69,762	84,007	97,328	97,600	87,145	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest Rate.	Interest Payable.	When Payable.	Market Price.
National Securities, Dec. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	118
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " " ..... coupon		5	" "	1871	126
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	109½
" " " ..... coupon		6	" "	1881	114½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,300	6	Jan & July.	1881	109½
" " " ..... coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) ..... registered		6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) ..... registered		6	May & Nov.	1884	106
" " " (5-20s) ..... coupon		6	" "	1884	107½
Loan of March 3, 1865 (5-20s) ..... registered	1,602,570,400	6	May & Nov.	1885	106½
" " " (5-20s) ..... coupon		6	" "	1885	107½
" " 2d series (5-20s) ..... registered		6	Jan. & July.	1886	110
" " " (5-20s) ..... coupon		6	" "	1886	110
" " 3d series (5-20s) ..... registered		6	" "	1887	106
" " " (5-20s) ..... coupon		6	" "	1887	110½
Loan of March 3, 1864, (10-40s) ..... registered	194,566,400	6	Mar. & Sept.	1904	103½
" " " (10-40s) ..... coupon		6	" "	1904	105½
Pacific R. R. Bonds ..... (currency)	44,337,000	6	Jan. & July.	'95-'97	99
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	7,989,884	---	presentation.	----	----
Gold Certificates of Deposit	23,255,840	---	presentation.	----	----
Compound Interest Notes 1864 '65	----	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	----	----	----
Three per cent. certificates	58,140 000	---	----	----	----
Fractional currency	33,875,268	---	----	----	----
Navy Pension Fund	14,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ..coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank).. "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	128
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " Oct. 1861 ...	2,000,000	6	" "	'72-'82	----
" — " Nov., 1863 ...	2,000,000	6	" "	1883	99½
" — " May, 1864 ...	2,000,000	6	April & Oct.	'74-'84	100
" — " May, 1 65 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	6	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,589,000	6	" "	'68-'74	80
" — " " (Railroad), ... "	734,000	6	Feb. & Aug.	'78-'88	----
" — " " (Sterling) ..... "	72,000	6	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	100½
" — " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	100½
" —War Loan Bonds ..... "	945,200	6	" "	1879	90½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1868	----
" — " " ..... "	3,829,936	5	" "	1866	95
" — " " ..... "	900,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	6	April & Oct.	'67-'73	----
" —Military Bonds ..... "	696,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	60½
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" — " " 1863 ..... "	625,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. Susq. R. R.).	815,000	3	J. A. J & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R. R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,607	5	" "	1889	----
" — " " (R R. various) "	120 000	5	" "	1889	----
" — " " (") currency.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R. R.) sterl...	3,277,333	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	96½
" — " " (Balt. & Susq. R. R.).	1,000,000	6		1870	96½
" — " " (Bounty)	601,000	C	"	abt. '74	----
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R. R.).	429,688	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest Rate.	Interest Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh and State H. Loan	375,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	858,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1898	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " "	2,150,000	6	" "	'74-'76	117
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	110½
" — " " " (stg.)	554,180	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1898	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	90
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	91
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'86-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " ..... registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " "	6,090,000	6	" "	1873	101½
" — " "	2,250,000	6	" "	1874	102
" — " "	1,460,000	6	" "	'75-'77	102
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65½
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	660,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	65
Ohio—State Bonds (Union Loan)	280,566	6	Jun. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	100½
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	97
" — " " ..... registered	5,983,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,909, 20	6	" "	1882	106½
" — " " 3d series	9,2 0,017	6	" "	1892	107½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861	46 , 00	6	April & Oct.	1871	100
" — " " " 1862	1,1 6,000	6	Mar. & Sept.	1882	100½
" — " " " 1863	26 ,000	6	April & Oct.	1883	100½
" — " " " 1868	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	99½
South Carolina—Free Loan Bonds	795,8 8	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,276,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,1 7	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	1,706,000	6	" "	1868	69
" — endorsement	14,006,0 0	6	Jan. & July	30 yrs.	----
" —New Bonds	2,207,000	6	" "	Var.	----
Vermont—State War Bonds	6,000,000	6	" "	1882	68½
Virginia—State Bonds (sterling)	1,567,500	6	June & Dec.	'71-'78	100½
" — " " (sterling new)	1,865,000	6	Jan. & July.	long.	----
" — " " ..... registered	486,.50	5	" "	long.	----
" — " " ..... "	108,000	5	" "	long.	----
" — " ..... coupon	21, 6,396	6	" "	long.	46
" — " (new) ..... registered	10,900,000	6	" "	long.	56
" — " (") ..... coupon	1,379,600	6	"	1876	57
" — " " (")	489,300	6	"	1886	----
Wisconsin—State Bond	39,600	6	"	1890	----
	406,100		Jan. & July	'71-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext).	600,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95
Loan of 1860	602,000	6	" "	"	1880	96½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	65
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1878	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,706,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	83½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1895	88
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £380,550	1,841,362	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	89
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	92½
Camden and Atlantic:						
1st Mortgage	499,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	499,000	7	April & Oct.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1847 for $350 000	$250,000	6	Feb. & Aug.	Philadelphia.	1867	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	91½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st Mortgage (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	108
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1865	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1873	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	6	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1885	73
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1862	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	90
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	102½
1st Mort. (C., R. I. and P. R. R.)	6,600,000	7	" "	" "	1900	97
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1860	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1885	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'80	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,000	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	80
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	103
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $16,000,000	.....	7	April & Oct.	New York.	1903	73½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	243,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $300,000	573,800	6	June & Dec.	Boston.	1876	100
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	56
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1862	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	808,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,580,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	800,000	7	Jan. & July.	New York.	1893	91
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1892	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1896	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	95
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	87
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1960	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	6*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,438,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1883	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	91
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1886	110½
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	431,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1864	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	101½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1894	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	114
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1868	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	600,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1888	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	300,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	91½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	90½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	75½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	114
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	91
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	102
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	96¾
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	90
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,990	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	36
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	62
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	90½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'90	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	73
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	96
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	92
Chattel Mortgage	377,365	10	April & Oct.	"	1887	106
2d Mortgage	274,500	7	— & —	"	18—	87
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1886	85½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	89
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	96½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	77½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '68 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	408,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	96
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'78	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	846,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	— & —	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	— & —	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85½
2d Mortgage	4,000,000	7	" "	"	1901	80½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1840	2,656,800	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.) Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	68½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,899	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,000	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	162½
2d Mortgage	937,500	7	" "	"	1868	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1851	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	99½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	70
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	74
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1906	78
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494.000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage (Enlarged)	990.000	6	" "	" "	1884	....
Income Bonds	138.500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238.000	6	March & Sept.	Philadelphia.	1883	63½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4.319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1876	96½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	76
1st Mortgage, endorsed by Balt.	200.000	6	" "	"	1890	94½
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W. Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	79
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1890	....
Wills Valley:						
1st M. for $1,060,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	696,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1863	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4.375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767.222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384.162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89
Convertible Loan	1,201,850	6	" "	"	1877	72
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	84½
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,980.670	6	Jan. & July.	"	1882	70½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	68
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
MISCELLANEOUS BONDS.						
American Dock & Improvement Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	98
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	669,825	.....	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7 000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	80.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	.....	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	.....	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va.	21,450,651	3,621,765	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120
Sept. 30, 1865	30.0	—	....	—					Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—					Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.*...Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—				80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated	5½ months only.)	.....	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	151
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,067	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	25
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,088	234,805	8	500	131½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,566,462	435,780	10	100	137
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,827	193,811	3,380,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	86,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,350	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—					Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated	by Grand Trunk)	.....	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0					Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	15
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,928	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	64
Nov. 30, 1867	13.8	—	....	—					Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated	by West Jersey.)	.....	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	22
Sept. 30, 1867	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0					Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—					*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,866,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,308	10	100	111½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. and Ohio.)	.....	888,080	.....	—	100	33½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—					Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,660	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)	.....	.....	.....	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	'00	140
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,436,027	6,197,729	2,721,851	15	100	172
ec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—					Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)		.....	.....	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,158.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	76
M 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	107½
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	'00	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	'00	....
Dec. 31, 1867	20.5	6.7	4.3	—					Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin.and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentucky.)		.....	.....	—	100	....
Jun. 30, 1867	98.0	26.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin.and Laf.		.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated	by Cin., H. and D.)		183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....						
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	304.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	76						
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	—	—	8	100	....						
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.Ohio & Penn.	3,884,080	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	100½						
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	84						
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	609,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	102						
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	26,670,000	—	—	—	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	89						
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....						
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	72½						
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont.New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....						
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961 700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90						
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	128						
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	—	—	—	100	....						
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	.....	.....	200,000	80,000	.....	—	14.6	.....	.....	.....	40,291	18,088	—	100	....						
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	—	53.0	(Op	ened Dec.	1867.	—	—	—	100	....						
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania.Maryland.	1,703,498	955,719	—	—	1,500,000	898,000	—	—	37.0	252,679	.....	.....	479,937	114,627	—	50	....						
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,046	.....	.....	517,391	77,243	8	50	....						
Dec. 31, 1867	24.0	—	2.5	—	6	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	—	9,628	24.0	64,670	.....	.....	156,756	11,292	—	100	....						
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....						
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....						
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	788,000	204	—	42.0	745,040	1,200,926	.....	147,475	80,348	—	100	....						
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	—	—	(Leased	to Phila;	W. & B.)	—	—	6	100	....						
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	125						
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....						
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....						
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,199	—	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....						
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	100						
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....						
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	—	—	—	—	54,660	—	—	—	—	—	—	—	—	—	—	100	....						
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	—	—	89,800	168,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....						
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,324	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	118						
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Delawa	re.)	—	—	—	100	....						
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	39 ,550	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	—	23,553	6	50	....						
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....						
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶.Tenn. & G.	3,466,211	*	273,910	138,944	2 369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....						
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....						
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	1,175,000	—	—	—	—	1,162,545	—	—	47.0	.....	.....	.....	—	—	—	100	....						
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central	.)	—	25,000	5	100	....						
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central	.)	—	165,000	5	100	60						
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	40						
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....						
Dec. 31, 1867	13.0	—	....	97 0	....	....	....	....	European and North American ¶..Maine.	—	—	—	—	—	—	—	—	13.0	.....	.....	.....	—	—	—	100	....						
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(C	onstructe	d by th	e Provin	cial Gov	ernment.)	—	108.0	.....	.....	.....	161,136	30,812	—	100	....						
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,706	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....						
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	—	—	—	—	—	—	—	—	8.0	—	—	—	—	—	—	100	....						
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	328,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....						
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....						
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,288,518	1,101,444	354,744	9	100	131						
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,42	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....						
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	875,660	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,068	Pas 4,648	—	100	....						
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....						
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	98,962	393,752	815,500	551,002	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....						
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	....						
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	—	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....						
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	406,461	—	—	100	....						
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80						
Dec. 31, 1867	—	20.0	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	—	—	—	—	—	—	100	....						
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....						
Dec. 31, 1867	887.5	—	....	—	298	219	86	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....						
July 31, 1867	229.0	95.5	....	—	94	133	20	1,398	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565 835	16,668,039	8,661,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....						
Dec. 31, 1867	143.3	21.0	....	—	25	14	2	58	Greenville and Columbia ¶ ...S. Carolina	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	187,245	—	100	....						
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,870	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972, 47	12,965,380	19,922,754	1,716,270	516,270	—	100	91						
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	18,000	1,182,560	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	—	133,284	7	50	111½						
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	225						
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	—	122.4	373,152	12,126,637	.....	766,361	.....	—	100	....						
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....						
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,642,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....						
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria.....Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....						
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,881,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	127						
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....						
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*.....Illinois.	31,328,473	*	8,458,199	1,775,608	21,415,780	10,544,500	7,602,000	—	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	143						
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....						
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	50	30						
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	50	....						
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....						
Jun. 30, 1867	13.0	—	....	....	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....						
Oct. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400 000	150,000	.....	—	11.0	.....	.....	.....	37,144	17.165	—	50	....						
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94 904	—	100	....						
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,863	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219.245	—	100	....						
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alton.)	—	152,927	7	100	95						
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Central	.)	—	—	8	100	....						
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	—	—	—	155,250	800,000	—	—	—	13,792	.....	.....	75,263	82,185	—	100	....						
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	—	—	—	—	—	1,208,000	—	—	99.0	—	—	—	—	—	—	100	....						
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	—	—	—	—	—	—	100	....						
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶...Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....						
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	.....	.....	.....	.....	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	.....	.....	.....	.....	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opened Jan. 1, 1868, & operates by L. C & N.Co.			(Open. Jan. 1,'68)		—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,469,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	268,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29 360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8,267	.....	(Operated by Louisv. Cinc. and Lex.)			45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operated in connection with Col. & Xenia.)			493,219	157,247	9	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	100	....
Oct. 31, 1867	28.3	3.0	24.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased to Phila. and Read.)			.....	.....	4	50	92½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operated by Louisv., Cinc. and Lex.)			103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)			.....	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	.....	.....	.....	.....	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)			.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	591,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operated with Concord.)			.....	.....	9	100	130
Mar. 31, 1867	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned and operated by Conc.)			50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	678,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	120
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358 549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	88½
Dec. 31, 1867	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	.....	.....	.....	.....	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased to West Jersey.)			59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	65
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	8	50	114
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	.....	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429.653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1.500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	5.0	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,788	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,723	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	94½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	51,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Jun. 30, 1867	172 5	—	4.7	—	20	4	2	151	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,606	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Bedford and Taunton.....Mass.	500.000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	New Brunswick and Canada ¶ ..N. Brune.	2,500,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	.....	.....	.....	.....	107.0	73,809	.....	2.744.092	79,781	26,269	—	100	....
Oct. 31, 1867	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	14.9	(Operated by Phila. & Wilm.)		F.W.&C.)	178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142.167	.....	6.0	(Owned & operated by Phil., W. and B.)			13,294	.....	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	132
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	—	5.0	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,366	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	120
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	460	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	140
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	85
Sept. 30, 1867	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			.....	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1865	223,0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)				12,560	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	802,057	377,206	55	50	72
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	96½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	111
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	.....	26,201	159,100	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	91
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0	.....	.....	.....	(9 mos.)	155,098		22,699			....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	70
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6-3	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	29½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,509,246	599,882	—	50	80½
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	96½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	50	72
Dec. 31, 1867	9.1	—	....	—	.....	.....	.....	.....	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	....
Sept. 30, 1867	23.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	—	.....	.....	222,987	716,000	3,387	.....	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	.....	283.0	1,405,586	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	328
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	106½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	50
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	134
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	97
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore. Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	111
Jun. 30, 1867	150.0	6.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati. Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,266,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	110½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)			.....	.....	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	99½
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	—	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	—	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9-2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,890	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	—	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	33
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	.....	209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	49
Dec. 31, 1866	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	(Completed Jan. 1, 1868.)			.....	.....	—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)			.....	.....	.....	.....	54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	.....	.....	.....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	.....	.....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	[illegible]	226,900	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	[illegible]	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	—	50	42½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	[illegible]	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,218	.....	54.0	143,124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1868	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	[illegible]	.....	.....	135.0	164,118	1,922,936	5,093,900	363,824	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	.....	.....	.....	869,450	[illegible]	.....	.....	—	(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	.....	.....	.....	100,000	37,860	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.0	.....	.....	.....	.....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	—	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	—	.....	.....	438,300	—	.....	.....	—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	668,801	938,430	245.0	609,871	.....	.....	1,316,006	618,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	62,909	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	1.0	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.6	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.									91.0	.....	.....	.....	.....	.....			
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	228,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	1,006,963	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	*	.....	.....	196,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	(Leased to Cinc., Dayton and	Eastern.)		—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	.....	(Leased to Housatonic.)			1,276,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	267,300	.....	.....	.....	13.2	(Leased to Housatonic.)				31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,969,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	609,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90½
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,916,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,906	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			3,809,353	1,022,471	—	100	55½
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operated by Vt & Mass., & T. & B.)			509,582	188,393	—	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned by railroads centring in Troy.)				19,208	7	100	....
Oct. 31, 1867	20.4	—	....	....	53	14	4	1,045	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)				32,000	—	100	....
Dec. 31, 1867	550.0	—	....	....	6	2	1	118	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—	....
Dec. 31, 1867	100.0	—	....	....	29	20	—	771	*Union Pacific* (Central Branch) ..Kansas.	6,600,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	—	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	6,600,000	*	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	962,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	(Leased to Vermont Central.)					8	100	101½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	64
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	1,221,886	*	.....	.....	516,164	703,300	.....	.....	.....	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	204.0	9.5	....	—	...	...	...	....	Virginia and Tennessee ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	672,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,215,144	554,511	107,648	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	172,577	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operated by Erie.)			458,606	155,926	7	100	....
Dec. 31, 1867	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	(In hands of receiver.)								23.0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	375,680	165,280	—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,962,368	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	5,000,000	*	(Built by State.)			4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	...	...	...	....	Western North Carolina..North Carolina.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	.....	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	.....	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	6,066,874	897,463	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	161.0	580,688	4,917,350	.....	775,075	128,659	—	50	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	.....	.....	(Under construction.)		200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford..N.C.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,164	134.0	(Leased to Boston, Concord and Montreal.)			224,357	27,441	6	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	600,000	*	.....	.....	300,000	203,333	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	(Leased to Balt. and Ohio.)				27,000	—	100	....
										293,230	.....	.....	.....	317,050	52,000	24,180	.....	.....	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
									CANALS, &c										(Leased to Northern Central.)						50	....
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	39
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal..Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	130
Dec. 31, 1867	48.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5	.....	.....	.....	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	.....	247,603	8	50	57½
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,816	136,275	109.2	.....	.....	.....	1,099,013	.....	6	50	20
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	155,872	42,170	—	50	28
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	33,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—		8,800	7,396	6.8	—	87
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	62½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94			9.0	—	98½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,638	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,648	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,500	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,528,225	1,250,000	—	183,198	736,709	129,635	10	—	64½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	60
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	0.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	38,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	30½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	808,870	200,000	24,000	117,842	368,351	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	27.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,643	—	100	—
30 Sep. '67	10.70	—	—	—	37	Broadway (Brooklyn)	286,561	200,000	35,000	10,015	107,786	28,744	8	100	—
30 Sep. '67	16.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,488	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep. '67	5.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep. '67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	5½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,968	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	22.00	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	6	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	280,000	—	300,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,600	2,900	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	197,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,600	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep. '67	5.38	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,048	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,178	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50.000	1,184945	222,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	—
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep. '67	4.25	—	—	4	—	V. Brunt st. & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,396	2,267	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westerv'liet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,670	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	28	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	25½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	33½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	2	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	47
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	3.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	255,307	—	—	93,888	23,343	3	50	22½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,835	120,500	53,300	—	40,799	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,468	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408.156	105,448	18½	50	49
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	73
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	unoer tain	—	—	—	208,884	84,648	—	50	16½
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	—	West Philadelphia	479,706	375,000	100,000	—	281,058	50,892	10	50	65½
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	5,500	12,119	1,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,800	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	289,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1894	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1893	—
Brook yn and Rockaway					
1st Mortgage	85,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	496,000	7	J. & D.	1870	—
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1873	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1893	86
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	100,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	96
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1900	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1893	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	105
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	60
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	69
Chicago and Alton, pref.	2,425,400	7	10	139
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	78½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	85
Erie, preferred	8,536,910	7	7	60½
Hannibal and St. Joseph, pref.	5,253,836	...	...	92½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	63½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	25
" " 2d pref.	4,051,744	6	...	10
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	106
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	84
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	62
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	70
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	6	6	....
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	37½
Mariposa Mining, pref.	5,774,400	7	7	20

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	40 — @ 43 —
Pig, American, No. 1 (good to best)		40 — @ 41 —
Pig, American, No. 2		37 — @ 38 —
Pig, American, Forge		33 — @ 34 —
Bar, Refined, English and American		90 — @ 95 —
Bar, Swedes, assorted sizes	(gold)	82 — @ 87 —
		Store Prices.
Bar, Swedes, ordinary sizes		— — @155 —
Bar, English and American, Refined		95 — @100 —
Bar, English and American, Common		— — @ 90 —
Scroll		130 — @175 —
Ovals and Half-round		125 — @155 —
Band		130 — @ — —
Horse Shoe		130 — @ — —
Rods, ¼@3-16 inch		105 — @165 —
Hoop		135 — @190 —
Nail Rod	per lb.	— 9½@ — 10½
Sheet, Russia, assorted No.'s	(gold)	— 10½@ — 11½
Sheet, Single D. and T. Common		— 5½@ — 7
Rails, English	(gold) per ton.	51 — @ 52 —
Rails, American		79 — @ 81 —
Anvils, Eagle	per lb.	— — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 18 @ — 23
English Spring (2d and 1st quality)		— 10 @ — 12½
English Blister (2d and 1st quality)		— 11½@ — 20
English Machinery		— 13½@ — 16
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Nails		— — @ — 42
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— 26 @ — 26
Bolts, Yellow Metal		— — @ — —
American Ingot		— 24½@ — 24½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 30
Straits	(gold).	— — @ — 27
English	(gold).	— 26½@ — 27

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 8 37½@ 8 50	11 25 @ 11 75
I. C. Coke	7 — @ 7 50	9 75 @ 10 50
Coke Terne	6 — @ 6 25	8 50 @ 8 75
Charcoal Terne	7 75 @ 8 25	10 75 @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 19
Crude, 40 @ 47 gravity (in shipping order)		— — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 24 @ — 32
Refined, Standard White (in ship'g order)		— — @ — —
Refined, prime White (in shipping order)		— 33½@ — —
Refined, S. W. (in merchantable order)		— 35 @ — 32
Naptha, Refined, (60 @ 63 gravity)		— 32 @ — 13
Residuum	per bbl.	— — @ 4 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)
English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Atlantic M. S. S. Co.	....	....	21	....	....	
Boston, Hartford & Erie	....	....	....	....	....	
California 7s (gold)	....	....	....	....	....	
Canton Co.	48	47	47½	....	48	....
Central of N. Jersey	114½	113½	113½	111	111	110½
Chicago & Alton	140	....	....	....	....	....
.. pref.	....	....	....	139	139	....
.. 1 M.	....	....	....	....	....	102
.. S. F.	....	....	....	....	....	....
.. Inc. bds.	....	....	....	....	92	....
Chicago, Burl. & Q.	170	172	....	....	....	....
.. 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	76	75½	75½	75½	76½	77
.. pref.	78	76½	76½	76½	79	78½
.. 1st M.	92½	....	....	91½	....	....
.. Interest	....	....	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	106½	105½	....	106	107½	107½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	97½	97½	....	....	97
Clev., Col., C. and Ind.	75½	....	....	....	....	....
Clev. and Pittsburg	84½	....	....	82	....	83
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
.. 4 M.	80	....	....	....	....	....
.. Con.	....	....	....	....	....	....
Clev. and Toledo	101½	101	101½	101½	102	102½
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	....	....	....	....	....
.. 1 M.	....	....	73½	....	....	73½
Cumberland Coal pref.	37	36	36	36½	36½	37½
Del. & Hudson Canal	132	131	132	131½	130½	130
Del., Lack. & Western	....	....	....	....	....	125
.. 1 M. 7s	....	....	98	....	....	....
.. 2 M. 7s	....	....	98	....	....	....
Erie Railway	....	38	39½	40½	40	....
.. pref.	....	....	....	60	60½	....
.. 1 M. 7s, 1867	....	....	....	....	....	....
.. 2 M. 7s, 1879	....	....	98	....	....	....
.. 3 M. 7s, 1883	....	....	92	91	92½	....
.. 4 M. 7s, 1880	....	....	87	....	....	87
.. 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	78	....	....
Hudson River	....	125½	125	....	....	127
.. 1 M. 7s, 1869	....	....	....	....	....	....
.. 2 M. S. F.	....	....	....	....	....	....
.. 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	144½	....	143½	144½	143	....
.. bonds	....	....	....	....	114	....
Lake Shore (C., P. & A.)	100½	99½	100	100½	100½	100½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	22½	....	....	....	25
Michigan Central	....	118½	....	118½	....	120
.. S. F. 8s, 1882	....	....	....	....	....	....
.. conv. 8s, '60	....	....	....	....	....	....
M. S. and N. I.	86	84½	85½	85½	....	86½
.. 1 M. S. F.	97	....	....	98	97	97
.. 2 M.	....	....	....	91	....	....
Mil. and P. du Chien	....	....	....	....	....	....
.. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	....
.. 1st M.	....	....	....	....	....	....
Milw. and St. Paul	64½	63	....	....	64	....
.. pref.	82½	82½	81½	82	83½	84½
.. 1st mort.	....	....	....	....	....	93½
.. 2d mort.	....	....	....	....	....	....
.. 8s	....	102½	102½	102½	....	....
.. 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	89½	89½	89½	89½	89½	90
.. H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	91	....	95	....	....	94½
.. 1st mort.	....	....	....	96	96½	96½
.. 2d mort.	....	....	....	....	....	....
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central	124½	123½	....	124½	125½	125½
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 7s, conv. '76	....	....	....	....	....	....
.. 6s, S.F. 1883	....	....	92	....	....	....
.. 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	120	....	....	....	....
.. pref.	120½	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. Y. and N. Haven	....	140	....	....	....	....
N. Carolina 6s	64½	64½	64	62	64½	65
.. new	62½	61½	61½	59	60	62
Ohio and Miss.	29½	29½	29½	29½	29½	30
.. pref.	....	....	....	....	....	....
.. 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	114½	113½	113½	111½	112½	112½
Panama	....	....	....	....	....	....
Phila. and Reading	....	96½	96½	96½	97½	....
Pitts., Ft. W. & Chicago	111	109½	109½	109½	110½	....
.. 1 M.	....	....	103	103½	....	103
.. 2 M.	....	....	....	....	....	100½
.. 3 M.	93½	....	93½	93½	....	....
Quicksilver Mining Co.	21½	21½	....	21½	21½	22½
St. L., Alton & T. H.	....	....	....	....	....	....
.. pref.	....	....	....	62	....	....
.. 1 M.	....	....	....	....	....	....
.. 2 M. pref.	....	84½	....	84½	....	....
.. Income bds.	....	....	....	....	....	....
Tennessee 6s	69	68½	68	67½	66½	68½
.. new	68½	68	67½	65	65½	68½
Tol., Wab. & Western	56½	55½	55½	54½	55½	55½
.. pref.	....	70½	....	....	....	70
.. 1 M. ex.	....	....	....	....	....	....
.. 2 M.	....	83	....	83	....	....
.. Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	55½	55	55	....	55	....
.. new	....	57	57½	57½	57	58½

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	118	118	
U. S. 5s, 10-40s, coup	105½	....	105½	105½	105⅝	105⅝
U. S. 5s, 10-40s, reg	103⅜	103⅜	103⅜	103⅜	....	
U. S. 6s, 1881, reg	....	....	109¾	....	....	109⅞
U. S. 6s, 1881, coup	114⅞	....	....	....	114⅛	114⅜
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	106½	....	106½	....	106⅝	
U. S. 6s, 5-20s, c. 1862.111	110⅜	110⅜	110½	110½	110⅝	
U. S. 6s, 5-20s, reg. '64	107	....	....	106½	106	
U. S. 6s, 5-20s, c. 1864.107	107	107	107	107	107½	
U. S. 6s, 5-20s, reg. '65.106⅞	107	....	106½	....	....	
U. S. 6s, 5-20s, c. 1865.108	107⅞	107⅞	107⅞	107⅞	107⅞	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.110⅛	110⅛	110	110	110	110⅛	
U. S. 6s, 5-20s, reg. '67	....	105⅞	....	106	....	
U. S. 6s, 5-20s, c. 1867.110⅛	110⅛	110⅛	110⅛	110⅛	110⅛	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110⅛	....	110⅛	110⅛	....	
U. S. 6s, Pac.R.R.issue	99½	99¼	....	99	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 15.

	W. 9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Catawissa	11	....	....	....	....	....
.. preferred	....	30	29½	....	....	
Camden and Amboy	128½	128¾	129	129¾	130	129¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	93½	....	92½
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	42½	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	28½	28½	28	28½	28	28¼
.. 6s, 1884	....	....	....	....	83	82
.. Gold L	93½	93½	93½	93	93	89x
.. R. R. L	....	....	....	....	84	84
Lehigh Valley R. R	55½	55½	55½	55½	55½	55½
.. 6s new	91½	....	....	....	91½	91½
Little Schuylkill R.R	....	....	46	....	....	46¼
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	57½	57	57
Morris Canal	....	....	29	....	....	....
.. pref	....	....	72	72	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	36	....
.. 6s, 1880	91½	92	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1857	....	....	....	....	....	108½
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	54½	54½	53⅞	53⅞	53¾	53⅝
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	104	104½	....	....	....	....
.. 6s, 2d series	....	106½	....	....	....	....
.. 6s, 3d series.107¾	....	....	....	....	107¾	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	97	....
.. new	100	....	100½	....	....	100½
Philad., Germ. & Nor	....	67	....	....	....	67
Phila. & Reading	49½	49	48⅜	48⅜	48⅜	48⅜
.. 7s, 1893	....	....	....	....	105	....
Philadelphia and Erie	....	....	25	....	....	25
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	70½
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	57½	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	47	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	49	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 15.

	W. 9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Baltimore City 6s, 1875	93½	93	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	94½	94¾	93½	....	....	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	120	....	120	....	
.. bonds, 1875	....	....	....	95	....	
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	94½	94½
Marietta & Cin. 1st M	90¼	90½	....	....	90	....
.. 2d M	....	....	73¾	....	73½	73½
Northern Central	48½	....	48½	....	48½	....
.. bonds, 1885	....	....	....	....	....	85½
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	90½	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Albany	....	150½	....	150½	151	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	137	137	137	....	
Boston and Providence	134½	....	134	....	....	....
Boston, Hartford & Erie	26	24	24	23⅞	24½	25
.. 7s, new	....	....	....	....	....	....
Cheshire, pref	....	68	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	....	....	....	....
Fitchburg	....	131x	130½	....	131	....
Manchester & Lawr'ce	....	....	....	....	....	130
Michigan Central	....	....	....	120½	....	120
Northern, N. H	....	112	....	112	111	111
Ogdens. & Lake Champ	....	69½	....	....	70	....
.. pref	....	....	....	....	....	....
Old Colony & Newport	....	....	95¾	....	96	96½
Ph., Wil. & Baltimore	....	55½	....	55½	....	55½
Portl'd, Saco & Ports	....	99	99⅜	....	99½	99½
Vermont & Canada	....	....	101½	101	....	101½
Vermont & Mass	....	....	62	64	....	....
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	62½
Cambridge ..	....	....	98½	....	....	....
Metropolitan ..	....	....	....	....	....	64½
Middlesex ..	....	....	....	....	....	60
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	16½	17	16	15⅝
Franklin ..	....	15½	14	....	....	14½
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	3	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	8½	8	....	8	8
Pittsburg ..	....	....	....	....	....	13½
Quincy ..	....	18¾	19	....	20	....

London Stock Exchange.

	Closing Price. Nov. 20.	Nov. 27.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	60 — 65	63 — 68
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	63 — 68
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	39 — 40	39 — 40
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — [illegible]
Erie shares 100 dol. all paid	30 — 31	26½ — 27⅛
Do. sterig. 6 p. c. convertible bonds	68 — 70	68 — 68½
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	95½— 96½	96 — 96⅜
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	89 — 91	89 — 91
Philadelphia and Erie 1st mort. 1861	89 — 91	89 — 91
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, December 19, 1868.

Stock Exchange and Money Market.

There has been a gradual increase of activity in money, growing chiefly out of the drain of currency to the West and South, for pork packing and cotton forwarding operations, which has made a very unfavorable impression on the city bank reserves, cutting down the legal tender averages nearly five and a half millions, and the deposits half a million on the last return, and continuing to operate against their resources in these important items. Some of the banks have been less liberal of aid because of their diminished facilities, for making advances, even in a temporary form. Private lenders have been enlarging their dealings of mercantile paper, finding employment for large balances in this way, in the absence of sufficient inducements at the Stock or Gold Boards, to justify them in purchasing stocks or gold for a rise. The inquiry from borrowers has been more urgent on the basis of full seven per cent. on call, and 7@9½ per cent. per annum in the discount form. The banks last week added nearly 3⅞ millions to their loan and discount averages, but have been restricting their operations in this line, since Monday. They reported a gain of about 1½ millions of specie, on their last weekly exhibit, with a contraction of their circulation to the amount of about $49,000. The recent change of order from the Treasury Department, requiring the Collectors of Revenue to make their deposits primarily with the Sub-Treasuries throughout the country, tends to concentrate the funds of the Government in its New York and other prominent offices, chiefly at New York, and it has also made necessary the transfer of money to the office here, for account of the National Banks of the interior, heretofore acting as depositories of revenue. This, however, will prove only a temporary inconvenience, as it is not the purpose of the Secretary, to let his New York accumulation of currency, above a reasonable working balance, remain long idle. The cash balances of the Treasury Department on the 1st inst., were $106,679,321, against $113,873,019 on the 1st of November. Of the reserve on the 1st inst., $18,253,946 were in currency. This currency reserve has since been reduced to about 16 millions. To the coin reserve which was $88,425,375 at the beginning of the month, some addition has since been made. The currency reserve on the 1st of November, was only $10,465,033, while the coin reserve was up to $103,407,986. Government disbursed some 24¼ millions of interest in November, and nearly 11½ millions more on account of civil, naval, military, and interior branches of the public service, same time, yet closed the month with an addition to its currency balances of about 7¾ millions, while reporting a decrease of only about 15 millions in its coin balances.

The specie reserve of the city banks is now $19,140,788, against $14,866,848 same time last year. The city bank deposits are now $189,337,415, against $177,044,250 week ending Dec. 7, 1867. The legal tender reserve amounts to $54,015,865, against $54,954,308 same time last year. The circulation now stands at $34,205,906, against $34,118,911 same time last year. The loans are now $263,360,114, against $246,327,545 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $97,509,745 a day, against a daily average of $105,855,566 the preceding week, and $102,590,560 the week ending with Nov. 26, 1868. The current week's exchanges average about $95,000 a day. The city banks, last week, gained $1,496,514 of specie, while they lost $506,402 of deposits, and $5,476,611 of legal tender notes. They increased their loans $3,868,239; and reduced their circulation, $48,858.

Washington advices intimated that the National Banking act will probably be so amended or modified during the present session of Congress, as to give to the Comptroller of the currency full power to call on the National Banks of the country for a statement of their business, at any date which he may see fit to name, retrospective or otherwise. Such an amendment would guard against the manipulation of the assets and liabilities of the banks at the approach of quarter-day, as under the prevailing policy; would tend to place banking, under national authority, on a more stable and trustworthy basis; and would effectually prevent the periodical spasms in money, resulting from the sudden calling in of loans by the banks in order to make a creditable, even though an utterly deceptive exhibit to the Comptroller, which has been the experience of the

country almost from the introduction of the existing system.

National Bank notes to the amount of $131,330 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $311,151,736, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $11,294,736, leaving, with the existing 1,629 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,857,000. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,721,900; and for the public deposits, $36,729,350—making a total of $378,451,250. The Treasury Department last week redeemed and destroyed $344,000 of worn and mutilated fractional currency, and issued $357,207 of new. The outstanding amount of fractional currency on the 1st of December, was $33,875,268, against $33,418,985 on the 1st of November, 1868.

The U. S. Sub-Treasury receipts, week ending with Dec. 12, were $9,785,820, including $1,438,373 from customs duties; payments, $6,174,851, including $509,000 of coin interest; balance at the close of the week, $89,091,980, against $88,482,011, at the close of the preceding week, showing an increase of $609,969. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,137,430 including $261,344 from customs; and payments, $3,601,517, including $54,000 of coin interest; on Tuesday, receipts, $945,961 including $345,000 from customs, and payments, $553,592, including $38,436 of coin interest. The balance at the close of business on Tuesday stood at $91,020,262, against $90,613,293 a week previous; and $87,568,657, on Nov. 25, 1868.

The outstanding amount of coin certificates on the 1st of Dec., was $23,255,840, against $19,716,840 on the 1st of Nov., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,235,000, and retired $1,858,373 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during November, reached $7,658,840.

Government revenues have yielded lightly, since our last. The excises, last week, yielded about $3,000,000; customs at the port of New York, $1,438,373, and at the outports about $500,000 (in coin) more, making the grand total income for the week equal to about $4,942,650 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $67,000,000, according to the latest Washington advices.

Gold has been comparatively steady, during the week, the extremes having been 135@136¼, and the closing figures on Wednesday 135⅛@135¼. The dealings in it have been on a moderate scale, chiefly speculative. The *bull* interest has been enabled to prevent any serious depression of the price, even in view of the impending heavy disbursements of 1st of January coin interest on the public debt. They have been aided in this effort by the condition of the foreign exchanges, the prices of which have remained for some time at a point very nearly justifying gold shipments; and also by apprehensions of the action of Congress on financial questions. The strength of the exchange market is, of course, owing to the state of business and commerce; and till produce, or produce bills, come to market in larger quantity than of late, it will remain strong. The financial bill of Senator Morton has been likewise used to keep up the gold premium; as it has been interpreted in Wall street as favoring an advance in price. Since Jan. 1, foreign goods to the specie value of nearly 237 millions have been imported into this port. In the same period, the produce exports hence have been to the currency value of about 159 millions; and the specie exports about 70 millions. With gold at 135, the currency value of our imports would be about 320 millions. On the same basis of calculation, our aggregate exports (produce and specie) would be equal to about 253 millions of lawful money. This would show an apparent balance against us of 67 millions of our currency. The trade of the outports has doubtless materially diminished this adverse balance. Sufficient of a debt, however, is believed to have resulted from the year's foreign commerce of the country, to account for the present buoyancy of exchange, and firmness of gold. It is expected, however, that the outflow of cotton alone will speedily adjust the difference, if any really exists.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,822,508, against $3,058,048 same time last year. The customs demand for Gold last week, averaged $233,562 a day; thus far, this week, it has been equal to $253,000 a day, or equal to a weekly aggregate of $1,518,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $5,467 and from California, $91,214. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $112,710,321, against $114,216,410 same time in 1867. At the port of San Francisco, $7,869,739, against $7,120,706 last year.

The total receipts of California gold at this port, since Jan. 1, 1868, have been $34,099,137, against $26,485,700 in 1867, showing an increase thus far in 1868, of $7,613,437. The exports of specie, from this port, last week, were $483,329, against $1,705,420 same week last year; total, since Jan. 1, 1868, $69,837,000, against $47,093,994 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $509,000; since Jan. 1, 1868, $81,674,517, against $61,501,595 same time in 1867. The specie exports from San Francisco, from Jan. 1, to Nov. 30, were $32,179,651, against $34,961,784 same time last year.

Foreign Exchange has been generally firmer in price and in fair demand, on a restricted offering of prime bills. Bankers' prime sixty day bills on London closed on Wednesday at 109⅜@109⅝, and on Paris to 5.20c.@5.16¼; sight bills on London to 109⅞@110⅜, and on Paris to 5.13¾c. @5.12½. The offering of produce bills has been rather limited this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,202,177, against $3,249,109, same week last year; total, since Jan. 1, 1868, $160,094,442, against $182,927,943 in 1867.

Government securities have been quoted a trifle cheaper, since our last, and have been in quite moderate request, chiefly for investment purposes. The offerings of bonds have been comparatively light at the slightly reduced figures. The net public indebtedness was $2,539,031,844 on the 1st Inst., against the reported net aggregate of $2,527,129,553 on the 1st of November, which would show an apparent increase in the national obligations, during the month, of $11,902,292. But in the Nov. 1, exhibit, the Department did not include the interest on the debt which accrued on that day, and which it paid off during November, to the amount of $24,205,000. Adding this sum, to the reported aggregate on Nov. 1, would make the actual debt on that day, $2,551,334,552. Deducting the net debt of $2,539,031,844 as officially reported for December 1, would show that, instead of an addition of $11,902,292, there was an actual liquidation of $12,302,708, during the past month. The statement of Dec. 1, was regarded as less unfavorable than had been anticipated.

U. S. sixes of 1881 closed here on Wednesday at 114½@114¾; U. S. Five-twenties of 1862, 110½@110¾; U. S. Five-twenties of 1864 at 107⅛@107¼; U. S. Five-twenties of 1865 at 107¾@107⅞; U. S. Five-twenties of 1865, consolidated, 110⅛@110¼; U. S. Five-twenties of 1867, 110⅓@110¼; U. S. Five-twenties of 1868, 110⅛@110⅝; U. S. Ten-forties at 105¼@105½; U. S. Six per cent. currency bonds, 99⅜@99½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 2.	Dec. 9.	Dec. 16.
Consols	92⅝	92½	92½
U. S. 5-20's of 1862...	74½	74½	74½
Erie	27	26¼	27½
Ill. Central	96	96¼	96¼

Stocks have been rather more active and on the whole, stronger in price, since our last, closing, however, feverishly and heavily, under the increasing activity in money. Dealings in State bonds have been more extensive, particularly in the North Carolina and Tennessee, prices of which have fluctuated widely, closing buoyantly.

General business has been on a moderate scale in the line of domestic produce. Prices of Breadstuffs and Provisions have been quoted firmer as a rule.. Middling upland cotton closed actively on Wednesday at 25¼ cents per lb. The stock of cotton now here is estimated at about 31,000 bales. The receipts at the port this week, have averaged about 3,200 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 764,500 bales, against 629,000 bales same time last year; exports, same time 379,000 bales, against 287,000 bales same time last year; stock on hand at latest dates, 252,500 bales, against 255,000 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 22,945 pkgs., against 12,196 pkgs., same time last year. At the Live Stock market, this week, Beeves have been in good demand at from 10@17½c. per lb.; week's receipts, 6,683. Veal calves have been in more request at from 9½@13c. per lb.; receipts, 895.

Sheep and lambs actively sought after at from 4¼ @7½, and 5½@9c. respectively, per lb.; receipts, 32,978. Swine, less active at from 8½@8¾c. per lb., all live weight; receipts, 31,774. Foreign merchandise has been in moderate request at generally firm and buoyant prices. The total imports of foreign dry goods, last week, were $834,765 and the total amount marketed $847,-023. The value of foreign merchandise imported last week, was $2,171,735—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,006,500, against $4,598,351 same week last year; from Jan. 1, 1868, $236,008,854, against $230,864,270 same time in 1867. The ocean freight market has been less active, and rates have been quoted easier. For Liverpool we quote flour at 2s.@2s. 6d. by sail, and 3s.@3s. 6d. by steamer, per bbl.; grain at 5½d.@6d. by sail, and 6d.@6½d. by steamer, per bushel; cotton at ⅝d.@⅞d. by sail, and ⅜@½d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 35s.@50s. steamer, per ton. Total number of vessels in port on Wednesday, 482.

The New York exports, exclusive of specie, for the week ending Dec. 15, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,249,109	$3,202,177
Prev. reported.....	179,678,834	156,892,265
Since January 1.....	$182,927,943	$160,094,442

The imports for the week ending December 12, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$918,280	$834,765
Gen. merchandise.....	3,680,071	2,171,735
Total for the week.....	$4,598,351	$3,006,500
Previously reported....	226,265,919	233,002,354
Since January 1.....	$230,864,270	$236,008,854

The balance in the Sub-Treasury on Wednesday was $91,423,034 98.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Mississippi consol. bonds, 89; St. Louis and Iron Mountain 1st mort., 86½; Great Western 1st mort., 1888, 90; Galena and Chicago 1st mort., 100; New York and New Haven 6s, 96; Toledo, Peoria and Warsaw 1st mort., E. D., 84; American Dock and Imp. Co., 7s, 98; Hannibal and St. Joseph, 91; do., pref., 92¼; Stonington R. R., 83; Georgia 6s, 80; Louisiana 6s, 60¼; Alabama 8s, 88; Ohio 6s, 1881, ex-int, 100¼; Kings County (N. Y.) 6s, 93; Mariposa, 5; do., pref., 19½; Adams' Exp. Co., 48¾; American Exp., 44; Merchants' Union Exp., 16; Wells-Fargo Exp., 25; U.S. Exp., 45¼; Boston Water Power Co., 14¼; Western Union Telegraph, 86¾; Central National Bank, 110½; American Ex. Bank, 113¾; Bank of Commonwealth, 115; Fourth National Bank, 105½; Bank of Commerce, 124½; Tenth National Bank, 101; Phœnix Bank, 108; Bank of Republic, 121; Bank of New York, 140; Mechanics' Banking Ass., 117; St. Nicholas Bank, 111; Bank State of New York, 112; Metropolitan Bank, 146; Merchants' Bank, 125; Ninth National Bank, 113; Bennehoff Run Oil, 0.65; Consolidated Gregory gold, 4.80; Central petroleum, 0.41; Lehigh and Susq., 0.50; New York Gold, 1.25; Owshee Mining, 25.00; Pit Hole Creek Oil, 1.00; Quartz Hill Gold, 0.75; Rutland Marble, 16.50; Smith and Parmalee Gold, 3.50; Wallkill Lead, 0.12.

Philadelphia.—Phila. and Erie 7s, 80¾; Warren and Franklin 7s, 85; Camden and Atlantic pref., 22; Morris Canal Boat Loan, 84¾; Lehigh Nav. Con. loan, 72; Keystone Zinc, 1¼; Ocean Oil, ¾; Clinton Coal, ¾; N. Y. and Middle Coal Fields, 4; St. Nicholas Coal, 1; N. Carbondale, 2½; Butler Coal, 7; Coal Ridge, 6½; do., pref., 22; Mechanics' Bank, 31½; Farmers' and Mechanics' Bank, 123½; Bank of North America, 247. The latest quotations are: City 6s, 97 @97½; do., free of tax, 100¼@100½; State 5s, reg., 100@100¼; do., coupon, 95@98; do., 6s, W. L., 101@101½; do., 1st series, 104¾@ 104⅞; do., 2d series, 106@106½; do., 3d series, 107¼@107¾; Reading, 48¾@48½; do., 7s, 1893, 104½@105; do., 6s, 1880, 91½@92; Camden and Amboy, 129½@129¾; do., mort. 6s, 1889, 92@92½; do., 1883, 88@89; Penn. R. R.,53⅞@54; do., 1st mort., 100¾@101¼; do., 2d mort., 95½@96; Little Schuylkill R. R., 45½ @46; Morris Canal, 30@30; do., pref., 70@71⅞; do.,bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 13½@14½; do., 6s, 57@60; Sch. Nav., 9½@10; do., pref., 20@20½; do., 6s, 1882, 70@70½; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 42½@45; do., 7s, 1873, 93½@—; do., 5s, 60@63; Lehigh Coal and Navigation, 28¼@28¾; do., 6s, 1884, 82@ 82¼; do., R. R., Loan, 83½@84; do., Gold Loan, 88⅞@89; North Pennsylvania, 35@36; do., 6s, 90@92; do., Chattle 10s, 108½@108¾; Philadelphia and Erie, 24¾@25; do., 6s, 85¾@87; Minehill, 57@57½; Catawissa, 9@11; do., pref., 29⅞@30¼; Lehigh Valley, 55⅜@55½; do., 6s, new, 90¾@91; Fifth and Sixth streets, (horse,) 34 @37; Second and Third, 47@49; West Philadelphia, 66@67; Spruce and Pine, 23@23; Green and Contes, 33½@36; Chestnut and Walnut, 46½@49; Thirteenth and Fifteenth, 16@17; Girard College, 25@26¼; Tenth and Eleventh, 65 @—; Union, 41@43; Hestonville, 10@10¾.

Boston.—Burlington and Missouri River R. R. 7s, 88½; Vermont Central 1st mort. 7s, consol., 78; Central Pacific R.R. 7s, 1883, gold, 108; do., 1884, State Aid, ex-coupon, 108¼; Boston and Lowell 6s, 1879, 98¾; Connecticut and Pass. Rivers R. R. 1876, 100; Union Pacific R. R. 6s, gold, 97¼: Ogdensburg and Lake Champlain Equipment 8s, 102; Western R.R. 6s, 1875, 98⅞; Eastern R. R. 6s, 1874, 96¾; Rutland and Burlington 1st mort. 7s, 162½; Cape Cod R. R., 64; Cincinnati, Sandusky and Cleveland R. R., 150¼; Summit Branch R.R., 26¼; Boston Water Power Co., 13¾; Cary Imp. Co., 7⅞; Vermont 6s, 100; Maine 6s, 1889, 99⅞; Connecticut 6s, 99½; New Hampshire 6s, 1877@1878, 97⅞; Massachusetts 6s, 5-20s, currency, 100¾; do., 5s, 1880, gold, 107; St. Louis 6s, gold, 102: Chicago 7s, River Imp., 98¼; do., W. L., 98½; Cincinnati 7 3-10s, 10-20s, 102¼; do., 1898, 102½; Boston 5s, 1877@ 1883, gold, 109¼; do., 6s, 1874@1876, currency, 101¼; Albany 6s, 1891, 94½; Portland 6s, 1882, 94; Cook Co., Ills., 7s, 96½; Salem 6s, 1893, W. L., 100; Boston Gas, ex-div., 800; Boston National Bank, new, 110¼; Blackstone National Bank, 133¾; Bunker Hill National Bank, 125¼; Columbian National Bank, 118½; Eliot National Bank, 109½; Hamilton National Bank, 123; Hide and Leather National Bank, 96½; Merchants' National Bank 115¼; Market National Bank, 110¼; National Bank of Redemption, 118; New England National Bank, 130; Old Boston National Bank, 69; State National Bank, 111; Suffolk National Bank, 120¼; Third National Bank, 124½; Traders' National Bank, 102½; Union National Bank, 130; Webster National Bank, 109¾; Allouez Mining Co., 6¾; Hancock, 4; Hungarian, 40c.; Madison, 35c.; Native, 62½c.; Rockland, 1; South Side, 50c.; St. Clair, 30c.; Winthrop, 35c.

Baltimore.—Virginia 6s, old, reg., 46; do., coupon, 56; do., 1867, reg., 49; Maryland Defense Loan, ex-int., 96¼; Memphis City 6s, 53¼; Western Maryland 2d mort., pfd., 60; Richmond and Danville bonds, 68¾; Orange, Alexandria and Manassas R. R., 72; Baltimore Copper, 49; Franklin Bank, 14¼; Union Bank, 59½; Bank of Commerce, 26¼; Mechanics' Bank, 11¼; People's Bank, 17. The latest quotations are: Balt. and Ohio, 119¾@120; do., 6s, 1875, 95@96; do., 1880, 95¼@96; do., 1885, 94@94½; Northern Central, 48@48¼; do., bonds, 1885, 85½@ 86½; do.,1900, 83½@84½; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 95@97; do., 2d mort., 90@90½; do., 3d mort., 1873, 90@91; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 90@90½; do., 2d mort., 72¾@73¼; Central Ohio, 31@33¼; do., 1st mort., 84@84; Western Md. 6s, 1890, 75@—; do., guar., 91@94; do., 2d mort., guar., 90@91; Richmond and Danville bonds, 68½@68¾; Baltimore 6s, 1875, 92¼@ 93½; do., 1886, 95@95; do., 1890, 92¼@92⅞; do., 1893, 94@95; do., 5s, 1838-'70, 80@80; City Passenger R. R., 18½@19; George's Creek Coal, 66@75; Santa Clara, 1.50@3.00; Atlantic Coal, 2.50@2.75.

BANKING AND FINANCIAL.

☞ TO CAPITALISTS AND INVESTORS.

The First Mortgage Bonds of the ROCKFORD, ROCK ISLAND and ST. LOUIS RAILROAD COMPANY pay the Principal and Seven per Cent. Interest, 1st February and 1st August, in GOLD COIN, *free of Government tax.*

A limited amount only of these bonds will be sold at 97½ and accrued interest in currency, by bankers and brokers, agents of the Company in different parts of the country, and at the office of the Company, No. 12 Wall st., New York.

Government and other approved Securities received in exchange at full market rates.

Pamphlets giving full information sent on request.

H. H. BOODY,
Treasurer.

☞ The Richmond *Inquirer* says that arrangements have been made by which the July interest on the State debt, and which was not paid when due, will be paid on the first of January. The total amount of the debt is, in round numbers, $40,000,000. Of this sum about $10,000,000 in registered bonds and $2,500,000 in coupon bonds are held in the State. The balance is held by parties outside of it. It will require $700,000 to pay the interest to be paid on the 1st of January.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States November 1, and December 1, 1868:

DEBT BEARING COIN INTEREST.

	Nov. 1, 1868.	Dec. 1, 1868.
Five per cent. bonds	$221,538,400.00	$221,538,400.00
Six per cent. bonds of 1881	283,677,300.00	283,677,300.00
Six per cent. Five-twenty bonds	1,602,312,250.00	1,602,570,400.00
Total	$2,107,577,950.00	$2,107,836,100.00

DEBT BEARING CURRENCY INTEREST.

Six per cent. Pacific R. R. bonds	$42,194,000.00	$44,337,000.00
Three per cent. certificates	58,325,000.00	58,140,000.00
Navy pension 3 p. ct.	14,000,000.00	14,000,000.00
Total	$114,519,000.00	$116,477,000.00

MATURED DEBT NOT PRESENTED FOR PAYMENT.

Three years Seven-thirty notes, due Aug. 1, 1867, June and July 15, 1868	$2,956,950.00	$2,478,450.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, Aug. 1, Sept. 1 and 15, and Oct. 1 and 15, 1868	5,128,310.00	4,224,920.00
Bonds (Texas indemnity)	256,000.00	256,000.00
Treasury notes, (acts July 17, 1861, and prior thereto)	151,611.64	149,361.64
Bonds April 15, 1842, Jan. 28, 1847, and March 31, 1848	487,500.00	435,500.00
Treasury notes, March 3, 1863	445,492.00	445,492.00
Temporary loan	314,860.00	243,160.00
Certificates of indebtedness	13,000.00	13,000.00
Total	$9,753,723.64	$8,245,883.64

DEBT BEARING NO INTEREST.

United States notes	$356,021,073.00	$356,021,073.00
Fractional currency	33,413,985.42	33,875,268.17
Gold certificates of deposit	19,716,840.00	23,255,840.00
Total	$409,151,898.42	$413,152,181.17
Total debt	$2,641,002,572.06	$2,645,711,164.81

AMOUNT IN THE TREASURY.

Coin	$103,407,985.77	$88,425,374.54
Currency	10,465,033.47	18,253,946.13
Total	$113,873,019.24	$106,679,320.67
Debt less cash in the Treasury	$2,527,129,552.82	$2,539,031,844.14

By comparing this with the statement of November 1, it is shown that the debt bearing coin interest has increased $258,150; the debt bearing currency interest has increased $1,958,000; the matured debt not presented for payment has decreased $1,507,840; and the debt bearing no interest has increased $4,000,282 75—making the increase in the total debt since November 1, 1868, $4,708,592 75. The amount of coin in the Treasury during the same period has decreased $14,982,611 23, and the amount of currency has increased $7,788,912 66—leaving the amount of debt less cash in the Treasury December 1, $11,902,291 32 more than on November 1.

☞ Mr. T. Henry Perkins, who formerly owned a controlling interest in the South Shore Railroad, has sold his stock and resigned his position as President of the road. The parties who purchased the stock have elected Onslow Stearns as President of the road. Mr. Stearns is now President of the Old Colony Railroad, and will fill both positions at present.

From the Indianapolis Journal, Dec. 12th, 1868.

Railroad Consolidation.

The Cincinnati *Commercial* says it is rumored that the Ohio and Mississippi Railroad and the Jeffersonville Railroad are about to be consolidated.

In Indiana Railroad circles the impression has been general that the Ohio and Mississippi Railroad recently purchased the franchises of the defunct Fort Wayne and Southern Railroad, with the view of building a branch from North Vernon to the Louisville bridge at Jeffersonville. This branch road, if built, would run nearly parallel with, and often in sight of that portion of the Jeffersonville Railroad lying South of Seymour, penetrating very little new territory, and commanding no trade that might not, so far as the public can judge, be enjoyed by the Ohio and Mississippi Road, by means of her existing connections with Louisville.

The New route via North Vernon contemplated by the Ohio and Mississippi Road would shorten the line of travel between Louisville and the East only eleven miles, while at the same time it would increase the distance between Louisville, St. Louis and the West by the same line, eighteen miles.

At present the Railroad business between the Falls of the Ohio and Cincinnati, and with the East by way of that city, is done by the Jeffersonville railroad and the Ohio and Mississippi railroad conjointly—Seymour being the point of transfer, and the mail boats running between Louisville and Cincinnati. These boats having facilities for carrying passengers and freight cheaper than the railroads, always command the lions share of business between the above named points. The annual gross receipts of throuhg business by both lines, rail and river, between Louisville and Cincinnati, does not exceed six or seven hundred thousand dollars. In a few months the branch of the Louisville and Frankfort railroad will be opened to Covington, Kentucky, and enter the lists for this same business, and having the shortest line by nearly thirty miles, will be a competitor not to be regarded with indifference. New lines are continually being built and opened to the public to compete for the business between the East and Southwest, offering increased facilities for the carrying of freights and passengers far in excess of the most sanguine expectations of the increase of business. In face of all this, outside parties would be puzzled to see what object the O. & M. road could have in building a new road costing perhaps a million and a half of dollars which at best could not command more than its share of business, already overdone, and which in view of additional competition in the immediate future, is certain to become less remunerative. Any differences between the two companies will be terminated by the consolidation, and the new company will be in position to command a large business and give the public increased facilities at reasonable charges. One prosperous railroad being of more benefit to a community than a half dozen bankrupt ones. Indianapolis will receive some benefits from this consolidation, as it will open a new line between this city and Cincinnati, via North Vernon, as soon as the Ohio and Mississippi road shall complete the narrowing of their guage; while the business between this city and Louisville would not be materially effected, except by the diversion of through business at Seymour, East and West via the Ohio and Mississippi Railroad. This consolidation if carried into effect, is truly, as the *Commercial* remarked, a master stroke on the part of President Griswold. It makes him master of the situation, as it will give him the control of the only approach to the Ohio Falls Bridge at Louisville, which forever puts an end to a ruinous competition for Northern and Western business out of that city, and places him in a strong position to compete for the Eastern business. ***

Pacific Railroad.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

At the date of my last annual report you had accepted four hundred and ninety miles of the road and telegraph line of the Union Pacific Railroad Company, and the commissioners were then engaged in the examination of an additional section of twenty miles. Since that date, including said twenty miles, 330 have been accepted. The commissioners have submitted reports upon four additional sections, amounting to 100 miles.

By a report from the government directors it appears that the expenses for operating the road for the year ending September 30, 1868. were $3,213,565. The amount received from passengers during the same time was $1,109,501, of which $130,239 was from the United States. The amount received from freight was $3,077,330, of which the government paid $550,759.

This Department, on the 25th of September, represented to you that the time had come for such revision. Brevet Major General Governeur K. Warren, United States Army; Jacob Blickensderfer, Jr., of Ohio, and James Barnes of Massachusetts, were appointed commissioners for that purpose. The first is an accomplished officer of the corps of engineers, the other gentlemen are civil engineers of large experience, and are reputed to be thoroughly versed in the science and practice of their profession.

The commissioners' report has just been received. The trust confided to them appears to have been executed with intelligence and fidelity. A description of the location of the road is given. The elevation at Omaha is 946 feet above tidewater, and at the head of Great Salt Lake 4,315 feet. The sum of the ascents going westward is 12,995 feet, and the consequent sum of the descents is 9,626 feet. They are of the opinion that the location of the road as a whole, and in its different parts, is upon the most direct, central and practicable route, but that the line is not in all respects well adapted to the ground, as there are points where the full capabilities of the country have not been developed, and others where, in its details, the location is radically wrong. This has been occasioned by a desire to diminish the cost of work by the introduction of more and sharper curves than the circumstances require, although the saving in cost was but small in comparison to the permanent injury of the road. The commissioners are of opinion that the line, as built, should not be permanently adopted, and that economy and the best interests of the road require alterations and improvements to be made.

The road, when examined, was built 890 miles from Omaha. Its construction, so far as excavations and embankments were required, was remarkably easy. From Omaha to a point 535 miles west there are no rock excavations, and the natural surface of a great portion of the intermediate country presents nearly practicable grades. From the latter point to the end of the track the work is less than on Eastern roads of the same length and the most difficult parts are light in comparison with roads in the Alleghany mountains. There is but one tunnel. It is on the bank of St. Mary's creek, 230 feet in length.

The rolling stock of the road consists of 117 locomotives, 19 first class and 8 second class passenger cars, 15 baggage, 442 box, 1,227 flat, 43 coal and 72 caboose cars, besides hand and other cars suited to special purposes. The locomotives are well constructed and the number on hand probably sufficient for the present wants of the road. An additional number will be required for that part of the road where the line is open for through traffic. The cars are equal to those on the best roads, and the accommodations for the care, maintenance and repair of the rolling stock are now sufficient to meet current demands, but must be enlarged from time to time to meet the increasing necessities of the road.

The Commissioners submit the following estimate of expenditures which will be required to render the first 890 miles of the road equal to a

fully completed first class railroad. No allowances are made for work in progress or materials or equipments ordered or reported to be *in transitu* for delivery or already delivered except so far as they are placed in position in the structures themselves—$6,409,550.

The following estimate is furnished by the Commissioners of the cost of constructing and fully equipping the road from the mouth of the Weber canon to the head of Great Salt Lake—$3,515,550.

As the actual cost of this road is a matter of public interest, I deem it proper to present, in a condensed form, the estimates submitted, on the 14th inst., by Jesse L. Williams. He states that the cost of the road as shown on the books of the railroad company is, of course equivalent to the contract price per mile. The actual cost to the contractors forming an association which embraces most of the larger stockholders of the company, is shown only by their private books, to which the government directors have no access. The calculations were, therefore, made from the most accurate available data and the estimated cost of the first 710 miles of the road was taken as the basis for computing that of the whole line. Should the road, as is expected by the company, form a junction with that of the California company, near the northern extreme of Great Salt Lake, a little west of Monument Point, its length would be about 1,110 miles. The cost of locating constructing and completely equipping it and the telegraph line is $38,824,821 an average per mile of $34,977.

The government subsidy in bonds for that distance at par amounts to $29,504,000, an average per mile of $25,580. The company's first mortgage bonds are estimated at 92 per cent. and would yield $27,143,680. The fund realized by the company from these two sources amounts to $56,647,680, being an average per mile of, $51,-034, exceeding by $16,056 the actual cost of constructing and fully equipping the road, and yielding a profit of more than $17,750,000.

The Central Pacific Railroad Company, of California, have constructed 390 miles of their road and telegraph line, of which 296 were constructed and accepted since my last annual report. This company filed a map of the definite location of their road from Humboldt Wells via the head of Great Salt Lake, to the mouth of Weber canon. On the 15th of May last I gave my "consent and approval" to the location as far as the head of Great Salt Lake, a distance of 140 miles. Subsequent surveys corrected and improved the unaccepted part of the line, and on the 14th they filed a map and profile from the head of Great Salt Lake to Echo Summit, to which location I gave my "consent and approval."

The company state that their earnings for the six months ending June 30, 1868, were, from passengers, $145,048, and from freight, $264,410. Their expenses for the same period were $157,063, and their indebtedness at that date, $26,862,727, of which the sum of $7 340,000 was on account of bonds issued by the United States in aid of the construction of the road.

On the 13th ultimo special Commissioners Sherman Day, United States Surveyor General of California; Brevet Lieutenant Colonel R. S. Williamson, United States Army, and Lloyd Tevis were appointed to examine the roads and telegraph lines of the Central Pacific Railroad Company of California and the Western Pacific Railroad Company. They were instructed to report in regard to the location, road-bed, cross-ties, track laying, ballasting, rolling stock, repair shops, station buildings, culverts, bridges, viaducts, turnouts and all other appurtenances of the roads, and the amount of expenditure required to render them, so far as built, equal in every respect to fully constructed first class railroads. No report has been received.

At the date of my last annual report the Union Pacific Railway Company Eastern division had constructed 305 miles of their road and telegraph line, and 285 miles thereof had been accepted. Since that date 88 9425-1000 additional miles have been constructed and accepted.

The amendatory act approved July 3, 1866, authorized this company to designate a new route and file a map thereof. They were required however to connect with the Union Pacific at a point not more than fifty miles westerly from the meridian of Denver, in Colorado. Their right to bonds was limited to the amount they would have received had the road been constructed on the original route to the one hundredth meridian of longitude. No acceptable survey had been made from Fort Riley to that meridian; and as the department was not officially advised of the exact distance between those points, Brevet Major C. W. Howell, Captain of Engineers, United States Army, was, at my request, assigned, on the 8th of June last, by the Secretary of War, to make such survey. He executed the duty and submitted a report under date of September 28, 1868. He determined the distance to be 258 9,425-10,000 miles. He also ascertained that the meridian is 9,300 feet west of the point designated by the Union Pacific Railroad Company. This survey was approved by you. The distance for which the company was entitled to bonds is 393 and 9,425-10,000 miles. The following summary is made from their report:—They have constructed and operated the road 405 miles west of the initial point. It has been provided with round house accommodations, repair shops, turn tables, water tanks, sidings, &c., to meet the immediate wants of business, and the necessary warehouses and depot buildings have been erected at the stations for the accommodation of passengers and freight. The equipment is as follows:—Twenty-nine locomotive engines, twenty-one passenger and 878 other cars. The aggregate earnings from September 1, 1867, to August 31, 1868, were $1,878,588, and the expenses $1,247,816, leaving the net earnings $630,771. The average length of road operated during the year was 331½ miles, and the average earnings per mile $5,666. Surveying parties in examining the routes of the thirty-second and thirty-fifth paralleles, have discovered on the latter a practicable route westward from Albuquerque to the Pacific. It crosses the Colorado river south of Fort Mohave, and thence runs westward to the city of San Francisco, through Tehachepah Pass of the Sierra Nevada Mountains, which is only 4,020 feet above the sea. The highest point is in the San Francisco Mountains, 7,464 feet. The entire line is exempt from obstructions by snow, and traverses a country rich in mineral wealth and abounding in timber and coal. Surveys have also been made from Fort Mahove, on the Colorado river, to San Diego, and from Fort Wallace, Kansas, via Puntia Pass and San Louis Park, to Albuquerque. The cost of surveys in 1867 and 1868 was about $225,000.

Sixty-nine and one-half miles of the road and telegraph line of the Sioux City and Pacific Railroad Company were completed, equipped and excepted in March last. About thirty one and a half miles, necessary to make a connection with the Union Pacific Railroad, are under contract and in process of grading. The iron has been purchased and is in transitu. The company has secured a water front of about one mile on each side of the Missouri river, and has contracted for a steam ferry to pass the cars over the river.

The indebtedness of the company is represented to be $3,299,801.

The amount received is given as $96,699; operating expenses, $53,184.

The company have six first class locomotives ninety-nine passenger and other cars in use. They expect to have the whole line of road completed and in operation next month.

No track has been laid by the Western Pacific Railroad Company within the past year. They, however, reported on the 15th of September last that the grading of the unfinished part of the road would be completed and ready for the track in a few months.

No portion of the Northern Pacific Railroad has been constructed. The company report that surveys have not been continued during the past season for want of a military escort to protect surveying parties.

In 1867, two lines were run from Lake Superior. One commencing at the west end of the lake and the other at Bayfield. The first, following a westerly course, crosses the Mississippi about twelve miles above Crow Wing; thence runs south of and near to Otter Tail lake, and, pursuing the same general course, intersects the Red river at a point between Fort Abercrombie and the mouth of the Sioux Wood river. The second follows a southwesterly course for fourteen miles to Pleasant bay; thence westerly to within eighteen miles of Superior; thence its course is direct to the Mississippi, crossing that river at St. Cloud; thence northwesterly up the Sauk Valley to the Sioux Wood river, a little south of where it joins the Otter Tail river. Both of these lines have such a direction on approaching the Red or Sioux Wood rivers that when continued westerly they will pass to the south of and near the Cheyenne river in Dacotah. The distance of the first is 232 miles and its estimated cost $7,967,000, being an average per mile of $34,357. The distance of the second is 317 miles and its estimated cost $11,815,-000, being an average per mile of $37,236. The alignment is favorable on both routes. The maximum gradients will not exceed thirty to forty feet to the mile and are of limited extent. Upon the Pacific side the surveys were confined to an examination of the Cascade range, with a view to ascertain the relative elevation add practicability of the passes. Three were found, the Cowlitz or Packwood, 2,600; the Snoqualmie, 3,030, and Cady's 4,800 feet above the level of the sea.

The Southern Pacific Railroad Company report that they have surveyed only that portion of their line lying between the towns of San Jose and Gilroy, in the county of Santa Clara, a distance of thirty miles. The grading is rapidly progressing. The iron has been purchased and is *in transitu*. They expect to complete this thirty miles of road by the 1st of April, 1869. Their capital stock is $1,800,000, of which $72,000 has been actually paid in, and their indebtedness $480,000.

The following statement exhibits the amount of United States bonds issued to the railroad companies:—1,793½ miles, nearly $44 337,000.

The act of July 13, 1868, authorized the sum of $6,500, appropriated by the act of March 3, 1865, to be applied to the completion of the bridge over the Dakota river, on the line of the wagon road between Sioux City and the mouth of the Big Cheyenne. A superintendent was appointed in August last and the bridge is in process of construction.

Union Pacific Railroad.

The following is a copy of a letter addressed to Hon. O. H. Browning, Secretary of the Interior, by Mr. James Barnes, one of the Special Commissioners appointed to examine the line, etc., of the Union Pacific Railroad. Mr. Barnes says:

In the report of the Special Commissioners appointed to examine the Union Pacific Railroad, it will be noticed we have omitted to take into account the amounts expended by the company or appropriated for construction, material, rolling stock, station houses, &c., &c., which were, at the time of the making our examination, either in process of completion or *in transitu* or contracted for, our instructions not appearing to contemplate such investigations. It will also be observed that many of the estimates necessarily involve gradual expenditures, which a true regard for economy will extend over a number of years after the road is opened, while some of them are contingent upon a prospective amount of traffic, which is entirely a matter of judgment, and in relation to which actual results only can establish the necessity. I would beg to be permitted to state that for my own part I did not intend the improvements, to which the report alluded, should be at once supplied, or to suggest that the Government should still further secure their accomplishment by withholding any large proportion of its promised assistance. The work already completed, in progress and under contract constitutes, in my

opinion, an ample security for the improvements suggested by your Commissioners, as, well as for the good faith of the managers of this great enterprise, and it would be to me a matter of grave regret that I should be considered as having given authority, by assenting to the resort to any measures on the behalf of the Government which will retard the early completion of the national work.

Journal of Railroad Law.

COMMON CARRIERS.—WHAT BAGGAGE THEY ARE OBLIGED TO CARRY—WHEN LIABLE FOR LOSS OF FREIGHT ON PASSENGER TRAIN—WHO HAS AUTHORITY TO CHECK BAGGAGE.

In the recent case of Minter *vs.* Pacific R. R. Co., [41 Mo. 503] just published, the facts will sufficiently appear in the following opinion of

WAGNER, Judge.—Plaintiff brought his action in the court below against the defendant, as a common carrier, for the value of a piece of carpeting, alleged to have been delivered to the defendant for transportation from St. Louis to Kansas city, and by the defendant lost. The defendant denied that the carpeting was ever delivered to it, and on this fact issue was joined. The facts appear to be that, on or about the 20th of October 1865, plaintiff came to defendant's passenger depot at St. Louis, Missouri, having with him a trunk and the piece of carpeting in controversy; that, having purchased a ticket to his destination in Kansas city, he demanded of the defendant's agent for receiving and checking baggage at the depot a check for the trunk which was given, and at the same time asked for a check for his carpeting, when the agent told him that "it was unnecessary," that "he would strap it on the trunk; one check would do for both; it would go safely." Plaintiff then delivered the same to the baggage agent, who took them into his care and custody, but it was lost in the course of the transit and never returned to plaintiff. The trunk went safely and was duly delivered. The defendant resisted a recovery exclusively on the ground that the agent had no authority to receive the carpeting to be carried by the passenger train, and that it should have been taken as freight to another and distinct depot and carried on another train. It also introduced in evidence its instructions to baggage men, by which they were prohibited to check or receive any articles of freight or merchandise on passenger trains. On the above facts the court gave judgment for the plaintiff.

A delivery to a servant or duly authorized agent of a common carrier, who is in the habit of receiving packages, is unquestionably to be considered a sufficient delivery—Aug. on Car. § 146. But to make the common carrier responsible as such, the delivery must be made to a servant who is instructed to receive the goods and not to a person engaged in other duties—Aug. § 129. In Blanchard *vs.* Isaacs, 3 Barb. 388, a coat was delivered to the driver of a stage coach by a person not a passenger, to be delivered to another in a different place, but nothing was paid for the transportation of the coat, and the driver refused to put it upon the way bill, saying that he had no right to do so; and there was no proof that the coat ever came to the possession of the proprietor of the stage or any of his agents; it was held that there was no delivery of the coat to the proprietor, and that he was not responsible as a common carrier for the loss. The driver of the stage coach had no authority to receive the coat, and hedistinctly informed the owner of the fact. It was not put upon the way bill nor was it taken as baggage, because the person to whom it belonged was not a passenger. Under the circumstances the proprietor was clearly not liable, and the owner knowingly sent the coat at his own risk. When there is no special contract, a common carrier is only bound to carry the passenger, with such baggage as the traveler usually carries, comprising clothing and such articles as are generally taken along for personal convenience—Aug. on Car. § 115; Sto. on Bail. § 499. But if the traveler takes with him other articles, which do not come strictly within the denomination of baggage and exposes them to view, so that no concealment is practised, and the carrier chooses to treat them as personal baggage and carries them accordingly, and a loss occurs, he will be responsible therefor—Great Northern Rail. Co. *vs.* Shepherd, Eng. Rail. Cas. 310.

Will the fact that the company instructed the baggage master not to receive or check any article of merchandise on the passenger train exonerate them from liability? It is not pretended that the plaintiff had any notice of such instruction, or that the agent was not acting within the general line of his duty. The general rule is that "If a servant is acting in the execution of his master's order, and by his negligence cause injury to a third party, the master will be responsible although the servant's act was not necessary for the proper performance of his duty to his master, or was even contrary to his master's order"—Smith on Mast. & Serv. 157. And so Story lays down the law, that the act of the agent binds the principal in all cases where the agent is acting within the scope of his usual employment, or is held out to the public, or to the other party, as having competent authority, although he has, in the particular instance, exceeded or violated his instructions, and acted without authority (Sto. on Ag. § 448; and by the application of these elementary rules to railroad companies, it has been held to make no difference in regard to the liability of the company for the act of the servant, while acting in the due course of his employment, that he did not follow their instructions either general or special—Derby *vs.* Phil. & Read. R.R., 14 How. (U. S.) 468.

Now, the right of the plaintiff to recover here, is because the carpeting was placed in charge of the baggage master to be transported to Kansas City. The company had entrusted to their agent authority to receive and check baggage, and had also given him power to determine what property came within that class, or description of property. The agent, in the usual and ostensible scope of his employment, received the carpeting without hesitation, and said that one check would answer for both the carpeting and the trunk; that he would strap them together and they would go safe, This was a complete reception by and delivery to the company. The plaintiff was not apprised or notified that it was against any law or regulation of the company for the article to be carried on the train on which he took passage; the person authorized and appointed for that purpose received it willingly, and any private order or instruction given by the company to its agents as to what articles should be received and checked for, could not exonerate it from liability or impair the right of the plaintiff. The disobeying of orders on the part of the servant cannot be allowed to work an injury to innocent third persons.

Judgment affirmed. The other judges concur.

Nashville and Northwestern Railroad.

The Tennessee Legislature has passed a resolution providing for the return to the stockholders of the Nashville and Northwestern Railroad, which at present, is in the hands of a receiver, being about $400,000 in arrears on its interest account. This action of the Legislature was induced by a proposition from the lessees of the Mississippi Central Railroad, the officers of which propose to lease or purchase the Nashville and Northwest line and advance money to pay the past due interest to the State. They also agree to pay the accruing interest of the company to the State. The Nashville and Northwestern road owe the State about $3,500,000.

☞ The Atlantic and George's Creek Coal Company, of Baltimore, has declared a dividend of 30 cents per share—15 cents to stockholders and 15 cents to contingent fund—payable on and after 10th of January.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was *Resolved*, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

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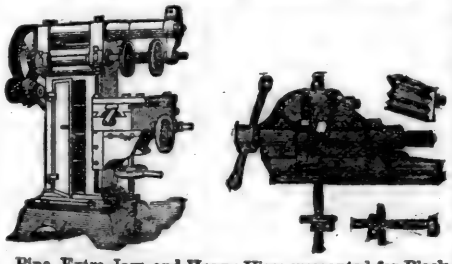
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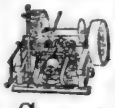


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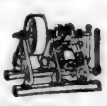
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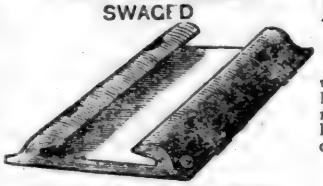
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Notice to Contractors.

GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, Rondout, N. Y., November 13th, 1868.

Proposals will be received at this office until January 2d, 1869, for the Grading and Masonry of the Mountain and Delaware Divisions of this Road. The Mountain Division consists of 23 sections containing 23 miles, commencing at Phœnicia, in Ulster County, and extending to Margaretville, in Delaware County. The Delaware Division consists of 29 sections, containing 29 85-100 miles, commencing at Margaretville, in Delaware County, and extending to Harpersfield Centre, in Delaware County. Map, plans, and specifications will be furnished on and after December 1st 1868, at the Chief Engineer's Office in Rondout. All other information furnished at this office.

6148 THOMAS CORNELL, President.

SALE OF THE UNITED STATES MILITARY ROLLING MILL at Chattanooga, Tennessee.—The Directors of the South-Western Iron Company will receive proposals for the purchase of their Rolling Mill at Chattanooga, Tennessee, erected by the United States authorities, and greatly enlarged and improved since it became private property. The land (comprising 150 acres) and the railroad are now held in fee simple, with brick works, saw-mill, dwellings, and all the appurtenances required for the production of 300 tons of railroad iron per week. The superior character of the works and their admirable location are well known, but a detailed description can be had on application to the undersigned.

The proposals will be opened on the 31st day of December, 1868, and if none satisfactory to the Directors are received, the property will then be sold at public auction, in the City of New York, on WEDENSDAY, the 3d day of February, A. D. 1869, to the highest bidder.

Parties desirous of examining the works will apply to GUSTAVUS W. SMITH, General Manager of the Works, at Chattanooga, and further information may be had on application to the undersigned, at No. 17 Burling-slip, New York.

ABRAM S. HEWITT, Treasurer.
5t48 EDWIN F. BEDELL, Secretary.

To All Whom it may Concern.

Notice is hereby given that the Mead Rubber Company of the City of New York, a corporation duly organized, under and in pursuance of an act of the Legislature of the State of New York entitled: "An Act to authorize the formation of corporations for Manufacturing, Mining, Mechanical, or Chemical purposes," passed February 17th 1848, and the several acts amendatory thereto, will apply to the Legislature of said State, at the next session thereof, for a special act of said Legislature, altering or amending the charter of said corporation, by changing the name of said Company from the "Mead Rubber Company," to the "Star Rubber Company."

Dated New York, November 4th, 1868.

For the Company,
JOSIAH J. BURGESS, President.
W. W. WARD, Secretary. 6t48

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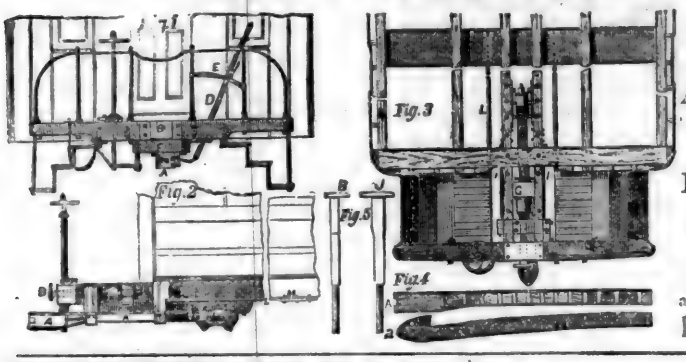
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SECOND QUARTO SERIES, VOL. XXIV., No. 52.] SATURDAY, DECEMBER 26, 1868. [WHOLE No. 1,706, VOL. XLI.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 26, 1868.

The Union Pacific Railroad.

It will be seen by the new advertisement of the Company in another column, that 960 miles of the Union Pacific Railroad have been completed and put into active operation. For 120 miles more the track is graded, and the iron on the ground ready for laying. More than four hundred miles have been built in the season of 1868, and with less than 400 miles now intervening between the rails of the Union Pacific and the Central Pacific Companies, every indication guarantees the opening of the entire line to the Pacific in the early summer of 1869. The earnings for the year ending June 30, were more than four million dollars, on an average of 472 miles in operation; and the earnings for the last five months were $2,886,870. These amounts are so largely in excess of the liabilities of the Company on account of interest upon its own First Mortgage Bonds and the Government bonds loaned to it as a subsidy, as to allow of no doubt that all such liabilities will be promptly met when due. The road is well equipped, and large orders have been given for such an increase of rolling stock as will be necessary when to the local trade is added the immense through traffic, which must follow the opening of the entire line. Each section of twenty miles has been critically examined by the regular Government inspectors appointed for the purpose, and reported to the President as possessing all the characteristics of a first-class road. A special commission, appointed by the President in September last, made thorough re-examination of 890 miles, and summed up their conclusions by saying:

"Taken as a whole, the Union Pacific Railroad has been well constructed. The general route for the line has been well selected, crossing the Rocky Mountains at some of the most favorable passes on the continent. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed, are without parallel in history. The country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion, under such favorable auspices."

The evidence of many other able and critical examiners of the road coincides with this testimony to the faithfulness with which the road has been constructed. The First Mortgage Bonds of the Company are now offered for sale at par and accrued interest, at which price they pay a high rate of interest. Both principal and interest being fully secured by the value of the road and the extent of its business, it would seem that no better investment can be offered; and we cheerfully call attention to the facts set forth in the advertisement of the Treasurer of the Company.

New York Central Railroad.

At a meeting of the directors of the New York York Central Railroad Company, held on the 19th day of December, 1868, the following resolutions were passed:

Whereas, This Company has hitherto expended of its earnings for the purpose of constructing and equipping its road, and in the purchase of real estate and other properties, with a view to the increase of its traffic, moneys equal in amount to eighty per cent. of the capital stock of the Company; and whereas, the several stockholders of the Company are entitled to evidence of such expenditure, and to reimbursement of the same at some convenient future period; now, therefore,

Resolved, That a certificate, signed by the President and Treasurer of this Company, be issued to the stockholders severally, declaing that such stockholder is entitled to eighty per cent. of the amount of the capital stock held by him, payable rateably with the other certificates issued under this resolution, at the option of the Company, out of its future earnings, with dividends thereon, at the same rates and times as dividends shall be paid on the shares of the capital stock of the Company, and that such certificates may be at the option of the Company convertible into stock of the Company, whenever the Company shall be authorized to increase its capital stock to an amount sufficient for such conversion.

Resolved, That such certificates be delivered to the stockholders of this Company at the Union Trust Company, in the City of New York, on the presentation of their several certificates of stock, and that the receipt of the certificate provided for in these resolutions shall be indorsed on the stock certificate.

Resolved, That a dividend of four (4) per cent., free of Government tax, is hereby declared, payable on the 20th day of February next, upon the stock of this Company, and also upon the interest certificates of the Company this day authorized.

The interest certificates authorized by said resolutions will be issued to the several stockholders entitled thereto at the office of the Union Trust Company, in the City of New York, where the same will be ready for delivery on the presentation of the stock certificates. Dated Dec. 21, 1868. E. D. WORCESTER, Treasurer.

Railroad from Cobleskill to Cherry Valley.

We learn from the Albany *Journal* that the contract for the construction of this road has been made with the Messrs. Weed, who are just completing the last fifteen miles of the Albany and Susquehanna Railroad. The road is to be completed to Sharon Springs on the first of August, and to Cherry Valley on the first of December next. The whole distance is twenty-one miles, through a most beautiful and rich section of country. There is now, in progress of construction, a road from Utica to Richfield. When completed, as it will be next year, there will only be the distance of fourteen miles, from Cherry Valley to Richfield, to be spanned, to open up, to the East and West, a large area now destitute of all railroad facilities.

☞ A dispatch dated Ottawa, Dec. 21, says the Intercolonial Railway Commissioners advertise for tenders for the construction of four sections of that road—two in Quebec, connecting with the Grand Trunk at Riviere du Loup; one in New Brunswick, near Dalhousie, and the fourth in Nova Scotia. The sections are from twenty to twenty-six miles in length.

Emigration to the South.

PROPOSED CONVENTION OF SOUTHERN RAILROAD MANAGERS.

Superintendent Hulbert, of the Western and Atlantic Railway, proposes that a convention of Southern railroad managers be held in Atlanta on the 4th day of January next to take measures to cheapen transportation to travellers from the North visiting the South to examine the country with a view to immigration. Mr. Hulbert says in his circular:—It is very evident from the tone of the Northern press that there is a strong inclination in that section to sell lands at the prevailing high prices there, and to invest in the cheap lands of the South. This inclination should be encouraged by us as far as practicable. One great restraint upon emigration, or the travel which to a great extent precedes it, is the expensiveness of the trip, as compared with the accustomed Northern rates. To obviate this objection it has been suggested that winter excursion tickets, at half fare, good for any route, be arranged for two or three months this winter on Southern lines, giving the traveller an opportunity of seeing the country by stopping and laying over a reasonable time at such point as might attract his attention. If Southern roads generally would enter into an arrangement of this kind, giving it an extensive and general publicity though the Northern press, it is believed that a large travel would be attracted to our lines which we would otherwise fail to secure, and ultimately result in a large emigration to our section of a skilled and wealthy class of agriculturists and manufacturers. It is presumed that our hotels, with their usual liberality, would heartily concur in the proposed plan and make the same reduction in their charges.

The attention of our railroad managers is being directed to European immigration as a question of deep importance to the great interest entrusted to their sagacity and care, and it is deemed of the utmost importance that some well devised plan be put into immediate action to secure the South its share of the benefits to be derived from the large immigration that is now pouring its wealth of labor and population upon this Continent.

Railroad Connections South of Kalamazoo.

The readers of the *Gazette* will recollect that some weeks since, we noticed the proposed *through route* from Grand Rapids *via* Allegan, Kalamazoo and White Pigeon, in Michigan, and Goshen, Warsaw, Peru, Indianapolis, in Indiana, and thence to Louisville, Kentucky. This project is still in a favorable state of preliminary arrangement, and the prospects are very favorable for its early completion.

The cars are now running from White Pigeon to Allegan, a distance of 62 miles on this through route. The Michigan parties interested in it are devoting nearly all their time and energies to getting the road in running condition from Allegan to Grand Rapids, as the best mode of securing this great through route.

A great part of the work is done between Allegan and Grand Rapids, the iron is purchased and in process of delivery, and the Iron Bridge, over Grand River, is under construction in Cleveland, O.

By looking at the map the reader will see that this line from here to Warsaw, is very direct towards Cincinnati; and he will also notice a Cincinnati railroad running from that city to Hagerstown, Ind., directly towards Kalamazoo.

Leaving a gap from Hagerstown to Warsaw to be filled up, to make this a Southern through route to Cincinnati, as well as a Louisville route.

We notice that a movement is on foot to extend the Cincinnati road still farther in this direction. A meeting was recently held at Wabash, when it was resolved to hold meetings all along the route from Hagerstown to Elkhart. Judging from the character of the gentlemen taking part in the proceedings of the meeting, we should say the prospects of success are favorable.

In case the route from Grand Rapids *via* Warsaw shall succeed, as it now bids fair to do, this extension of the Cincinnati road need not extend this side of Warsaw; from that point direct connections will be made to the pineries, gypsum, fisheries and all other important interests of Western Michigan. The road from Grand Rapids South will probably be constructed and running to Warsaw before the Cincinnati Road can possibly reach that point—and that will give ample northern connections to the Cincinnati route.

Railways of Michigan.

From the report of the Auditor General just published for the use of the State Legislature, and which includes the reports for the year ending December 31, 1867, as the reports for the present year would not be received in time to answer the requirements of the law, the following statistical information is obtained:

The number of railroad corporations from which reports were received last year, as required by law, was 22; in addition to which there were 5 to which blanks were forwarded, but which made no report, as follows: Chicago and Northwestern, Erie and Kalamazoo, (the Toledo and Adrian Branch of the Michigan and Southern Railroad), Grand River Valley, Holly, Wayne and Monroe, and Iona and Lansing. The number of railway corporations which have filed articles of association as required by the laws of 1855, but have neglected to make the annual report required by the same laws, is 44; besides the following, which having been incorporated the present year are not required to render a report for the year in question: Allegan and Holland, Hecla and Torch Lake, Elkhart and Lake Michigan, Howell and Lansing, Jackson, Fort Wayne and Cincinnati, Kalamazoo and Grand Rapids, Lawton, Paw-Paw and South Haven, and the Michigan Air-Line—making a total of 52, or an aggregate of 79 railroads on iron and on paper, and lying in whole or in part within the boundaries of Michigan.—*Detroit Free Press.*

East Tennessee and Georgia Railroad.

The gross earnings of this road for the fiscal years ending June 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$216,269 87	$208,754 34
" freight	270,379 46	251,923 77
" express	19,795 03	15,654 08
" transp. for U. S.	8,914 61	4,053 00
" mail service	12,624 96	16,825 00
" other sources	15,749 67	15,654 32
	$538,733 60	$512,864 51
Expenses, viz:		
Transportation	$63,926 45	$63,400 15
Motive power	75,682 67	115,775 36
Maintenance of way	119,290 52	135,410 08
" cars	38,305 01	46,485 30
General expenses	21,859 85	21,512 96
Equipment	4,700 00	9,162 10
Depot buildings	1,115 12	1,841 69
Extraordinary exp	51,750 83	52,279 40
Real estate	.....	240 00
Taxes	16,280 84	5,761 46
	$392,911 29	$451,868 50
Net earnings	$145,822 31	$60,996 01

From the total expenditures for the year 1868, as given above, deduct extraordinary expenses, $52,279 40; depot buildings, $1,841 49; equipment, $9,162 10: rebuilding engines and cars, $13,100—total, $76,383 19—leaving the amount of actual expenses $375,485 31. A similar deduction in the expenditures of 1867, will leave the actual expenses, for that year, $334,319 06. But it is claimed by the president that there should also be deducted in 1867, the sum expended for rebuilding engines and cars, and new cars, amounting to $18,900, which would leave for actual operating expenses the sums of $305,419 06. The amount of fuel on hand July 1, 1868, was $13,000 in excess of quantity on hand July 1, 1867, reducing the amount of actual expenses during the past year to $362,485 31. The per centage of expenses to earnings in 1867 was 60 per cent., and in 1868, 70 per cent.

During the past and previous years, many things have been carried to general expense account, that properly belong to extraordinary expense account. That this may be better understood, a statement is given of the amount of expenditures which have gone into the permanent improvement of the property of the company from August, 1865, to June 30, 1868, viz.:

For machine shops	$31,860 00
Cross-ties	30,601 20
Bridges	94,084 20
Depots	6,941 18
Cars	42,211 00
Engines	25,000 00
Real estate	8,500 00
Culverts, embankments, ballasting, etc.	28,480 00
Cash paid on old debts	40,308 41
Total	$307,985 99

The whole of which is justly chargeable to extraordinary expense account, when the books show $122,779 14 only charged to this account, from which you will see that $185,206 85 not charged to extraordinary expense account has gone to the improvement of your property and payment of debts. And in this connection it is deemed but just to say that your property has improved fully to the extent of the $307,985 99; this amount having gone into the permanent improvement of the property, as all the rolling stock of every description is in better condition than it was in 1865.

On the 28th of August, 1865, when the road was turned over to us, the old books of the company showed the road and fixture account to be $3,022,938 03. In closing the old books this account was increased by profit and loss account to $3,447,737 63. This loss was mainly in Confederate Bonds and notes on hand at the time the road was turned over to the present managers, less amounts due on dividends, payable in Confederate money; and since the account was transferred to the new books the profit and loss account has been increased $82,754 83. This increase has been caused principally by discount on Tennessee bonds; this will show the cost of the property up to July 1st, 1868, to be $3,530,492 46.

At a meeting of the Directors, March 14th, 1866, a resolution was passed directing bonds of the company to be issued to pay past due coupons on company bonds, in an amount not to exceed $138,000. It was expected that the interest due on endorsed bonds would be funded by the State of Tennessee, but as no special instruction had been given to our Agent at Augusta, he funded a considerable amount of the coupons on endorsed bonds, and under this resolution the company have issued of their bonds for the purpose of funding interest, to June 30, 1868, $142,900, of which $7,000 have been returned, which leaves the sum of $135,900 for which company bonds have been issued.

The company have 19 locomotives, 9 first-class and 4 second-class passenger cars, 4 baggage and mail, 140 box, 43 flat, 1 pay and 1 wrecking cars.

During the past year, 95,000 cross-ties have been purchased, and 80,000 used in the track, 270 tons of worn out rails re-rolled, and 2,500 wrought chairs purchased. The company have 152 tons old rails unfit for use, and will require 60 tons new rails for use during the present winter.

The financial condition of the company at the close of the fiscal years, June 30, 1867 and 1868, was as follows:

	1867.	1868.
Capital stock	$1,289,767 25	$1,290,067 25
Stock scrip	80,229 00	29,929 00
State loan—old	1,037,000 00	1,037,000 00
" new	449,830 00	436.660 00
Company bonds—old	643,000 00	640,000 00
" new	124,900 00	135,900 00
Endorsed bonds	115,000 00	115,000 00
Coupons comp'y b'ds	13,580 00	9,090 00
" endorsed b'ds	.....	12,120 00
Old debts	49,815 96	.....
U. S. income tax	1,127 55	1,211 10
Bills payable	10,377 97	7,412 49
Pay rolls	18,973 18	17,333 38
Due to other roads	19,075 43	17,119 12
" agents	564 34	300 86
" individuals	7,973 61	8,577 40
Earnings and exps	97,401 08	.....
Interest due July 1	.....	68,215 54
	$3,909,065 87	$3,825,936 10
Road and fixtures	$3,466,210 88	$3,530,492 46
State bonds	297,000 00	33,000 00
One endorsed bond	1,000 00	1,000 00
Four State coupons	120 00	120 00
Sinking fund	540 00	540 00
Telegraph stock	750 00	750 00
Express company st'k	.....	5,000 00
State of Tenn. on interest account	.....	1,700 80
Real estate	4,500 00	.....
Post office depart	12,624 96	4,556 25
U. S. Transportation	45,264 75	79,913 76
Southern Exp. Co	1,201 64	469 24
Due from other roads	19 264 91	14,712 45
" agents	7,503 14	12,290 41
" individuals	10,751 82	2,625 63
Funds in New York	.....	95,504 60
" Augusta	.....	3,265 59
Cash	42,333 27	39,924 91
	$3,909,065 87	$3,825,936 10

President.—Thos. H. Callaway.

Directors.—Thos. H. Callaway, Joseph Jaques, C. M. McGhee, R. T. Wilson, Robert Sneed, Daniel Heiskell, Wm. Heiskell, A. G. Jackson, E. W. Cole.

Superintendent.—R. C. Jackson.

Treasurer.—R. M. Fisher.

Post Office Department.

REPORT OF THE POSTMASTER GENERAL.

The ordinary postal revenue for the year ended the 30th of June last, was $16,292,600, and the expenditures during the same period, including service for which special appropriations were made, $22,730,592, showing an excess of expenditures of $6,437,991.

The receipts from postages, as compared with the previous year, show an increase of six per cent., and the expenditures an increase or 18 per ct.

The ordinary expenses, not including mail transportation for which special appropriations were made, were $21,555,592, and the receipts, including the amount drawn under the acts making appropriations for carrying "free mail matter," were $20,092,600, showing an excess of expenditures of $1,462,991.

The receipts of the department were: From postages, $16,292,600; the amounts drawn from the Treasury under acts making appropriations for "carrying free matter," $3,800,000, and under the acts making special appropriations for "overland mail and marine service between New York and California," $1,125,000; "steamship service between San Francisco, Japan and China," $125,000; between the "United States and Brazil," $150,000; for "carrying the mail on routes established by acts passed during the first session of the Thirty-ninth Congress," $486,525, and "for preparing and publishing post route maps," $10,000, making the receipts from all sources $21,989,125. The expenditures of all kinds were, as above stated, $22,730,592, showing an excess of expenditures over receipts of $741,466, for which a special appropriation will be required.

The revenue account stated by the Auditor differs from the foregoing because of his adding to the receipts of the department, from all sources, a balance of $1,494,469, standing to the credit of the revenue account July 1, 1867, but which is not immediately available.

The estimates for the current fiscal year, as submitted to Congress with the last annual report, showed an anticipated deficiency of $3,296,000, to meet which there was then in the Treasury $2,000,000, being the unexpended balances of former appropriations standing to the credit of the department, leaving the amount to be provided by appropriation from the general Treasury $1,296,000. Of this sum Congress appropriated $800,000.

The expenses during the fiscal year just closed exceeded the estimated amount, especially in the item of transportation, and thus absorbed the $2,000,000 relied on to assist in meeting the anticipated deficiency for the current year. The ordinary expenditures for the current year were also estimated too low, from the fact that the department could not, at the time the estimates were made, anticipate the extraordinary increase of service established by acts of Congress. Taking those of the last fiscal year as a basis it is anticipated that in the current year there will be a deficiency of $3,604,500. There will also be required $97,000 for service on the route from Fort Abercrombie to Helena, Montana, authorized by the act of July 27, 1868, from January 1, 1869, to June 30, 1869; and to meet the increased liabilities of the department for service on the "overland route," $161,000, making $3,862,500 which will be required to meet deficiencies in the receipts for the current fiscal year.

The ordinary expenditures for the year ending June 30, 1870, (including $645,250 for overland and sea mails to California,) are estimated at	$24,540,413
The ordinary revenue is estimated at an increase of five per cent. on that of the year just closed, or	$17,100,000
Add the standing appropriations for carrying free mail matter	700,000
Making the total estimated revenue	17,800,000

Showing an excess of expenditures of $6,740,413 to be provided for from the general treasury.

It will also be necessary to make the usual special appropriations, as follows:

Mail steamship service between San Francisco, Japan and China	$500,000
Mail steamship service between the United States and Brazil	150,000
Mail steamship service between San Francisco and the Sandwich Islands	75,000

During the year 383,470,500 postage stamps, of the value of $11,751,014 (including 160,000 periodical stamps, valued at $14,750;) 44,552,300 plain stamped envelopes, representing $1,285,218; 25,469,750 stamped envelopes, bearing printed cards and requests for return to writers, representing $759,520, and 3,372,600 newspaper wrappers, valued at $67,372, were issued. The aggregate value of these issues was $13,863,124—being an increase of 3.45 per cent. over the issues of the previous year. The sale of postage stamps and stamped envelopes during the year, was $14,066,139, or $23,015 more than the issue; thus absorbing to that amount the stock remaining unsold in the hands of postmasters June 30, 1867. The number of packages of postage stamps lost in the mails during the year was 33, representing $2,672, and of stamped envelopes 7, valued at $226.

There were in the service of the department on the 30th June, 1868, 6,891 contractors for the transportation of the mails. Of mail routes in operation there were 8,226; aggregate length, 216,928 miles; aggregate annual transportation, 84,224,325 miles; aggregate annual cost, $10,266,056; including the compensation of postal railway clerks, route agents, local agents, mail messengers, mail route messengers, and baggage masters in charge of mails, viz: $1,114,833, the aggregate annual cost, was $11,380,689. This service was divided as follows: Railroad routes—Length, 36,018 miles; annual transportation, 34,886,178 miles; annual cost $4,177,126, about 12 cents per mile. Steamboat routes—Length, 19,647 miles; annual transportation, 3,797,560 miles; annual cost, $650,631, about 17.13 cents per mile. Celerity, certainty and security—Length, 161,263 miles; annual transportation, 45,540,587 miles; annual cost, $5,438,299; about 12 cents per mile. The length of routes was increased over the preceding year 13,683 miles; the annual transportation, 5,241,536, and cost, $929,770; to which add increased cost for railway postal clerks, route, local and other agents, $93,762, making an aggregate of $1,023,562.

In reference to the overland mail route the report states that a contract was made with Wells, Fargo & Co., to carry the mails between the termini of the Union Pacific and the Central Pacific Railroads for one year, or until the two roads meet, at the rate of $1,750,000 per annum, subject to deduction *pro rata* for every section of fifty miles of railroad completed and reported to the department ready to carry the mails, it being estimated that the gap between the railroads covered by the stage service, will be lessened at the rate of fifty miles every fifteen days or a hundred miles a month, and that it will be closed up entirely by the 1st of August, 1869, and that upon this basis the pay to Wells, Fargo & Co., under their accepted proposal, will amount in all to about $670,000. Messrs. Wells, Fargo & Co., also obtained the contract to carry the mails from Cayote, Kansas, to Denver, Colorado, at $79,000 per annum, and also, on the route from Cheyenne, Dacotah, to Denver at $9,970 per annum, on the same terms as above stated. Under these arrangements the overland mail service on the three routes is now in regular operation. The territorial mails are now carried from Fort Abercrombie, Dacotah, to Helena, Montana, at $194,000 per annum. The service, on the route from Sheridan (on the eastern division of the Union Pacific Railroad to Santa Fe has been increased from three to six trips per week, and the schedule time reduced to four days in summer. The service is well performed, though still occasionally interrupted by hostile Indians. The important route from Salt Lake City to the Dalles, Oregon, has been relet from 1st October last for six-times-a-week service, at the rate of $149,000 per annum—a saving as compared with the last contract, of $164,000 per annum.

READJUSTMENT OF PAY ON RAILROAD ROUTES.

The 30th of June, 1868, being the period for the expiration of the term of contracts for transporting mails in the States of New Jersey, Pennsylvania, Delaware, Maryland and Ohio, the department, in anticipation of the close of the term, entered upon a systematic revision and readjustment of the rates of pay on railroad routes in those States. Many routes in other States than those above named have been brought up for review, upon application made by the proprietors of the railroads interested, and in every case where the returns showed a readjustment to be proper it has been ordered. Thus the rates have been changed upon seventy-one routes in all. The total amount of the annual pay upon these routes, under the readjustment, is $926,043 and the total amount of the former annual pay $775,722—an excess of the present over the former amount of $150,320.

RAILWAY POSTAL SERVICE.

There are now in operation in the United States 26 railway postal lines, subdivided into 34 routes, extending in the aggregate over 7,019 miles of railway and steamboat lines, upon 1,571 miles of which twice daily service is being performed, making a total equal to 8,090 miles of railway postal service daily each way and an increase of 3,276 miles over the service in operation in 1867. There are employed in this service 279 men, as head clerks, clerks and assistant clerks, at salaries ranging from $900 to $1,400 per annum making an aggregate cost of $329,700 per annum, an increase

of 119 men, at a cost of $141,800 over the previous year. To perform this work in the old way would require the services of 283 employes, at a cost of $331,935, showing a saving of $2,235 as the work is now being done. It is proper to state that the service is being performed, not as formerly, by route agents on the slow way or accommodation trains, but upon the fastest express trains, and that by means of Ward's mail bag catcher the clerks are exchanging pouches at all offices on the line once and in many cases twice daily each way. On the Hudson River and New York Central Railroads, for instance, the postal car leaves New York at eight A. M., performing service at all stations to Syracuse, where they arrive at half-past six P. M.; and from Syracuse to Buffalo, where they arrive at twelve, midnight, at all express stops. The night line leaves New York at eleven P. M., performing service for all offices at express stops at Albany; leaving Albany at quarter past seven A. M., performing the service at all post offices to Buffalo, where they arrive at half-past eight P. M., so that every office on the line from New York *via* Albany to Buffalo that chooses to exchange mails twice is served twice daily with mail each way. Now letters can be sent and answers returned between almost any two offices on the line within twenty-four hours. This is simply an illustration, the same improved facilities for the rapid transmission of mails obtaining on most other lines of railway postal service.

The aggregate amount of postage (inland, sea and foreign) upon the letter correspondence exchanged with foreign countries was $2,153,690. Of this amount $1,706,497 accrued on the letter mails exchanged with European countries, $309,516 on letters exchanged with the Dominion of Canada, and $137,706 on the letters exchanged with the West Indies, Mexico, Brazil, Central and South America, the Sandwich Islands, Japan and China. The total letter postages on mails exchanged with countries of Europe during the first six months, from July 1 to December 31, 1867, inclusive, under the provisions of the postal conventions then in force, amounted to $1,057,612, and on mails exchanged with the same countries during the residue of the fiscal year, from January 1 to June 30, 1868, at the reduced rates established by existing conventions, amounted to $648,854, being a reduction to the advantage of correspondents during said six months of $408,758, on an increased correspondence amounting to 626,548 letters per annum. The postage collections in the United States on the correspondence exchanged with Great Britain and countries on the Continent of Europe amounted to $1,090,244, and the postages collected in Europe amounted to $616,223—excess of collections in the United States, $474,020. The estimated amount of United States postage upon the letter mails exchanged with Great Britain and the Continent of Europe was $792,700; with Canada and the British North American provinces, $176,179, and with the West Indies, Brazil, Mexico, Japan and China and Central and South America, $128,098, making in all $1,097,979—a decrease of $93,425 compared with estimate of previous year. Adding the amount of United States postage upon printed matter exchanged in United States and European mails, calculated at $90,000 and $10,529 the reported amount of United States postage on printed matter exchanged with the West Indies, Mexico, South America, China, &c., the total United States postages on foreign mails (exclusive of printed matter interchanged with the British North American provinces, of which no separate account is kept), was $1,198,508.

The number of letters exchanged with foreign countries (exclusive of the British North American provinces) was 11,128,532, of which 5,900,307 were sent from and 5,228,225 received in the United States. Increase over number of previous year, 830,298. Of this number 10,068,659 were exchanged with European countries, an increase of 626,548 compare with the previous year. Estimating the number exchanged with the British provinces at 2,476,000, the total number of letters exchanged in the mails with foreign countries was 13,600,000.

From the 1st of January, 1868, the date on which the new postal conventions with Great Britain, North Germany, Belgium, &c., came into operation, the arrangements made by this department for the transatlantic mail steamship service have been restricted to the outward mails, in accordance with the new system adopted in said convention that each office shall make its own arrangements for the mails which it despatches, and shall, at its own cost, remunerate the owners of the steamships employed for the conveyance of the same; and in like manner the sea transportation of mails received from Europe since the 1st of January, 1868, has been provided and paid for by the respective foreign post departments despatching the same to this country. From July 1 to Decembr 31, 1867, inclusive, the steamers employed by this department in transporting mails in both directions conveyed mails the total postages on which amounted to $491,534, and those employed in same service by foreign post departments conveyed mails, during same period, the total postages on which amounted to $566,078. During the last half of the fiscal year, from January 1 to June 30, 1868, inclusive, the total postages on mails sent to Europe under the new arrangements amounted $340,835, and the total postages on mails received from Europe during the same period amounted to $308,019—these reduced amounts resulting from the reduced rates of international postage charged on and after the 1st of January, 1868, under the provisions of the new postal conventions, which came into operation on that date. The cost of the United States transatlantic mail steamship service from July 1 to December 31, 1867, under arrangements then in force, allowing the sea postage as compensation, was $282,017, and from January 1 to June 30, 1868, under the new arrangements, $139,760—a reduction of over one-half from the cost of the same service during the previous six months. Total cost of transatlantic service for the year, $421,777, being $129,560 less than the preceding year. The amount paid for the transportation of mails to and from the West Indies, &c., by steamers receiving various rates of compensation within the limit of the postages, was $70,287, and the cost of sea and isthmus conveyence of mails to and from Central and South America, *via* Panama, was $27,334, making a total expenditure for ocean transportation of $519,399, exclusive of payments amounting to the sum $497,916 made during the year to the steamship lines to Brazil, to Japan and China and to the Sandwich Islands, respectively, receiving subsidy grants fixed by special acts of Congress.

POSTAL CONVENTIONS WITH COUNTRIES OF EUROPE.

New postal conventions with Great Britain, the North German Union, Belgium and the Netherlands, respectively, the leading provisions of which were stated in my last report, were carried into effect on the first of January, 1868; and those concluded with Switzerland and Italy went into operation on the first of April, 1868. On the 13th of December, 1867, before the new convention with the United Kingdom of 18th June, 1867, went into operation, notice was given by the British Post Office to terminate the same on the 31st of December, 1868, in accordance with the power reserved in the 21st article thereof; which notice was accompanied by the announcement that Mr. Anthony Trollope would be dispatched to Washington in the spring of 1868, with full powers to negotiate a new convention better calculated to afford satisfaction to the people of the two countries. The provisions of a new convention to supercede the present one on the 1st of January, 1869, were accordingly arranged with Mr. Trollope at Washington in July last; and, after adjusting by direct correspondence between the two post departments certain modifications on which Mr. Trollope did not consider himself authorized to treat, the modified convention was formally executed on the 24th of November last. Its general provisions are substantially those of the present convention.

There has been a modification of the postal convention with Canada, one made establishing an exchange of mail with British East Indies. The mail steamship service to Japan is referred to as being regular and energetic. An increase and extension of the service on the Japan and China line is recommended to the consideration of Congress. The mails have been satisfactorily carried to Brazil and the Hawaiian Islands. With regard to the proposed contract with the Commercial Navigation Company, of New York, authorized by act of Congress, Mr. Randall declined to execute one in the manner and on the conditions stated, but expressed his willingness to make a conditional contract for the carrying of mails to Europe by American steamships, at least four outward trips each week. In view of the great importance of the subject he earnestly recommended the proposed contract to the careful consideration and action of Congress.

During the year there were 2,167 post offices established, 849 discontinued and 26,481 in operation on June 30, 1868. The aggregate compensation for special agents, route agents, mail route messengers, postal railway clerks, local agents and baggage masters in service during the year ending June 30, 1868, amounted to $961,070.

The free delivery system has been in operation during the year in forty-eight of the principal cities. The aggregate results for the year are shown in the following figures:—The number of letter carriers employed was 1,198; mail letters delivered, 64,349,486; local letters delivered, 14,081,906; newspapers delivered, 16,910,715; letters collected, 63,164,625; amount paid carriers, including incidental expenses, $995,934; postage on local matter, $475,982; the salaries of 232 postal clerks aggregated $274,000, and those of 1,198 letter carriers, including incidental expenses, $995,934. The whole number of letters of all classes received at the dead letter office during the year ending the 30th June last, by actual count, was 4,162,144, showing a decrease of 144,864 letters from the number estimated to have been received during the previous year. Of these letters 3,995,066 were domestic letters; 167,078 were foreign, and were returned unopened to the countries where they originated. The whole number returned was 2,258,199, of which about eighty-four per cent. were delivered to owners and sixteen per cent. returned to department. The aggregate of postal letter service during the year is estimated at 720,000,000, and the proportion of domestic dead letters to the number of domestic letters mailed is about one to 126. The money order offices in operation number 1,468. During the year 831,937 orders were issued, representing $16,197,858, and the number paid 836,940, representing $15,976,501, and $142,035 paid to purchasers. The excess of issues over payments was $79,321. The total receipts from this branch were $124,503 and the expenditures $54,158.

The aggregate salaries of postmasters as revised July 1, 1864, was $3,383,381. As adjusted July 1, 1866, the sum was $4,033,728. As adjusted July 1, 1868, the sum was $4,545,888. The increase in a little over two years, from June, 1866, to and including July, 1868, was $1,162,506. This increase of salaries, under the rules prescribed by law, is encouraging. It is based solely upon the continual increase of the business of the department and of the people. The increase of the expenses of the postal service, based as it is upon public necessity and public demand, instead of being cause of discouragement is a subject of congratulation. The restoration of so large a part of the postal service suspended during the war, and the new service created by Congress since the close of the war—equal to one-third of the amount of service in operation at that time—have produced a less deficiency than existed in time of peace and prosperity previous to 1860. The proportion of deficiency to revenue is far less now than then, notwithstanding the service is very much greater than ever before. In 1859 the sum of the deficiency was only one million less than the entire revenue. In 1860 the sum of the deficiency

was about $3,500,000 less than the entire revenue. For the year 1868 the deficiency is ten millions less than the entire revenue. The majority of the Southern States have never paid their own expenses for postal service. They will not do so for a long time to come. With the exception of Iowa and Missouri none of the States or Territories west of the Mississippi river have ever paid a revenue equal to their postal expenses. The cost of the transportation of the mails in all new States and Territories and in all sparsely populated portions of the country never has been paid by those States or Territories out of their own revenues. It is only as population and business increase and the country is developed that postal service can be self-sustaining. The idea that the Post Office Department can be self-sustaining, in the present condition of the country is absurd. It cannot be, and ought not to be, for fifty years to come. The revenues will largely increase, and so will expenditures. Ten years hence I estimate the expenses of the Post Office Department at $40,000,000 and the revenues at $30,000,000. This increase must go on as long as the country prospers, and mineral, agricultural and commercial business increases. The mines are not yet all developed. The lands are not all cultivated. The rivers are not all navigated. The railroads are not all surveyed. The cities are not all built. The sea has not given us all we have a right to exact. Our country is not finished. Until it is finished he is not a wise or a sagacious man who assumes that the postal service will pay for itself. The Post Office Department can be made self-sustaining in one way, and that is by cutting off the postal service in the States and Territories where the receipts for postage are not equal to expenses. This would exclude all but Iowa and Missouri west of the Mississippi and all the States overborne by the rebellion. It could further economize by withdrawing all aid from the China, Brazil and Sandwich Islands steamship lines, thus saving $725,000. It could save $995,000 by abolishing the letter carrier system for the cities. It could also economize to the extent of over $700,000 by overturning the system of postal cars. It is true that in public estimation the letter carriers for cities are thought to be almost indispensible, but the system costs money and brings small revenue. It is all disbursement and no receipt. What if from twelve to twenty-four hours are saved in the transmission of mails between Washington and Cincinnati, or St. Louis, or Chicago and the whole West and Northwest by these traveling post offices, which put off and receive mails while traveling at thirty miles an hour, and which receive mails, make up mails and distribute mails as they go hurrying along? It costs money, and the government, like a miser, can keep its money in its chest. It gives no return and helps nobody, but is safely hoarded. A halting, timid, illiberal policy like this will save one million and lose twenty. Every dollar put out by the government in subsidies to build railroads, in subsidies to aid ocean commerce, in liberal appropriations to open lines of travel and develop material resources in a great nation like this is money put out at exorbitant usury, and will bring returns in development of material wealth and in making the nation great and rich and strong in everything of value and interest to a great people.

In the city of Boston the government has purchased, for a large sum of money, a very valuable site for a post office and for revenue offices. It is of very great importance, both to the postal and revenue service, that at as early a day as possible, plans for buildings should be adopted and appropriations made to erect them. There is no occasion for any delay, and every reason that economy and public necessity can suggest, why the work should go immediately forward. Boston is the capital of New England, and the government ought to erect public buildings there which would gratify the pride of that people and do honor to itself. I must again urge that steps be immediately taken to erect a suitable post office in the city of New York. A most eligible site has been purchased for that purpose. The necessities of the public service demand that there shall be no further delay in this case.

The actual difference between revenues, independent of special appropriations, and expenditures, including special appropriations, was $3,998,456. The revenues, independent of special appropriations, for the year ending June 30, 1868, were $16,292,600, and the expenditures, including service for which special appropriations were made, were $22,730,592, showing an excess of expenditures of $6,437,991. To meet this deficiency there were drawn under appropriations made for carrying free matter $3,800,000, and under acts making special appropriations for overland mail and marine service between New York and California, $1,125,000; steamship service between San Francisco, Japan and China, $125,000; between the United States and Brazil, $150,000; for carrying mail on routes established by acts passed during the first session of the Thirty-ninth Congress, $486,525, and for preparing and publishing post route maps, $10,000, leaving a deficiency, as stated in the first part of this report, for the year ending June 30, 1868, of $741,466. It is seen from the foregoing statement of receipts, expenditures and appropriations that in supplying necessary postal accommodations for the people, the excess of expenditures over revenues rapidly increased from 1854 to 1859 and 1860, inclusive, the deficiency for 1859 being $6,996,009, and for the year 1860 being $5,656,705. After the year 1860 the expensive service of the Southern States began rapidly to diminish, until in the year 1865 there was so little mail service performed in the States involved in the rebellion that the revenues exceeded the expenditures by $861,430. The service was almost entirely suspended. Directly after the war ended and during the second year of the administration of my immediate predecessor, ending June 30, 1866, the Post-master General entered upon the serious task of restoring the service in the insurgent States. In the States of Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, Arkansas, Louisiana and Texas, the service was restored during the year ending June 30, 1866, to an extent costing $1,086,527. In the same States the cost of service for the year ending June 30, 1867, increased to $1,891,531, and for the year ending June 30, 1868, it increased to the sum of $2,168,459. This expenditure was for transportation alone, and includes none of the other large expenses necessarily connected with the postal service in those States. During the year ending June 30, 1868, the aggregate length of routes increased to 216,928 miles, and the annual transportation increased to 84,224,325 miles, an increase of 14,683 miles in length of routes and 5,241,516 miles in annual transportation. Since the 30th day of June, 1865, and to the first day of July, 1868, three years, the aggregate length of mail routes has increased 74,588 miles and the annual transportion has increased 26,230,031 miles. Since I came to the head of the Post Office Department, in July 1866, after the close of my immediate predecessor's second and last year as Postmaster General, the aggregate length of mail routes put under contract and in actual operation up to the first day of July, 1868, is 36,008 miles, and the increase of annual transportation for the time increased 12,386,411 miles. The increase of service and the great increase of the expenses of the department for inland mail transportation have not all arisen from the restoration in the late disordered States. A large amount of the service in operation previous to the war, and discontinued during the war, has not yet been restored. In addition to the increased and increasing railroad transportation, with its increasing expenses, Congress, by a series of acts, between the 3d day of March, 1865, and the 25th day of July, 1868—a little over three years—created 1,267 new mail routes, with an aggregate length of 48,744 miles. Of these thirty-three were established in the late rebel States, with an aggregate length of less than 1,000 miles. One hundred were established in Territories, with an aggregate length of 12,141 miles.

The subject of connecting the postal service with the magnetic telegraph is one deserving the special attention of Congress.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement to the close of navigation during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1868..	467,900	14,085,200	16,990,400	3,682,200
1867..	410,100	9,466,100	15,405,800	3,866,100
Inc..	57,800	4,619,100	1,584,600	
Dec.				287,900

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 4,981,620 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement to the close of navigation in the years indicated:

	1866.	1867.	1868.
Canal opened—	May 1.	May 6.	May 6.
Flour, bbls.	570,700	410,100	467,900
Wheat, bushels..	7,684,200	9,466,100	14,085,200
Corn, bushels...	26,516,500	15,405,800	15,990,400
Barley, bushels.	7,440,800	3,866,100	3,628,200
Oats, bushels...	11,220,600	8,841,000	12,184,000
Rye, bushels....	1,749,500	890,300	869,500
Malt, bushels...	329,600	817,900	510,700
Beef, bbls.....	2,312	1,481	1,800
Pork, bbls.....	69	919	120
Bacon, lbs.....	10,000	34,000	.....
Butter, lbs.....	1,468,000	694,000	348,300
Lard, lbs.....	108,000	1,236,000	601,600
Cheese, lbs.....	11,770,000	8,284,000	7,769,200
Wool, lbs.....	584,000	360,000	250,000

Pittsburg and Connellsville Railroad.

The affairs of this company are represented as being in a prosperous condition. Thirty-eight miles of the road between Pittsburg and Cumberland have been put under contract, including all the heavy work upon the line. The contractors are already at work, and in two years the entire line will be completed to Cumberland. As soon as the heavy work on the line is sufficiently advanced the remainder of the road will be put under contract so that the whole work will be completed and put in running order by the winter of 1870. The heavier portions of the work at Sand Patch tunnel have been let upon most favorable terms, and that work will be pushed with energy.

☞ Mr. Jacob F. Randolph has succeeded to the position of president of the Morris Canal and Banking Company, rendered vacant by the death of Mr. Wm. H. Talcott. Mr. Randolph has for a long time served as vice-president of the company.

☞ The Secretary of the Treasury has just issued to the Union Pacific Railroad Company $640,000 in bonds, being for the thirty-second section of the road, extending from the eight hundred and sixtieth to the eight hundred and eightieth mile post.

☞ The Southwest and Northwest Railroad has been sold under mortgage by the State for $318,000. It was purchased by John Stanton, of Boston, in interest of the Wills Valley Railroad, of which ex-Gov. Patton is president.

☞ The stockholders of the railroad to run from Chattanooga to Meridian have elected N. D. Stanton, of Boston, president, and Ex-Governor Patton, vice-president.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'69 3½
Atlantic & N. Carolina ...100	2,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 68 5
Baltimore City Passenger...	670,000	----------	Jan. '68 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J. A. J & O	Oct.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jul. '68 5
Boston and Chelsea	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,900	----------	----------
Do., do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J. A. J.O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie.....100	8,000,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jul. '68 3½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jul.'68 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '68 7
Central of New Jersey....100	15,768,000	J. A. J & O	Oct.'68 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	----------	Oct. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,642	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago, Iowa & Nebras*. 100	2,000,000	----------	Jan.'69 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68½2
" Street	----------	J. & J.	Jan.'68½2
Cincinnati and Zanesville. 50	1,676,346	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 3
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 1½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J. A. J & O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen.100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord 10	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	400,000	----------	----------
Conn. & Passump. Rivers.100	139,000	----------	----------
Do. do. pref.100	1,824,100	J. & J.	Jul. '68 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	594,260	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	12,286,020	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, R. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	----------	----------
Do. do. pref.100	1,987,351	----------	Jul.'68 3½
Eastern (Mass.).....100	8,883,300	J. & J.	July '68 4
Eastern (N. H.) 500	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,900	----------	----------
East Tenn. and Georgia...100	2,389,730	----------	----------
East Tenn. and Virginia...100	667,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J & O	Jan. '68 4
Elm., Jeffers. & Canand*.100	600,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*. 50	600,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	69,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,838,910	Annual	Jan. '68 7
Erie & Pittsburg 50	6 4,300	----------	----------
Evansville & Crawfordav.100	1,143,445	----------	----------
Fitchburg 100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '68 3
Flint and Holly 100	600,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Pa.) 50	491,620	J. @ J.	Jul. '67 2
Georgia 100	4,156,000	J. & J.	July '68 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	100,000	J. & J.	Jul. '67 2
Granite..... 100	----------	----------	Sept.'63—
Green and Coates St (Ph.) 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J & O	Jan. '69 5
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,258,330	----------	----------
Hanover Branch, Pa..... 50	116,350	M. & N.	Nov.'68 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J. A. J & O	Oct.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	5,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J & O	Oct.'68 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	J. & J.	July'68 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,645,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jul.'68 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	July'68 3
Louisville and Nashville..100	7,869,186	F. & A.	A'g. '68 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000	----------	Dec.'68 6
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	8,477,366	J. & J.	Jan. '69 5
Mich. So. & North. Ind. ...100	10,059,400	August.	Aug.'68 4
" " guaranteed.100	588,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,986,081	----------	----------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	----------
" " " pref.....100	8,050,892	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	8,616,350	----------	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Aug.'68 5
New Bedford & Taunton..100	600,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538	----------	----------
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'68 5
New London Northern.....100	895,000	M. & S.	Mar. '68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
New York and Harlem 50	5,255,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July'68 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	Nov. '68 3
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh...100	3,06 ,400	J. & D.	Dec. '68 4
Northern of N. Jersey ...100	159,100	----------	----------
North Pennsylvania..... 50	3,150,150	----------	Feb.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n..100	3,024,000	F. & A.	Feb. '68 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	5,500,000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,250,000	J. A. J & O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan.'69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J. A. J & O.	Oct. '68 6
Paterson and Ramapo.....100	248,500	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul '68 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct '68 6
Philadelphia and Erie*.... 50	5,986,700	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nort'n 50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*..... 1 0	1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A. J & O	Jan.'69 2½
Pittsfield and N. Adams...100	650,000	J. @ J.	Jul '68 3
Portland and Kennebec....100	879,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,000,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred..... 100	----------	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,500,000	----------	----------
" " " pref.100	2,140,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	448,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'68 3
Shore Line..... 100	630,200	J. & J.	Jul. '68 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia....100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,314,150	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '68 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref..100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jul. '68 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408	----------	----------
Virginia Central 100	2,353,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	----------	Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,147,018	----------	----------
Wilm. and Weldon.....100	1,463,775	----------	----------
Warren..... 100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'68 3½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'68 6
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50		----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....	----------	J. & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000	----------	Sep.'68 7½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000	----------	Sep.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	----------	Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express ... 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,713	164,438	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,664	355,255	359,184	343,325	413,484	480,430	464,376	454,081	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156.869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354.554	320,879	307,803	252.015	2,770.484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,996	307,919	236,824	3.840.092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322.638	360,223	323.030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426.752	359.102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216.030	196.435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375.860	324.865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	261,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599.549	442,275	377,053	4,358,614
1868	308,587	297,464	276,451	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435.945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	.....	.....
Erie:													
1862	699,007	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756.421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731.243	687,092	816,801	965.294	1,024.649	1,035.321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222.568	1,224.909	1,334.217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336.615	1,438.689	1,522,472	1,429.765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153.441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416.001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269.282	261,079	352,786	414,543	410.336	372.503	359.463	3.445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478.576	496 433	437,679	424.581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	693,402	6.329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641.589	643 887	518,088	7.181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588.219	504.066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823.901	727.810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,468	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76 248	107,525	104,608	115,184	125.252	116,495	116.146	105.767	1,224,058
1866	90,411	85.447	84,351	81,181	96,388	103,373	98.043	106.921	104,866	113.504	112.952	123.802	1,201.239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,266,971
1868	92,453	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3.302,543
1864	256,600	304.445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448.934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429,546	362.218	4 650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	436,781	512,523	532,061	419,005	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322.360	307,474	258,634	2.650,702
1863	242,073	245.858	236,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339,794	306.186	3.168.065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405.510	376,470	3,970.946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	418,501	476.661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359.646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506.296	412,984	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749.571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840.450	1,079,551	1,041,522	1,045,401	1,157,816	11,069,883
1864	921,831	936,587	1,059,928	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955.659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524.434	1,526,830	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480.929	1,530,518	1,211,108	985,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,063	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	338,725	414,707	448,994	463,873	466,557	454,826	4,068,637
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,140	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,206	1,351,579	1,419,232	1,196,955	702,685	10,083,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	426,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	993,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401.290	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505.814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	680,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	680,964	8,489,062
1866	559,982	480,986	662.163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669.037	784,800	690,508	873,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,884	653,287	761,329	842,114	682,026	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,278	153,470	144,736	143,748	162,921	1.554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,728	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,455	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230.340	205,096	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,568	111,330	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,200	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200.793	270.630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,750	333,480	3,909,253
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,893	323,274	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,180	59,862	75,077	92,715	61,770	37,890	669,283
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,466	814,036
1867	39,078	27,667	36.392	40,710	57,852	60,568	58.262	73,525	126,495	120,268	70,431	84,719	774,967
1868	46,415	40,703	39,198	42,231	70,163	77,339	59,762	84,407	97,338	97,600	57,145	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,145,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,450,000	A. & O.	Oct. '68 5
Baltimore City Passenger....	670,000		Jan. '68 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware 100	995,250		
Berkshire* 100	600,000	J.A.J&O	Oct.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,800		
Do., do. pref..100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....300	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J.A. J.O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n..100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff.,New York & Erie*..100	950,000	M. & N.	'68 1½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 60	721,926	J. & J.	Jul. '68 3½
Cape May and Millville....100	447,000	J. & D.	Dec. '68 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110		Jul.'68 4½
Central of Georgia.....100	4,666,300	J. & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A.J&O	Oct.'68 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000		Oct. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy - 50	12,500,000	M. & S.	Mar.'68 5
Chicago, Iowa & Nebras*.100	2,800,000		Jan.'69 6
Chicago and Milwaukee*..100	2,427,000		
Chicago & N. Western....100	14,566,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,521,564	Sept.	Sep.'68 5s
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68$2
" Street	----------	J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,676,346		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J AJ &O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord 50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	400,000		
Conn. & Passump. Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jul. '68 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,292,361		
Delaware*..... 50	594,260	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	13,286,020	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,541		
Do. do. pref.100	1,987,351		Jul.'68 3½
Eastern (Mass.).....100	3,883,300	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,800		
East Tenn. and Georgia...100	2,369,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	69,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,539,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,142,445		
Fitchburg 100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '68 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 2
Georgia 100	4,156,000	J. & J.	July '68 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------		Sept.'68—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,258,880		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct.'68 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 5½
Illinois Central.....100	23,415,780	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.50	6,186,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A. J&O	Oct.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....	----------		Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J&O	Oct.'68 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	J. & J.	July'68 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
L. M. & C. and X. (Joint).100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jul.'68 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	July '68 3½
Louisville and Nashville..100	7,869,186	F. & A.	A'g. '68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000		Dec.'68 6
Mahanoy & Bd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,686,135	M. & S.	Sep.'66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.'66 3
Memphis and Charleston..100	5,812,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	670,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	July'68 5
Michigan Central 100	8,477,366	J. & J.	Jan. '69 5
Mich. So. & North. Ind. ...100	10,059,400	August.	Aug.'68 4
" " guaranteed.100	586,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081		
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	
" " " pref.....100	3,050,892	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538		
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
New York and Harlem.... 50	5,255,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July'68 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Nov. '68 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec. '68 4
Northern of N. Jersey 100	159,100		
North Pennsylvania..... 50	3,150,150		Feb.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	July'68 3
Ogdensb. & L. Champl'n..100	3,024,000	F. & A.	Feb.'68 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	8,500 000	J. & D.	Dec'68 1½
Oil Creek & Alleghen'y R. 50	4,250,000	J.A.J&O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan.'69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A.J&O.	Oct. '68 6
Paterson and Ramapo.....100	248,500	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'68 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,996,700		Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,300	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*..... 1 0	1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jul. '68 4
Philadelphia City..... 50	100,000	J & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Jan.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....	----------		Jul. '68 3
Rensselaer and Saratoga ..100	2,500,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100	----------	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,440,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	448,596	M. & N.	Nov.'68 3
Sand.,Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N.Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'68 3
Shore Line.....100	638,200	J. & J.	Jul.'68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	Jul.'68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '68 6
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jul. '68 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,497,791		
Western Union 100	2,707,663		
West Jersey 100	804,150		Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,147,018		
Wilm. and Weldon.....100	1,463,775		
Warren.....100	1,547,650		3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'68 2½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec,'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'68 6
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation. (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec'67 2
Central Coal	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....	----------	J & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000		Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000		Sep.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	160,713	164,438	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	454,081	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426.752	359.102	330,169	3,892,861
1868	259,539	296,496	261,599	270,586	341,181	373,461	405,616	570,353	488,155	480,212	408,062	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,990	307,574	375,860	324,865	336,817	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599.549	442,275	377,053	4,358,614
1868	308,587	297,464	276,451	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,160	473,186	551,122	495,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	623,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,682,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,135,334	.....	.....
Erie:													
1862	699,007	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,354
1863	845,695	839.949	956,445	948,059	848,783	770,148	731.243	687,902	816,801	965,294	1,024.649	1,035,321	10,489,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,409	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,284
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190.130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410.336	372.593	359.463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511.305	478,576	496 433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643 587	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588.219	504,066	6,546,741
1867	647,120	524,871	417.071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727.810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76 248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112.952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,256,971
1868	92,453	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332.360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	364,401	429.177	496,655	429,546	362,218	4 650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	.....	.....
Michigan Central:													
1862	230,159	159.658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245.858	236,432	238,495	236.453	206,221	193,328	215,449	308,168	375,488	339,794	306.186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,604	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,378	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369.356	365.412	350,565	751,738	1,101,771	775,616	438,323	5,683,008
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749.571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,583
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,367,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,587	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480.929	1,530,518	1,211,108	995,867	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	300,261	269,444	224,963	223,242	268,177	302,598	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,709	350,348	372,618	412,563	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,820	217,082	194,455	287,557	307,122	283,329	274,637	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463.873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,962	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,204	1,351,579	1,419,282	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,384	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401.299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,587	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506.641	625.547	675.380	701,352	691,556	914,082	7,120,466
1865	600,144	678,504	857,583	733,866	637,186	646,995	584.523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662.163	599,806	682,510	633,667	552,378	648,301	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669.037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,884	653,287	761,329	842,114	682,026	.....	.....
St. Louis, Alton and Terre Haute:													
1863	100,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,786	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	160,015	222,958	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230.340	205,096	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132.111	134,272	152,585	105,554	116,379	120.595	151,052	134,568	111,339	1,439.798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,584	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,074	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,750	333,480	3,809,352
1868	276,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,303	429,808	323,274	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	52,147	68,189	59,862	75,677	92,715	61.770	37,830	669,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60.698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,552	60,558	58,282	73,525	126,495	120,268	79,431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest: Rate.	Interest: Payable.	WHEN PAYABLE.	Market Price.
National Securities, Dec. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " ..... coupon		5	" "	1874	118
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " ..... coupon		5	" "	1871	126
Loan of Feb. 8, 1861 ..... registered	12,415,000	6	" "	1881	109½
" " ..... coupon		6	" "	1881	114½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,300	6	Jan. & July.	1881	109½
" " " ..... coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) ..... registered	1,602,570,400	6	May & Nov.	1882	106½
" " " (5-20s) ..... coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) ..... registered		6	May & Nov.	1884	106
" " " (5-20s) ..... coupon		6	" "	1884	106½
Loan of March 3, 1865 (5-20s) ..... registered		6	May & Nov.	1885	106½
" " " (5-20s) ..... coupon		6	" "	1885	107½
" " 2d series (5-20s) ..... registered		6	Jan. & July.	1885	110
" " " (5-20s) ..... coupon		6	" "	1886	105
" " 3d series (5-20s) ..... registered		6	" "	1887	106
" " " (5-20s) ..... coupon		6	" "	1887	110
Loan of March 3, 1864, (10-40s) ..... registered	194,566,400	5	Mar. & Sept.	1904	102½
" " " (10-40s) ..... coupon		5	" "	1904	105½
Pacific R. R. Bonds ..... (currency)	44,337,000	6	Jan. & July.	'96-'97	99½
Treas'y Notes (7-30s) June 30, '64 : 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65 : 3d series		7.2	Jan. & July	1868	----
Matured Debt not presented	7,989,884	---	presentation.	----	----
Gold Certificates of Deposit	23,255,840	---	presentation.	----	----
Compound Interest Notes 1864 '65	----	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	----	----	----
Three per cent. certificates	58,140 000	---	----	----	----
Fractional currency	33,875,268	---	----	----	----
Navy Pension Fund	14,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " (extended) ..... "	1,941,000	5	" "	1883	----
" — " (funded coup.) ..... "	437,850	5	" "	1887	----
" — " (sterling) ..... "	648,000	5	Jan. & July	1876	----
" — " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ..... coupon	899,000	6	April & Oct.	1861	----
" —* " (State Bank) ..... "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	128
" — " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" " — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" " — " " Nov. 1863	2,000,000	6	" "	1883	99½
" " — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" " — " " May, 1 65 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	72-'74	93½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	81
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	6	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	100½
" " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	943,910	6	" "	'60-'70	----
" — " ..... "	4 367,253	6	" "	'77-'79	100½
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " ..... "	3,329,936	5	" "	1866	95
" — " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945	---	Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000	---	" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " ..... "	415,000	6	May & Nov.	1870	----
" — " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	686,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " (Railroads) ..... "	2,928,000	6	various.	'69-'99	63½
" — " (Schools, &c.) ..... "	665,000	6	Jan. & July.	1897	----
" — " (Levees) ..... "	1,000,000	6	various.	1886	60½
" — " (New) ..... "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	6	October.	'67-'92	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar & Sept.	'67-'74	----
" " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	95½
" — " " (S. & T. W. Can.) sterl.	1,017,623	5	" "	1865	----
" — " " (Balt. and Ohio R.R.)	24,000	5	" "	1890	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R. R. various) "	120,000	5	" "	1893	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2 000,000	6		1870	96½
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	96½
" — " (Bounty)	501,000	6	"	abt.'74	----
" — " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest: Rate.	Interest: Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'73	120
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'79	----
" —Coast Defense Loan	888,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	950,000	6	Jan. & July.	'71-'73	120
" — " " "	2,150,000	6	" "	'74-'76	117
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	110½
" " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	90
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	----	'41-'71
" " " (Union Bank)	5,000,000	6	----	----	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	90
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	90
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ...	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ...	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'98	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	108
" —Bounty Fund Bonds ..... coupon	2,589,000	7	Jan. & July.	1877	108
" — " " " ..... registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	1883	plens.
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " "	6,000,000	6	" "	1873	101½
" — " "	2,250,000	6	" "	1874	102
" — " "	1,400,000	6	" "	'76-'77	102
" —General Fund Bonds	909 607	5	Jan. & July.	plens.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1878	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	386,000	6	Various.	'69-'78	66½
" — " "	8,334,000	6	Jan. & July.	'83-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	62½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1876	101
" — " "	4,095,309	6	" "	1881	100½
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1876	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	95½
" — " " ..... registered	5,083,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,880	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	120,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,909,320	6	" "	1882	106
" — " " 3d series	9,270,017	6	" "	1892	107½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861 ...	468,500	6	April & Oct.	1871	100
" — " " " 1862 ...	1,196,000	6	Mar. & Sept.	1882	100½
" — " " " 1863 ...	263,000	6	April & Oct.	1883	100½
" — " " " 1863 ...	776,000	6	Jan. & July.	1893	100½
" — " " " 1864 ...	917,000	6	Feb. & Aug.	1894	99½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	65½
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	65½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,868,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " ..... "	21,-69,383	6	" "	long.	44
" — " ..... (coup on	10,900,000	6	" "	long.	56
" — " (new) ..... registered	1,379,600	6	"	1876	67
" — " " (") ..... coupon	489,300	6	"	1886	----
" — " " (")	89,600	6	"	1890	----
Wisconsin—State Bond	406,100		Jan & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	340,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95
Loan of 1850	602,000	6	" "	"	1880	96½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	93¾
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	65
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98¾
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	93
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	89
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,427,300	6	June & Dec.	" "	1889	92½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	91½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	108
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1883	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	73
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	90
1st Mort. (Gal & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	90
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1890	99½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1886	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,602,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	79
Consol. S. F. Mort. ($5,000,000)	185,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	103
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	73½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	100
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	95
Plain Bonds	570,000	8	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	87
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	Irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1868	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	76
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	90
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	110½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	"	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	101½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	114½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	900,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	....
Income	100,000	7	" "	" "	1857	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	....?	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	90
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1880	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	73
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	116
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	114
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	91
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	102½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	96½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	93
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	47
Penn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1869	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1867	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1893	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	95
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,800	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1893	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1890	92
Chattel Mortgage	377,365	10	April & Oct.	"	1887	108
2d Mortgage	274,500	7	— & —	"	18—	87
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	95
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	89
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	96½
Company Bonds	32,000	5	March & Sept.	"	1884	88½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	96
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	95½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	90½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85½
2d Mortgage	4,000,000	7	" "	"	1901	81
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1861	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.) Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1870	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	600,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	69
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,390	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	87,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	102
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1861	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	—— & ——	Boston.	1876	99½
Sandusky and Cincinnati:						
1st Mortgage	961,000	7	Feb. & Aug.	New York.	1900	70
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1893	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1870	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	74
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1886	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	$11,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	78
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	94½
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	79
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'83–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6*	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1907	87½
Convertible Loan	1,201,850	6	" "	"	1877	72
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	85½
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	70½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	98
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. &c.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands, &c.		4,183,000	915,000	418,711	—	25.0	.....	161,601	127,192	18,405	to'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,073	111,667	8	100	96
Oct. 31, 1867	387.3	88.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	....	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,093,706	4,437,984	10	100	120
Sept. 30, 1865	30.0	....	....	—	—	—	—	—	Washington Branch.¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	....	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,446,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mo	nths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,807,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	151
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg .....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	225	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,240,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,165	412,896	.....	.....	14,884,000	6,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	24½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	133
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	693,661	42,096,258	12,886,085	1,565,462	435,780	10	100	137
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	608,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	883	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Grand	Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	18.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	....	124.0	—	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	815,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	15
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	55,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	64
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by West Jersey.)	.....	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,603	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	286	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	22
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)	.....	64,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)	.....	21,000	21,000	—	100	....
Dec. 31, 1867	271.0	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*....Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. and N. W.)	.....	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	26.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,866,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	112½
Jun. 30, 67	137.0	—	17.0	—	28	28	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. and Ohio.)	.....	888,080	.....	—	100	33½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	....	43.5	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	....	....	—	—	—	—	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,500	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	58.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)	.....	.....	.....	—	50	6
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	140
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	172
ec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)	.....	.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	.....	.....	12,614,846	4,741,200	10	100	77½
M 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,402	4,451,974	2,268,148	10	100	111
Jun. 30, 1867		Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	.....	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentucky.)	.....	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction...O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,687	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,348	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....
Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,360	1,477,518	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
									Cleveland, Col. Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,460,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	75

Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,360	1,477,513	482,584	6,000,000	425,000	—	395,957	137.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....								
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	....	....	10,450,000	2,000,000	....	....	394.8	2,101,519	....	....	3,391,025	1,087,176	..	100	75								
Dec. 31, 1867	67.0	11.0	32.0	—	....	....	....	....	Cleveland and Mahoning	Ohio.	3,599,000	....	....	....	2,056,400	1,542,600	—	....	....	(Leased	to Atl. &	Gt. W n	....	....	—	100	....								
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	....	....	8,750,000	2,500,000	....	378,705	188.8	804,876	....	....	2,659,347	983,418	10	50	95								
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,860	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	83½								
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,685	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	98								
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	26,670,000	....	....	....	11,420,000	13,900,000	1,350,000	....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Ktn.)	—	100	89								
Nov. 30, 1867	54.7	—	12.5	—	....	....	....	....	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	1	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....								
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	....	....	941,321	146,888	8	50	72½								
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	....	....	595,587	374,580	—	....	27.0	....	....	....	68,707	20,763	—	100	....								
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90								
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	128								
Oct. 31, 1867	6.8	—	9.6	—	....	....	....	....	Connecting (Phila.)	Pennsylvania.	2,000,035	....	....	....	100,000	1,000,000	900,035	....	....	(Leased	to Phila.	& Trent.)	....	....	—	100	....								
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contocoock River	New Hampshire.	267,000	....	....	....	200,000	30,000	....	....	14.6	....	....	....	40,291	18,088	—	100	....								
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	....	....	....	1,000,000	500,000	....	....	53.0	(Op	ened Dec.	1867.	....	....	—	100	....								
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	....	....	1,500,000	898,000	....	....	37.0	252,679	....	....	479,937	114,627	—	50	....								
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	....	....	517,391	77,243	8	50	....								
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	—	9,628	24.0	64,670	....	....	156,756	11,292	—	100	....								
Mar. 31, 1868	144.0	—	....	—	....	....	....	....	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,258	—	144.0	....	....	....	965,853	313,174	—	100	....								
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	....	....	123,006	23,412	—	100	....								
Jun. 30, 1867	36.0	—	2.8	—	....	....	....	....	Dayton and Western	Ohio.	1,087,779	*	....	....	309,276	788,000	204	—	42.0	745,040	1,260,925	....	147,475	30,848	—	100	....								
Oct. 31, 1867	84.0	—	....	—	....	....	....	....	Delaware	Delaware.	1,632,171	....	....	....	594,260	912,250	....	....	....	(Leased	to Phila;	W. & B.)	....	....	6	100	....								
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	....	13,386,020	3,308,000	708,206	—	253.3	2,034,524	....	....	2,613,979	loss.	10	50	125								
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	....	....	1,820,200	2,982,000	795,004	—	162.0	....	....	....	736,587	310,402	—	100	....								
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	....	....	1,761,399	768,789	—	100	....								
Mar. 31, 1867	28.5	—	....	—	....	....	....	....	Dover and Winnipissogee	New Hamp.	825,199	....	....	....	480,000	—	—	—	....	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....								
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,574,691	....	805,271	355,527	—	100	100								
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,512	*	49,151	2,988	680,372	550,000	377	151,702	56.0	....	....	....	142,356	50,271	—	100	....								
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	....	....	....	....	34,660	....	....	....	....	....	....	....	....	....	—	100	....								
Oct. 31, 1867	17.5	—	0.4	—	....	....	....	....	East Brandywine and Waynesb	Penn.	259,800	....	....	....	89,800	168,000	2,000	—	....	(Leased	to Pennsy	lvania.)	....	....	—	50	....								
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	118								
Dec. 31, 1867	38.5	—	....	—	....	....	....	....	Eastern Shore ¶	Maryland.	850,000	....	....	....	280,000	570,000	....	—	....	(Leased	to Delawa	re.)	....	....	—	100	....								
Oct. 31, 1867	7.5	—	3.1	—	....	....	....	....	East Mahanoy	Pennsylvania.	392,550	....	....	....	392,550	—	—	—	....	(Leased	to Phila.	& Reading.)	23,553	6	50	....								
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	....	....	654,600	674,900	....	....	36.0	221,129	....	....	538,531	259,992	—	50	....								
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	....	....	....	538,734	145,823	—	100	....								
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	....	....	501,698	83,584	—	100	....								
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky ¶	Tenn.	1,175,000	....	....	....	—	1,162,545	....	—	47.0	....	....	....	....	....	—	100	....								
Sept. 30, 1867	46.8	—	2.9	—	....	....	....	....	Elmira, Jefferson and Canandaigua	N. Y.	500,000	....	....	....	500,000	—	—	—	....	(Leased	to Northe	rn Central	.)	25,000	5	100	....								
Oct. 31, 1867	78.0	—	16.0	—	....	....	....	....	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	....	....	1,000,000	1,620,000	....	—	....	(Leased	to Northe	rn Central	.)	165,000	5	100	60								
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	....	....	14,317,213	2,936,988	—	100	39½								
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....								
Dec. 31, 1867	13.0	—	....	97.0	....	....	....	....	European and North American ¶	Maine.	....	....	....	....	....	....	....	....	13.0	....	....	....	....	....	—	100	....								
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(C	onstructed	by th	e Provin	cial Gov	ernment	.)	108.0	....	....	....	161,136	30,812	—	100	....								
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	....	....	507,792	148,108	—	100	....								
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	....	....	....	....	....	....	....	....	8.0	....	....	....	....	....	—	100	....								
Nov. 30, 1867	5.8	—	....	—	....	....	....	....	Fall River, Warren and Providence	R. I.	826,959	....	21,759	....	150,000	200,000	27,450	—	5.8	10,881	422,261	....	30,898	5,828	—	100	....								
Oct. 31, 1867	12.7	—	0.4	—	....	....	....	....	Fayette County	Pennsylvania.	130,000	....	....	....	107,400	—	—	—	....	(Leased	to Pittsbu	rg and Co	nnellsville	.)	8,162	7½	50	....								
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	129½								
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	....	....	248,000	2,000	25,422	30,291	13.9	36,196	....	....	90,295	18,346	6	100	....								
Dec. 31, 1867	12.0	—	....	—	....	....	....	....	Flemington	New Jersey.	375,660	....	....	....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'ss 4,648	—	100	....								
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	....	....	176,751	....	—	100	....								
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	816,500	551,062	179,584	65.5	96,324	....	....	236,958	132,317	—	100	....								
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	....	....	3,000,000	—	—	—	154.0	....	....	....	....	....	—	100	....								
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	....	....	....	....	....	....	45.2	....	....	....	....	....	—	100	....								
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	....	....	....	....	....	....	....	....	60.0	....	....	....	....	....	—	100	....								
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	....	....	230,845	—	—	—	11.5	....	....	....	55,591	11,382	6	100	....								
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	....	....	....	....	....	575,000	....	....	52.0	....	....	....	406,461	....	—	100	....								
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,007	....	....	1,003,724	491,889	64	100	80								
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	....	....	475,000	167,000	....	....	....	....	....	....	....	....	—	100	....								
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....								
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	....	....	6,492,367	1,358,628	—	100	....								
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,901,221	1,208,680	357,157	356.0	2,104,377	....	....	3,346,673	1,609,549	7½	100	....								
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	48	Greenville and Columbia ¶	S. Carolina.	2,602,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	....	....	251,981	137,245	—	100	....								
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,647	12,965,380	19,922,754	1,716,270	516,270	—	100	91								
Oct. 31, 1867	36.0	18.0	54.0	—	....	....	....	....	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	—	183,284	7	50	111½								
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	....	....	1,697,334	539,117	12	100	225								
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Cont. & R. I.	4,204,866	*	....	....	2,037,940	2,055,000	....	—	122.4	373,152	12,126,637	....	766,351	....	—	100	....								
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	....	....	2 000,000	287,000	137,525	39,791	119.8	268,608	....	....	534,545	66,272	—	100	....								
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	....	....	750,000	1,792,000	164,000	—	80.0	....	....	....	542,837	347,860	—	100	....								
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria	Texas.	....	....	....	....	....	....	....	....	50.0	....	....	....	....	....	—	100	....								
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,087	*	....	....	9,981,500	6,188,000	....	....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	132								
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	....	....	685,130	1,656,245	....	—	58.8	149,189	....	....	186,451	52,342	—	50	....								
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	—	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	144								
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	....	....	....	....	....	....	....	—	....	....	....	....	....	....	—	100	....								
Dec. 31, 1867	160.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	—	302.5	....	....	....	....	....	—	50	30								
Dec. 31, 1867	75.0	—	....	—	....	....	....	....	Indianapolis, Peru and Chicago	Indiana.	....	....	....	....	....	....	....	—	75.0	....	....	....	....	....	—	50	....								
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	....	....	....	....	....	....	....	—	....	....	....	....	....	....	—	100	....								
Jun. 30, 1867	13.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	....	7,064	132,411	35,000	20,959	—	13.0	....	....	....	61,727	10,949	—	100	....								
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	....	400,000	150,000	....	—	11.0	....	....	....	87,144	17,165	—	50	....								
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	....	45,536	495,139	1,495,000	157,091	46,624	45.0	....	....	....	189,439	94,904	—	100	....								
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	643	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	....	....	(10 mos.)	914,725	219,245	—	100	....								
Dec. 31, 1867	37.0	—	....	—	....	....	....	....	Joliet and Chicago	Illinois.	2,000,000	....	....	....	1,500,000	500,000	....	—	....	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95								
Dec. 31, 1867	45.0	—	....	—	....	....	....	....	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	....	....	....	300,000	800,000	....	—	....	(Leased	to Michig	an Centra	l.)	....	8	100	....								
Oct. 31, 1867	4.6	—	4.8	—	....	....	....	....	Junction (Phila.)	Pennsylvania.	955,250	....	....	....	155,250	800,000	....	—	....	13,792	....	....	75,269	32,185	—	100	....								
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	....	....	....	....	....	1,206,000	....	—	99.0	....	....	....	....	....	—	100	....								
Dec. 31, 1867	18.0	7.0	....	275.0	3	6	2	50	Keokuk and St. Paul	Iowa.	750,000	*	....	....	250,000	500,000	....	—	25.0	....	....	....	....	....	—	100	....								
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	....	....	....	....	....	....	....	—	....	....	....	....	....	....	—	100	....								
Dec. 31, 1867	31.0	—	....	34.0	4	8	1	23	Knoxville and Kentucky ¶	Tennessee.	....	....	....	....	....	....	....	—	....	....	....	....	....	....	—	100	....								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Open. J	an. 1, '68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opened Jan. 1, 1868, & ope		r. by L. C	& N.Co.		—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	110½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	*	18,257	9,140	514,646	44,000	114,749	8,267	.....	(Operated by Louisv., Cinc. and Lex.)			45,700	6	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint). O.	411,824	1,012,564	778,955	624,683	3,572,400	1,589,000	35,935	282,550	.....	(Operated in connection with Col. & Xenia.)			.....	.....	8	50	....
Oct. 31, 1867	28.3	8.0	24.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,662	.....	2,047,438	.....	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	.....	....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	2,646,100	868,000	.....	.....	.....	(Leased to Phila. and Read.)			.....	.....	4	50	92
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Jun. 30, 1868	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.		2,496,288	*	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	23.250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operated by Louisv., Cinc. and Lex.)			103,858	6	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	*	1,466,271	757,765	7,869,186	4,088,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,699	919.095	8	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Boston and Lowell.)			.....	21,780	6	100	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	.....	(Leased to Summit Branch.)			.....	62,500	9	50	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	102.5	280,832	.....	.....	568,346	164,089	8½	100	105
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	.....	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Operated with Concord.)			.....	97,925	9	100	127½
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	(Owned and oper. by Conc.)			50,267	1,950	—	100	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,568	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	(Operated by contractors.)			.....	.....	—	100	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	.....	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	130.0	(Operated by Louisville and Nashville c.)			.....	.....	—	100	....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind. O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,840	267,477	810,279	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	130
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	86½
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	320.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,931,300	*	545,361	1,361,622	13,457,775	16,796,500	1,373,078	1,208,836	820.0	(Leased to West Jersey.)			59,329	36,482	12	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	66
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	(Leased to Phila. and Reading.)			.....	.....	8	50	114
Aug. 31, 1867	236.0	—	....	—	36	19	8	213	Missis. Cent. and Tenn. ¶. Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	1,002,774	439,705	—	100	9
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	99.2	.....	.....	.....	612,761	135,847	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6.633	44,459	384,738	129,000	236,828	15,301	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	1,644,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	85
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	.....	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶. Tenn. & Ky.	4,600, 55	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	92,000	406,087	1,157,786	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶..N. Brune.	2,500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operated by Pbg F.W.&C.)			178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Dec. 31, 1867	33.8	—	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	1,344,000	650,000	142.167	.....	.....	(Operated partly by N. Y. & N. H.)			.....	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	132
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,000	642,107	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,630	New York Central .....New York.	36,594,405	*	8,640,209	888,921	28,537,000	12,069,820	688,879	4,727,836	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	—	5.0	....	34.8	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	22,224	.....	692.2	6,401,420	198,985,143	302,180,606	13,976,514	3,325,822	6	100	149½
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109.365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	128
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	140
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	24	100	85
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			60,000	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	50
May 31, 1867	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,600	*	500,100	62,264	4,000,000	443,000	147,155	732,838	220.0	950,000	.....	.....	517,940	206,127	6	100	....
Feb. 29, 1868	92.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Selma and Meridian.)			.....	.....	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,549	1,053,950	873,000	286,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	....

Feb 29, 1868	22.5																														
Feb. 28, 1868	102.0				12	12	5	110	North-Eastern	South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	(Leased to Selma and Meridian.)					12,569		100	
Feb. 29, 1868	180.0	61.0							North Missouri	Missouri.										166,800			279,232	105,577			100	
Oct. 31, 1867	55.3	12.0	20.0		23	26	14	309	North Pennsylvania	Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	377,206	55	50	71½
Dec. 31, 1867	94.3	3.0			18	20	3	349	Northern	Canada.									97.3				561,370			100	
Dec. 31, 1867	138.0		95.5		99	56	43	4,217	Northern Central	Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,003,050	94,836,528	3,690,868	917,016	8	50	96½
Mar. 31, 1868	69.0	13.0			24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	62.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	111
Sept. 30, 1867	21.3		3.5		5	13	5	24	Northern New Jersey	N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805		100	
Nov. 30, 1867	59.4	7.0	9.5		20	19		491	Norwich and Worcester	Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	91
Jun. 30, 1867	113.0	32.0	6.7		22	26	5	252	Nova Scotia	Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699		100	
Mar. 31, 1868	118.4	4.0	18.0		30	16	8	519	Ogdensburg and Lake Champlain	N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	69½
Dec. 31, 1867	340.0				79	36	20	1,213	Ohio and Mississippi	Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	898,638	122,225	340.0				4,459,319	1,063,529		100	30½
Oct. 31, 1867	97.0	3.0	16.0		27	17	6	175	Oil Creek and Allegheny River	Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882		50	80
Nov. 30, 1867	130.5	19.5	32.3		34	59	19	450	Old Colony and Newport	Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	95½
Sept. 30, 1867	287.1	9.9	31.9		16	16	11	149	Orange, Alex. and Manassas Gap	Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587		100	72
Dec. 31, 1867	9.1								Orange and Newark	New Jersey.									9.0				136,096	23,634		100	
Sept. 30, 1867	28.6		3.3						Oswego and Rome	New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598		100	
Sept. 30, 1867	36.3		21.3		6	10	4	63	Oswego and Syracuse	New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	
Feb. 29, 1868	283.0				52	41	24	706	*Pacific*	Missouri.	11,479,635	2,195,655	10,991		3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055		100	
Sept. 30, 1867	47.6				15	23		151	Panama	New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	330
Dec. 31, 1867	14.5		14.5						Paterson and Hudson	New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	
Dec. 31, 1867	6.1								Paterson and Newark	New Jersey.																100	
Dec. 31, 1867	15.1								Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	
Dec. 31, 1867				109.0					Peninsular	Mich. Ind. and Ill.					400,000											100	
Dec. 31, 1867	330.0	33.4	448.3		415	291		6,393	Pennsylvania	Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	108
Oct. 31, 1867	47.0		54.9		23	4		2,023	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,183,250		3,200,000	597,500	385,750		62.9						20	50	
Mar. 31, 1867	130.0	25.0		167.0	13	14	8	102	*Pensacola and Georgia*	Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371		100	
Dec. 31, 1867	46.0								Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased to Ohio. R. I. and Pacific.)				125,000	8	100	
Dec. 31, 1867	71.0								Peoria, Pekin and Jacksonville	Illinois.	1,100,000				550,000	550,000			71.0							100	
Dec. 31, 1867	61.0	21.3	4.7		10	9	9	98	Petersburg	Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662		100	
Oct. 31, 1867	39.0			51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423		50	
Dec. 31, 1867	287.5		70.5		90	50	21	1,490	Philadelphia and Erie	Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239		50	50
Sept. 30, 1867	17.1	3.1	24.7		20	44	7	147	Phila., Germantown and Norristown	Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	133½
Nov. 30, 1867	93.0	54.0	271.1		268	79	31	8,068	Philadelphia and Reading	Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	419,092,054	9,106,497	2,039,761	10	50	99
Oct. 31, 1867	26.5		32.2						Philadelphia and Trenton	Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9		52	98		988	Philadelphia, Wilm. and Baltimore	Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	106½
Jun. 30, 1867	150.0	8.0	20.0		50	31	15	700	Pittsburg, Columbus and Cincinnati	Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332		100	
Oct. 31, 1867	58.4		17.4	90.6	13	13	4	79	Pittsburg and Connellsville	Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973		50	
Dec. 31, 1867	468.0		130.0		199	119	54	2,681	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	110½
Dec. 31, 1867	43.0								Pittsburg and Steubenville	Penn. & W. V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)						50	
Nov. 30, 1867	18.6		1.4		1	2	1		Pittsfield and North Adams	Mass.	443,678	*	6,822	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	
Sept. 30, 1867	23.0				3	2	1	30	Plattsburg and Montreal	New York.									23.0				48,776	4,240		100	
Dec. 31, 1867	63.0	9.0			17	18	10	197	Portland and Kennebec	Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693		100	
May 31, 1867	57.3				14	4		147	Portland, Saco and Portsmouth	Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	100
Mar. 31, 1867	50.0								Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	
Mar. 31, 1867	26.0								Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673		100	
Nov. 30, 1867	14.5				3	5	2	25	Providence, Warren and Bristol	R. I. & M.	434,942	49,787	6,500		437,917	150,000			14.5	42,600			92,930	34,259		100	
Nov. 30, 1867	43.4	1.8	20.4		19	17	4	688	Providence and Worcester	R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	
Dec. 31, 1867	97.0								Raleigh and Gaston	North Carolina.																100	
Dec. 31, 1867	73.8	8.5							Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663		100	
Dec. 31, 1867	39.5	8.5	2.3		7	7	1	39	Reading and Columbia	Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,553			176,071	25,486		50	
Sept. 30, 1867	174.9		16.9		31	53	17	542	Rensselaer and Saratoga	N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	
Sept. 30, 1867	140.5	1.5	13.2		24	16	6	263	Richmond and Danville	Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,962,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711		100	
Sept. 30, 1867	75.5				8	14	9	127	Richmond, Frederick and Potomac	Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597		100	
Sept. 30, 1867	22.1	2.7			8	10	5	132	Richmond and Petersburg	Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544		100	
Sept. 30, 1867	38.3								Richmond and York River	Virginia.					650,000	400,000				(Not operated since the war.)						100	
Sept. 30, 1867	22.0			31.0					Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0							100	
Dec. 31, 1867	12.0			78.0					Rock Island and Peoria	Illinois.									12.0							100	
Dec. 31, 1867	142.0	50.0			37	27	13	467	Rome, Watertown and Ogdensburg	N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6		18.0		35	27	9	709	Rutland	Vermont.	4,500,000	*			2,223,000	3,177,500			143.3	612,563			840,855			100	32
May 31, 1867				133.0					*St. Croix and Lake Superior*	Minn. & Wis.																100	
Dec. 31, 1867	175.0	34.0			46	30	9	993	St. Louis, Alton and Terre Haute	Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1,'67,		l. & St.L.)	2,218,402	608,112		100	48
Dec. 31, 1868	80.9								St. Joseph and Council Bluffs	Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)						100	
Dec. 31, 1866	54.0				7	10	3	85	St. Lawrence and Ottawa	Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071		100	
Dec. 31, 1867	91.0	16.0			111.0	18			*St. Louis and Iron Mountain*	Missouri.																100	
Dec. 31, 1867	150.0				148.0	15	8		St. Louis, Jacksonville and Chicago	Ill.						1,500,000										100	
May 31, 1868	80.0				150.0	7	7	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404		100	
Nov. 30, 1867	16.0								Salem	New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	
Dec. 31, 1867	16.9								Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,305	226,900	487			(Operated by Boston & L.)			17,500	16,788		100	
Dec. 31, 1867	155.0	10.0	19.7						Sandusky and Cincinnati	Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000	50	42½
Dec. 31, 1867	116.3		9.2		10	12	6	199	Sandusky, Mansfield and Newark	Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369		100	
Oct. 31, 1867	54.0		7.0		7	1	3	71	Schuylkill and Susquehanna	Penn.	1,308,696	*			1,209,150	97,000	149,218		54.0	143,124			146,840	18,546		50	
Oct. 31, 1867	9.3	20.7	3.2						Schuylkill Valley	Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	
Feb. 28, 1868	80.0		7.1		12	5	0	118	Seaboard and Roanoke	Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776		100	
Feb. 29, 1868	81.3		6.3		13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909		100	
May 31, 1867	135.0			100.0	16	4	3	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,624			100	
Oct. 31, 1867	28.0		6.0						Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	
Dec. 31, 1867	20.0			23.0	3	3	5	15	Sheboygan and Fond du Lac	Wisconsin.	457,000	*			250,000				20.0							100	
Dec. 31, 1867	20.0								Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)						100	
May 31, 1867	50.0		4.1		10	19	11	40	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	
Dec. 31, 1867	71.0			2.9					*Sioux City and Pacific*	Iowa.									71.0	(Opened near close of 1867.)						100	
Dec. 31, 1867	37.0		1.6						Somerset and Kennebec	Maine.	800,000				230,000	560,000				(Leased to Portland and Kennebec.)				36,000		100	
Dec. 31, 1867	16.0								South Branch	New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	
Dec. 31, 1867	137.0	106.0	29.1		43	30		343	South Carolina	South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777		100	
Nov. 30, 1867	11.5		1.9		3	12	3	15	South Shore	Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,500	27,888		100	15½
Dec. 31, 1867	34.0			21.0	8	17	3	18	South Side (L. I.)	New York.	1,300,000	*			450,000	750,000			34.0							100	
Sept. 30, 1867	123.0	9.6			15	6	2	142	South Side (Petersb'g & Lynchb'g)	Va.	3,726,590	*	12,924	40,200	1,366,600	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921		100	
Dec 31, 1867	30.5			43.0	3	2	1	78	Southern Minnesota	Minnesota.									30.5							100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	...	*Southwest Pacific* †.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,330	226,822	3,203,900	437,000	148,777	271,168	91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	209.0	.....	.....	.....	1,906,953	408,959	9	100	90
Dec. 31 1867	20.0	—	....	—	...	...	...	...	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island.....New York.	354,132	*	.....	.....	196,000	150,000	.....	.....	.....	(Leased to Cinc., Dayton and Eastern.)						100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	...	...	...	...	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	201.0	.....	12,861,340	.....	1,276,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	...	...	...	...	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	267,300	.....	.....	.....	.....	(Leased to Housatonic.)				31,409	7	100	....
Dec. 31, 1867	—	—	22.0	—	...	...	...	...	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0	...	...	...	...	Tennessee and Pacific †.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga.....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	.....	.....	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,028	287,126	80.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western.O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	57½
Sept. 30, 1867	6.0	—	6.0	—	...	...	...	...	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	...	...	...	...	Troy and Greenfield †.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Leased to Hudson River.)					19,208	7	100	....
Sept. 30, 1867	2.1	—	2.1	—	...	...	...	...	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Operated by Vt & Mass., & T. & B.)				32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	...	...	...	...	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Owned by railroads centring in Troy.)								
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)								
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	...	...	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	831,300	.....	.....	.....	34.9	33,168	1,882,670	666,074	1,625,156	.....	.....	100	....
May 31, 1867	47.0	18.5	....	—	...	...	...	...	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	693,712	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	(Leased to Vermont Central.)					6	100	100½
May 31, 1867	28.7	—	....	—	4	...	...	...	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,788,991	393,128	—	100	64
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,696	357,408	1,997,693	882,533	392,872	140.0	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	83,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	...	...	...	...	Virginia and Tennessee †.....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	...	...	...	...	Warren.....New Jersey.	2,000,000	*	50,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	...	...	...	...	Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operated by Erie.)			468,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—	...	...	...	...	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	61,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	...	...	...	...	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	28.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	28.0	(Opened Nov. 20, 1867.)					—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western †.....Massachusetts.	12,692,361	*	5,230,945	.....	8,726,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	178.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,298	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	...	...	...	...	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	...	...	...	...	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56,412	2,707,693	3,155,400	1,234,883	4,182	181.0	(Leased to Pennsylvania.)					—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	...	...	...	...	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	200,000	.....	.....	.....	.....	.....	.....	.....	278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—	...	...	...	...	White Mountains.....New Hampshire.	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,857	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon †...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—	...	...	...	...	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	...	...	...	...	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	.....	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	...	...	...	...	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	48.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	203,333	.....	.....	.....	(Leased to Balt. and Ohio.)				27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	...	...	...	...	Wrightsville, York and Gettysburg.Penn	293,230	.....	.....	.....	317,050	52,000	24,180	.....	45.7	260,000	4,932,160	5,288,067	449,383	161,361	8	100	....
																			(Leased to Northern Central.)								
									CANALS, &c																		
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	39
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	131
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)	.....	.....	65.5	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	871,672	543,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,738,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,688	2,200,000	1,049,260	120,563	61,091	101.0	.....	.....	.....	.....	247,603	8	50	57½
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,902,746	2,611,310	159,506	.....	45.0	.....	.....	.....	1,099,013	.....	6	50	20
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	28
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	211,829	61,218	—	50	....
																						132,037	33,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track. m.	Length. In progress or projected. m.	Equipment. Cars. Horses. No	Cars. 2horse. No	Cars. 1horse. No	Companies.	Cost of Road and Equipment. $	Share Capital paid in $	Indebtedness. Bonded Debt. $	Indebtedness. Floating Debt. $	Earnings. Gross. $	Earnings. Net. $	Dividends on paid capital. p. c.	Par Value. $	Market Price.
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	326,000	—	64,336	187,427	29,460	9.5	—	62½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	98½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,994	154,967	loss.	—	10	—
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,000	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,623,225	1,250,000	—	183,198	736,709	129,635	10	—	65
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,086	10,087	—	—	60
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.1[illegible]	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Melrose.)	—	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	18,015	6	—	55
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.6	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep. '67	10.70	—	—	—	37	Broadway (Brooklyn	286,561	200,000	85,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	18.0[illegible]	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70 00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep. '67	5.12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep. '67	21.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,646	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531.915	16,285	—	100	—
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	228	—	100	—
30 Sep. '67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	192,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	44	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,184	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	3.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,890	100,600	3,900	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Morris & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	187,000	—	92,871	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	183,400	100,000	15,000	48,250	1,501	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,446,512	800,000	700,000	137,000	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	78,564	10	100	—
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,598	1,176	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,200000	50 000	1,18494	222,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,440	2,140	—	100	—
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	201,288	121,172	196,500	1,200	75,17[illegible]	14,707	—	100	—
30 Sep. '67	2.25	—	—	4	—	V. Brunt st. & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,287	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westerviiet (Albany)	294,386	240,00	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,67[illegible]	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	59,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	8	50	33
31 Oct '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,514	63.582	26½	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	114,204	15,978	12½	50	25½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.	234,463	150,000	100,000	—	170,439	9,604	10	50	35
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90 000	60,200	7,900	66 529	13,046	—	25	14
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	—	9	3	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	215,000	150,000	61,911	226,044	53,911	10	50	47
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	205,307	—	—	9 888	23,343	3	50	22½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,485	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,560	11½	50	—
31 Oct. '67	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,7[illegible]	6,725	2	50	—
31 Oct. '67	3.26	—	—	—	—	Schuylkill River (Phila.)	47,462	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,083	408 156	105,448	18½	50	48½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	178,049	192,750	—	—	131,528	22,160	31½	50	73
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,884	84,648	—	50	164
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,708	275,000	100,000	—	261,058	50,692	10	50	65½
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,295	49,800	—	6,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,000	5,000	1,127	8,585	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	349	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing. $	Interest. Rate. pc	Interest. Payable.	Principal payable. Year.	Market Price. p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1894	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1885	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg] 1st Mortgage	56,200	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1880	90
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	133,600	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	48,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	—	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1870	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	96
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	57,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,100	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt, st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1872	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar...	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar...	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	60½
Cayuga and Susquehanna,* guar...	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	68
Chicago and Alton, pref.	2,425,400	7	10	139
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	16,356,287	7	10s	79½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	85
Erie, preferred	8,536,910	7	7	60
Hannibal and St. Joseph, pref.	5,253,836	...	...	90
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	5	4	67½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	25
" " 2d pref....	4,051,744	6	...	10
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	84½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	29
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	...	7	7	78
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	369,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	70
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	...	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	...	6	...	37½
Mariposa Mining, pref.	5,774,400	7	7	19

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	40 — @ 42 —
Pig, American, No. 1 (good to best)	40 — @ 42 —
Pig, American, No. 2	37 — @ 39 —
Pig, American, Forge	33 — @ 34 —
Bar, Refined, English and American	90 — @ 95 —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
Store Prices.	
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	130 — @175 —
Ovals and Half-round	125 — @155 —
Band	130 — @ — —
Horse Shoe	130 — @ — —
Rods, ⅜@3-16 inch	105 — @165 —
Hoop	135 — @190 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia, assorted No.'s (gold)	— 10½@ — 11½
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English (gold) per ton.	52 50 @ 53 —
Rails, American	79 — @ 81 —
Anvils, Eagle per lb.	— — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality). per lb.	— 18 @ — 23
English Spring (2d and 1st quality)	— 10 @ — 12½
English Blister (2d and 1st quality)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Nails	— — @ — 42
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½@ — 24

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— — @ — 30
Straits (gold).	— 27½@ — 28
English (gold).	— 26½@ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal...per box.	8 37½@ 8 50	11 25 @ 11 75
I. C. Coke	7 — @ 7 50	9 75 @ 10 50
Coke Terne	6 — @ 6 25	8 50 @ 8 75
Charcoal Terne	7 75 @ 8 25	10 75 @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— — @ — 18
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 30
Refined, Standard White (in ship'g order)	— 31½@ — 32
Refined, prime White (in shipping order)	— 35 @ — —
Refined, S. W. (in merchantable order)	— — @ — 31
Naptha, Refined, (60 @ 63 gravity)	— — @ — —
Residuum per bbl.	— — @ 4 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23
Atlantic M. S. S. Co.	....	....	21	....	....	
Boston, Hartford & Erie 26	....	26	....	....	....	
California 7s (gold)	....	....	....	....	....	
Canton Co. 48	....	....	48	48	49½	48½
Central of N. Jersey...111¼	112½	112½	112	112½	112½	
Chicago & Alton	....	....	....	....	....	
" pref.	....	....	....	139	....	
" 1 M.	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds.	....	....	....	....	....	
Chicago, Burl. & Q.....17	....	....	....	172	....	
" 8s, 1883	....	....	....	....	....	
Chi. & Gt. Eastern 1st m.	....	73	73½	....	....	
Chic. & Northwestern . 76	....	....	77½	....	77½	
" pref. 78½	77½	78½	80½	82	79½	
" 1st M.	....	91	....	91	....	
" Interest	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Consol.	....	90	....	90	....	
Chic., Rock Isl. & Pac.	108½	108½	111	112½	111	
Chicago & R. I. 7s, 1870	....	100	....	....	....	
Chi., R. I. & Pa. 7s, 1896	....	....	....	96½	96½	
Clev., Col., C. and Ind.	75	75½	75½	75	75	
Clev. and Pittsburg	82	82½	82½	84	83½	83½
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M.	79	....	....	....	....	
" Con.	....	....	....	....	....	
Clev. and Toledo.....102	101½	....	96½x	97½	98	
" S. F. 7s	....	....	....	....	....	
Col., Chi., & Ind. C.	....	....	....	....	....	
" 1 M.	....	....	....	73½	73½	
Cumberland Coal pref.	....	....	....	....	....	
Del. & Hudson Canal	130	130½	132	....	131	
Del., Lack. & Western	....	125	....	....	....	
" 1 M. 7s	....	....	....	....	....	
" 2 M. 7s	....	....	....	....	....	
Erie Railway 40	40	39½	39	38½	38½	
" pref.	....	....	....	60	....	
" 1 M. 7s, 1867 101	....	....	....	....	101	
" 2 M. 7s, 1879	....	....	....	....	98	
" 3 M. 7s, 1883	....	92½	....	....	....	
" 4 M. 7s, 1880	....	....	....	....	....	
" 5 M. 7s, 1888	....	....	....	....	....	
Great Western 2d mort.	....	76½	....	....	76	
Hudson River.....126½	127	127	128½	132	....	
" 1 M. 7s, 1869	....	....	....	....	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M. 7s, 1875	....	....	....	....	....	
Illinois Central	....	144	....	....	....	
" bonds 114½	....	....	....	....	....	
Lake Shore (C., P. & A.) 100½	100	101	95x	....	....	
Marietta & Cin. 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central.....122	124	126	126	....	129	
" S.F. 8s, 1882	....	....	....	116	....	
" conv. 8s, '69	....	....	....	....	....	
M. S. and N. I.	86	86½	87½	87	86½	
" 1 M. S. F... 97	97	97	....	97	....	
" 2 M.	....	....	....	....	....	
Mil. and P. du Chien	....	....	....	....	....	
" 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Milw. and St. Paul..... 64½	....	....	67	67	66	
" pref..... 84	83½	84½	87½	86	84½	
" 1st mort.	....	....	92	93	93	
" 2d mort.	....	....	....	....	....	
" 8s.....102	....	....	....	102½	....	
" 7 3-10s con.	....	....	....	....	....	
Missouri 6s 90	90½	90	90	....	....	
" H. & St. J. 1ss.	....	90	90	....	....	
Morris and Essex	94	....	92	85x	....	
" 1st mort.	97	....	96½	96½	96	
" 2d mort.	93	92	....	92½	....	
N. Jersey R.R. & T. Co.	....	....	....	....	....	
New York Central.....127½	131½	131½	150	154½	149½	
" 7s, S.F. 1876	....	....	....	....	....	
" 7s, conv. '76	....	....	....	....	....	
" 6s, S.F. 1883	....	....	91	....	....	
" 6s, S.F. 1887	....	....	....	....	....	
N. York and Harlem	....	....	125	128	....	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873 100	....	....	100½	....	100	
N. Y. and N. Haven	....	....	....	....	....	
N. Carolina 6s 65½	65½	65½	65½	....	....	
" new 62½	62½	63	63	62½	62½	
Ohio and Miss. 29½	29½	29½	29½	30½	....	
" pref.	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Pacific Mail S. S. Co....111½	111½	113½	118½	118	....	
Panama	329½	329½	....	330	....	
Phila. and Reading	....	96½	97½	97½	97½	
Pitts., Ft. W. & Chicago.110	110½	110½	111½	110½	....	
" 1 M. .103	....	103	....	103½	103	
" 2 M. 98½	....	....	....	....	....	
" 3 M.	....	....	94	....	....	
Quicksilver Mining Co.	21	21	21½	21	....	
St. L., Alton & T. H.	....	....	....	....	....	
" pref.	61	....	....	....	61	
" 1 M.	....	....	94½	....	....	
" 2 M. pref.	....	....	....	....	83½	
" Income bds.	....	....	....	....	....	
Tennessee 6s	68½	69	69½	....	68½	
" new	68½	68½	68½	68½	68½	68½
Tol., Wab. & Western	....	56½	....	57½	57½	
" pref. 70	....	....	....	....	....	
" 1 M. ex.	....	....	....	....	....	
" 2 M.	....	....	....	83	....	
" Equipment	....	....	....	....	....	
Virginia 6s, ex-coupon	55½	....	56	....	....	
" new	....	....	57	....	57	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	105⅝	105¼	105	105⅝	105⅝	105¼
U. S. 5s, 10-40s, reg	102⅜	....	....	....	....	....
U. S. 6s, 1881, reg	109¼	....	109⅜	....	....	....
U. S. 6s, 1881, coup	114⅜	114⅜	114⅜	114⅜	114⅜	114⅜
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	105¼	....	....	105⅜	....	....
U. S. 6s, 5-20s, c. 1862.	110¼	110¼	110⅜	110¼	110¼	110¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	106⅞	106⅜	106⅜	106⅜	106⅜	106⅜
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	107⅛	....	107⅜	107⅛	....	107⅜
U. S. 6s, 5-20s, r. n. '65	....	105	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	110	109⅛	109⅞	....	110⅛	....
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	110	110	109⅞	110⅛	110⅛	110
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110⅛	110	110⅛	110⅛	110⅛	....
U. S. 6s, Pac.R.R.issue	99⅜	99⅜	99⅛	99⅜	99⅜	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa	....	....	....	....	....	....
.. preferred	30	....	30½	....	....	30½
Camden and Amboy	....	129¼	....	129¼	129¼	129½
.. 6s, 1870	....	....	....	....	98	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	28¼	28¼	....	....	....	28⅜
.. 6s, 1884	....	....	....	....	....	83½
.. Gold L	89	89	....	....	87½	87½
.. R. R. L	....	....	....	....	....	83½
Lehigh Valley R. R.	55⅜	53⅜	55½	55	55½	55½
.. 6s new	91	91	....	90	....	....
Little Schuylkill R.R	....	....	....	....	46	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	57½	57
Morris Canal	....	....	....	....	....	....
.. pref	72	72	....	72	....	72
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	36⅛	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	53⅞	54	53⅞	53⅞	53⅞	54
.. 1st M	....	....	....	....	....	100⅜
.. 2d M	....	95⅜	....	95⅜	....	....
Penn. State, 6s, 1st series	105	....	105	....	....	105
.. 6s, 2d series	106⅛	106	105	....	....	106
.. 6s, 3d series	....	107⅛	....	....	....	107⅛
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	100¼	100¼	100⅛	100⅝	100⅝	100⅝
Philad., Germ. & Nor	....	....	....	66¾	....	....
Phila. & Reading	48¼	48¼	48⅜	48¼	49	49⅛
.. 7s, 1893	....	....	....	....	....	105
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	20	....	....	....	20	....
.. 6s, 1882	70½	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	10½	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	35	....	....
2d and 3d streets ..	....	....	....	....	....	48½
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875	....	....	92½	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	....	92⅜	....	92⅜	....	92½
.. 1893	....	....	....	....	....	....
Balt and Ohio	120	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	94¼	93¾	93¾	....
Marietta & Cin. 1st M	90	....	89	....	....	....
.. 2d M	....	73½	....	....	72⅝	73
Northern Central	48¼	48¼	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	95	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Boston and Albany	151¼	151¼	....	....	151	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	133	....	....	....	133	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	26	26⅛	25½	25⅛	24⅛	....
.. 7s, new	....	....	....	....	....	....
Cheshire, pref	....	....	....	68½	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	....	....	....	....
Fitchburg	130½	129⅝	....	....	....	....
Manchester & Lawr'ce	....	127½	....	....	....	....
Michigan Central	120	123	....	127	130	....
Northern, N. H	....	....	111	....	....	....
Ogdens. & Lake Champ	....	....	69	68½	69½	....
.. pref	....	....	....	....	....	....
Old Colony & Newport	....	97	95¾	....	....	....
Ph., Wil. & Baltimore	55½	....	....	....	53¼x	....
Portl'd, Saco & Ports	99½	....	100	....	....	....
Vermont & Canada	101	100⅜	100⅛	100⅜	....	....
Vermont & Mass	....	....	....	....	....	....
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	65	....	....	....
Middlesex ..	60	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	15	....	....	13½	13½	....
Franklin ..	....	14	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	8	7¾	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Dec. 4.	Nov. 27.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	63 — 68	63 — 68
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	63 — 68	63 — 68
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	37⅛ — 38¼	39 — 40
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	26¼— 26⅝	26¼— 27⅛
Do. sterlg. 6 p.c. convertible bonds	68 — 68¼	68 — 68¼
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	96½— 96⅝	96 — 96⅛
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	89 — 91	89 — 91
Philadelphia and Erie 1st mort. 1881.	89 — 91	89 — 91
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, December 26, 1868.

Stock Exchange and Money Market.

Money has been in quite urgent request for both speculative and mercantile purposes, since our last; while the available supply has been materially reduced, and the price of accommodation to borrowers correspondingly advanced. Call loans closed more generally at the full rate of 7 per cent. in coin, than at the same legal figure in currency, only a few of the more prominent Government and Stock houses having had balances tended to them at the latter quotation. A good many street operators have paid liberally for aid until the bank quarter day (Jan. 4,) shall have been passed. The banks of the city have been further weakened in the cash reserves, by the Western and Southern drain of funds. On their last weekly averages, they reported a loss of a little over 6¼ millions of deposits, nearly 3¼ millions of legal tender notes, and ½ million of specie. The Philadelphia Banks, on the other hand, made a slight gain in specie and legal tender, as also in deposits. The city banks cut down their loan averages nearly a million, while the Philadelphia Banks added to their loan and discount item, about half a million. The discount market here has been working closer and rates on prime to good business paper have been quoted up to 8@10 per cent. per annum. On Tuesday of this week, the failure of a leading Worth street commission house in the domestic dry goods line was reported, with liabilities placed as high as 1½ millions. This report seriously disturbed confidence in mercantile credits, and led to a temporary suspension of dealings on the part of the street brokers in business paper. The failure was attributed to the very heavy advances made by the unfortunate firm on property consigned to them for sale, and on which they were not able to realize as promptly and advantageously, as they had calculated on. The Sub-Treasury disbursement, last week, were a million in excess of its receipts. Thus far, in the current week, it has been gaining a little in its cash reserves. It held a balance on Tuesday evening of $91,054,011 or a trifle more than on the preceding Tuesday. It has been stated that the Sub-Treasury will probably commence disbursing the January coin interest about Monday or Tuesday next. Washington advices intimate that the forthcoming January interest, to be paid on Government account, will exceed $30,000,000 in gold. It will embrace the interest on a variety of securities, including three issues of Five-twenties, namely: the whole of the '68s, all of the '67s and the new issue of '65; and, beside these, the sixes of 1881, and the loans of 1858 and 1860.

The specie reserve of the city banks is now $18,643,584, against $13,468,109 same time last year. The city bank deposits are now $183,077,228, against $177,832,583 week ending Dec. 14, 1867. The legal tender reserve amounts to $50,796,133, against $58,311,432 same time last year. The circulation now stands at $34,353,758, against $24,019,101 same time last year. The loans are now $262,434,180, against $244,165,358 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $101,851,355 a day, against a daily average of $97,509,745 the preceding week, and $105,855,566 the week ending with Dec. 2, 1868. The current week's exchanges average about $125,000,000 a day. The city banks, last week, lost $497,194 of specie, $6,260,187 of deposits, and $3,219,732 of legal tender notes. They reduced their loans, $925,964; and increased their circulation, $147,852.

National Bank notes to the amount of $142,850 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $311,294,086, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $11,431,972, leaving, with the existing 1,629 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,862,114. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,827,000; and for the public deposits, $36,378,850—making a total of $378,205,350. The Treasury Department last week redeemed and destroyed $607,500 of worn and mutilated fractional currency, and issued $612,000 of new. The outstanding amount of fractional currency on the 1st of December, was $33,875,268, against $33,413,985 on the 1st of November, 1868.

The Gold Exchange Bank clearances last week

were on a reduced scale. Its average amount of loans and discounts was $1,195,841 00, average amount of specie $677,935 61, average amount of deposits $1,103,508 79. This bank has declared a dividend of eight per cent., payable January 1.

The U. S. Sub-Treasury receipts, week ending with Dec. 19, were $7,158,050, including $1,562,102 from customs duties; payments, $8,230,647, including $335,000 of coin interest; balance at the close of the week, $90,019,384, against $91 091,980, at the close of the preceding week, showing a decrease of $1,072,596. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,201,648 including $289,000 from customs; and payments, $903,800, including $78,000 of coin interest; on Tuesday, receipts, $1,286,274 including $269,000 from customs, and payments, $549,494, including $50,857 of coin interest. The balance at the close of business on Tuesday stood at $91,054,011, against $91,020,262 a week previous; and $90,613,293, on Dec. 2, 1868.

The outstanding amount of coin certificates on the 1st of Dec., was $23,255,840, against $19,716,840 on the 1st of Nov., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $578,000, and retired $1,470,102 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during November, reached $7,658,840.

Government revenues have been on a very moderate scale, since our last. The excises, last week, yielded about 2½ millions; customs at the port of New York, $1,562,102, and at the outports about $500,000 (in coin) more, making the grand total income for the week equal to about $5,284,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 69½ millions, according to the latest Washington advices.

Gold has been fairly active but more than usually variable in price, influenced by the varying financial and commercial reports from Europe, and by the stringency in Money, which latter circumstance bore sharply against speculative operations for higher figures, toward the close. The range of the price, during the week has been from 134¾@135⅞, and the latest quotation on Wednesday, 134⅞. The export movement has been light. The customs drain has been very moderate. Many of the domestic holders of the public funds have been realizing on their January coupons, which the brokers have been buying at a reduction of ¼@½ per cent. from the going rates for coin.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,880,850, against $3,096,869 same time last year. The customs demand for Gold last week, averaged $260,350 a day; thus far, this week, it has been equal to $279,000 a day, or equal to a weekly aggregate of $1,674,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $58,342 and from California, $392,410. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $114,309,321, against $116,100,000 same time in 1867. At the port of San Francisco, $8,045,193, against $7,203,534 last year.

The total receipts of California gold at this port, since Jan. 1, 1868, have been $34,483,540, against $27,677,556 in 1867, showing an increase thus far in 1868, of $6,805,984. The exports of specie, from this port, last week, were $274,543, against $1,584,206 same week last year; total, since Jan. 1, 1868, $70,109,991, against $48,564,601 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $335,000; since Jan. 1, 1868, $82,009,517, against $61,718,595 same time in 1867. The specie exports from San Francisco, from Jan. 1, to Dec. 4, were $33,327,343, against $38,519,841 same time last year.

There has been more inquiry for foreign exchange, and increasing firmness has been reported in the price. Bankers' prime sixty day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.20c.@5.16¼; sight bills on London to 110¼@110½, and on Paris to 5.13¾c.@5.12½. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,666,217, against $2,607,233, same week last year; total, since Jan. 1, 1868, $163,760,659, against $185,535,176 in 1867.

Government securities have been rather weaker in price, influenced chiefly by the unusual and unexpected pressure in the money line, which has compelled many holders, short of means, to realize, while there has been only a moderate local inquiry for the public funds. Speculation has been partially suspended, and the aggregate dealings of the week fall short of the average weekly transactions. The principal street firms have been less willing to sell than to buy at the going rates, as they have been looking for a much augmented trade after the Christmas and New Year Holidays at an advanced range of prices, in view of the enormous impending interest and dividend disbursements, which after Jan. 1, must find lucrative employment, and of the fact that the national funded obligations afford an unrivalled form of prompt, secure, and profitable investment.

U. S. sixes of 1881 closed here on Wednesday at 114⅜@114½; U. S. Five-twenties of 1862, 110¼@110⅜; U. S. Five-twenties of 1864 at 106½@106⅝; U. S. Five-twenties of 1865 at 107⅜@107½; U. S. Five-twenties of 1865, consolidated, 109⅞@110; U. S. Five-twenties of 1867, 110@110⅛; U. S. Five-twenties of 1868, 110⅛@110⅜; U. S. Ten-forties at 105⅛@105⅜; U. S. Six per cent. currency bonds, 99⅛@99⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 9.	Dec. 16.	Dec. 23.
Consols	92½	92½	92½
U.S. 5-20's of 1862	74½	74½	74¼
Erie	26¼	27½	26¼
Ill. Central	96¼	96¼	95¼

The railway and miscellaneous stock market has been in a highly excited state, since the formal announcement on Monday morning of the enormous 80 per cent. scrip, and 4 per cent. cash dividends on the New York Central property, which led to a sudden advance of full 28 per cent. in the market value of the stock which stood at 134 on Saturday night, and sold as high as 162 early on Monday. The dealings in this interest were of extraordinary magnitude, and the fluctuations after the first great rise, frequent and violent. The dividend announcement took the street operators completely by surprise. Many of them were caught *short* of the stock, and according lost heavily. Very few of them, however, were forced into suspension on their contracts. For a while the balance of the list benefitted by the rapid rise in Central; but under the money pressure, the market closed feverishly and irregularly.

General business has been on a restricted basis. Provisions have been buoyant in price. Most other kinds of domestic produce have been depressed and declining. Middling upland cotton closed heavily on Wednesday at 25@25¼ cents per lb. The stock of cotton now here is estimated at about 32,500 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 853,000 bales, against 691,000 bales same time last year; exports, same time 415,000 bales, against 331,000 bales same time last year; stock on hand at latest dates, 285,000 bales, against 291,000 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 28,034 pkgs., against 13,283 pkgs., same time last year. From Boston, 8,193 pkgs., against 8,977 pkgs. same time in 1867. At the Live Stock market, this week, Beeves have been in more demand at from 10@20c. for poor to extra per lb.; week's receipts, 6,042. Veal calves have been in active request at from 9@13c. per lb.; receipts, 656. Sheep and lambs quite brisk at from 4¼@9½, per lb.; receipts, 34,262. Swine, fairly active at from 9⅛@9½c. per lb., all live weight; receipts, 28,627. There has been more activity in both domestic and foreign dry goods, but in imported merchandise transactions, as a rule, have been light, and prices rather weak. The total imports of foreign dry goods, last week, were $691,940 and the total amount marketed $686,412. The value of foreign merchandise imported last week, was $1,100,305—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $1,792,245, against $2,117,077 same week last year; from Jan. 1, 1868, $237,801,099, against $232,981,347 same time in 1867. The ocean freight market has been moderately active, and rates have been quoted firmer. For Liverpool we quote flour at 2s.@2s. 6d. by sail, and 3s.@3s. 6d. by steamer, per bbl.; grain at 6¼d.@6½d. by sail, and 8d. by steamer, per bushel; cotton at 5/16d.@3/8d. by sail, and 3/8@½d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 35s.@50s. steamer, per ton. Total number of vessels in port on Wednesday, 519.

The New York exports, exclusive of specie, for the week ending Dec. 22, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$2,607,233	$3,666,217
Prev. reported	182,927,943	160,094,442
Since January 1	$185,535,176	$163,760,659

The imports for the week ending December 19,

and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$918,857	$691.940
Gen. merchandise.....	1,198,220	1,100,305
Total for the week.....	$2,117,077	$1,792,245
Previously reported....	230,864,270	236,008,854
Since January 1.....	$232,981,347	$237,801,099

The balance in the Sub-Treasury on Tuesday was $91,054,011 75.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie 1st mort., 89; New York and New Haven 6s, 96; New Jersey Central 2d mort., 100; Long Dock bonds, 85; St. Louis and Iron Mountain 1st mort., 86½; Oil Creek and Allegheny River R. R., 80¼; Hannibal and St. Joseph pref., 90; Dubuque and Sioux City pref., 96; Georgia 6s, 81; do., 7s, 93¼; Boston Water Power Co., 14; Mariposa pref., 19; Adams' Exp. Co., 48; Wells-Fargo Exp., 25; Merchants' Union Exp., 16¼; U. S. Exp., 45½; Western Union Telegraph, 33¾; Fourth National Bank, 106½; Bankers' and Brokers' Ass., 100; Bank of Commerce, 124½; Hanover Bank, 117; Continental Bank, 101½; Shoe and Leather Bank, 125; Buchanan Oil, ex-div., 0.45; Consolidated Gregory gold, 5.15; Montana Gold, 0.45; Quartz Hill Gold, 0.67; Rocky Mt. Gold, 0.09; Smith and Parmalee Gold, 3.15.

Philadelphia.—Belvidere Delaware 3d mort., 77½; Phila. and Darby R. R. 7s, 88; Phila. and Erie 7s, 81; Morris Canal Boat Loan, 85¼; Penna. State 5s, coupon, 95½; Allegheny City 4s, 60; Philadelphia City 5s, 88; West Penna. R.R. 6s, 80; Oil Creek and Allegheny River R.R., 40; Tioga R. R., 45; Ocean Oil, ¾; Big Mt. Coal, 5¾; Clinton Coal, ⅝; Fulton Coal, 5½; N. Y. and Middle Coal Fields, 4; Bank of Northern Liberties, 112½; Commonwealth Bank, 65; Penn National Bank, 58; Commercial Bank, 57. The latest quotations are: City 6s, 97¼@97½; do., free of tax, 100⅝@100½; State 5s, reg., 100@100½; do., coupon, 95@96; do., 6s, W. L., 101@101½; do., 1st series, 105@105¼; do., 2d series, 106@106¼; do., 3d series, 107@107½; Reading, 48⅞@49; do., 7s, 1893, 104½@105; do., 6s, 1880, 91½@92; Camden and Amboy, 129¼@130; do., mort. 6s, 1889, 92@93; do., 1883, 88@89¼; Penn. R. R., 53⅞@54; do., 1st mort., 100¼@101; do., 2d mort., 95½@96; Little Schuylkill R. R., 45½@46; Morris Canal, 27@30; do., pref., 71@72; do.,bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 13@14; do., 6s, 57@58; Sch. Nav., 9@10; do., pref., 20@20½; do., 6s, 1882, 70@71; Delaware Div. Canal, 45@50; do., bonds, 80@89; Elmira and Williamsport, 30@33; do., pref., 42@45; do., 7s, 1873, 93@—; do., 5s, 60@63; Lehigh Coal and Navigation, 28½@28¾; do., 6s, 1884, 82@82½; do., R. R., Loan, 83@83½; do., Gold Loan, 87@87½; North Pennsylvania, 85@86; do., 6s, 90½@92; do., Chattle 10s, 108½@108¾; Philadelphia and Erie, 25¼@25¾; do., 6s, 85¾@87; Minehill, 57@57¼; Catawissa, 9@11; do., pref., 30⅛@30¾; Lehigh Valley, 54⅛@54¼; do., 6s, new, 90¼@90½; Fifth and Sixth streets, (horse,) 34@37; Second and Third, 47¾@49; West Philadelphia, 66@67; Spruce and Pine, 23@23; Green and Coates, 33@36; Chestnut and Walnut, 46@49; Thirteenth and Fifteenth, 17@18; Girard College, 25@26¼; Tenth and Eleventh, 65@—; Union, 41@43; Hestonville, 10¼@10⅝.

Boston.—Vermont Central 1st mort. 7s, consol., 77⅞; Rutland and Burlington 1st mort. 7s, 162; Eastern R. R. 6s, 1874, 96¼; Rutland R. R., 32; do., pref., 78; Cincinnati, Sandusky and Cleveland R. R., 20; Housatonic pref, 67¾; Short Mt. Coal, 19½; Boston Water Power Co., 14; Cary Imp. Co., 7⅝; Massachusetts 6s, 5-20s, currency, 100⅜; New Hampshire 6s, 1870, 100; Cook Co., Ills., 7s, 96; Boston 5s, 1878, 109¾; Augusta 6s, 1877, 94; St. Louis 6s, Harbor Imp., 82; Brooklyn 6s, 1897, W.L., 96¾; Boston National Bank, new, 110; City National Bank, 106; Eliot National Bank, 109; Globe National Bank, 121; Hide and Leather National Bank, 96; Hamilton National Bank, 122; Merchants National Bank 115; National Bank of Redemption, 118⅛; National Bank of North America, 107½; Railroad National Bank Lowell, 113½; State National Bank, 109½; Traders' National Bank, 102; Allouez Mining Co., 6¾; Hancock, 3¾; Rockland, 1.

Baltimore.—Maryland Defense Loan, 96¼; Virginia 6s, old, reg., 44; do., 6s, 1866, reg., 50⅛; do., 1867, reg., 48; Memphis City 6s, 53; Richmond and Danville bonds, 69; Orange, Alexandria and Manassas bonds, 80; Baltimore Copper, 49; Mechanics' Bank, 11¼. The latest quotations are: Balt. and Ohio, 119@120¼; do., 6s, 1875, 95@96¼; do., 1880, 95¼@96¼; do., 1885, 93¾@94¼; Northern Central, 47¾@48¼; do., bonds, 1885, 86@86½; do., 1900, 83½@85; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 94¾@96; do., 2d mort., 91@—; do., 3d mort., 1873, 90@92; do.,unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 89@90; do., 2d mort., 72¾@73; Central Ohio, 31½@32; do., 1st mort., 84¼@—; Western Md. 6s, 1890, 75@—; do., guar., 91@94; do., 2d mort., guar., 90@91; Richmond and Danville bonds, 68½@69; Baltimore 6s, 1875, 92@93; do., 1886, 93@95; do., 1890, 92½@92⅝; do., 1893, 90@—; do., 5s, 1838-'70, 75@78; City Passenger R. R., 18½@18½; George's Creek Coal, 66@75; Santa Clara, 1.50@3.00; Atlantic Coal, 2.65@3.00.

Richmond and Danville Railroad.

At the recent annual meeting of this company in Richmond, Va., A. S. Buford, Esq., was unanimously re-elected President. Resolutions were adopted asserting the importance of railroad connection between Richmond and the Roanoke Valley, by way of the Richmond and Danville Railroad, and the Keysville extension to Clarksville; appointing a committee to examine and report as to the best mode of encouraging such connection, and appointing a committee to confer with the directors of the Richmond and Petersburg Railroad in regard to a connection with their road, and the use of their bridge across the James, in anticipation of the building of an air line road from Washington to Atlanta.

☞ The contract for building the railroad bridge across the Mississippi River at Keokuk has been closed with the Keystone Bridge Company, of Pittsburg, for $1,000,000. The bridge is to be of iron, like the one at Dubuque, to be commenced in the spring, and finished within one year.

TO CAPITALISTS AND INVESTORS

The First Mortgage 7 per cent. Bonds
OF THE
Rockford, Rock Island and St. Louis Railroad Co,
PAY BOTH
PRINCIPAL AND INTEREST IN GOLD,
And are free of Government Tax.

This enterprise has long since past the point at which its completion could be considered doubtful. *Nearly half the line is substantially ready for the rails,* and contracts are in progress for large quantities of iron, and an adequate supply of rolling stock. The rails for the division connecting the Company's coal mines with the Chicago and Northwestern Line are all on the ground, and being rapidly laid; so that *the Company will shortly be delivering their coal,* for which they have contracts covering all they can mine this season.

THE CAPITAL STOCK,
FIXED AT
NINE MILLIONS,
is already largely subscribed for, and the remainder is going into the hands of individuals along the route, or being taken by the counties and towns through which the road passes.

THE ENTIRE CAPITAL
will, without doubt, be soon taken, and the subscription closed.

THE BONDS ARE A FIRST AND ONLY LIEN of $21,000 per mile upon 400 miles of railroad, traversing

THE RICHEST AND MOST POPULOUS DISTRICT
of Illinois, upon the Company's franchises, and property of every description, including
20,000 ACRES OF VALUABLE COAL LANDS,
partly owned in fee and partly leased for 50 years, and estimated to contain
ONE HUNDRED MILLION TONS OF COAL

Each bond is for $1,000, or £200 sterling, and is convertible into stock of the Company at the option of the holder. The interest is payable on Feb. 1st and Aug. 1st.

The Trustees for the Bondholders is the Union Trust Company of New York. Arrangements have been perfected by which a considerable part of this Loan is likely to be placed in Europe, and only a small portion of the issue will remain to be disposed of at home.

Parties subscribing at once *will secure the Gold premium on the coupon of Feb. 1st,* which is equal to a reduction of one per cent. on the price of the Bonds.

We are authorized to offer what remains of these Bonds at 97½ and accrued interest in currency; at which price, considering the soundness of the enterprise and the ample security of the Loan, the Bonds must be regarded as the
CHEAPEST AND BEST INVESTMENT ON THE MARKET.

Other approved Securities received in exchange at market rates.

Pamphlets giving full information sent on application.

The Bonds may be had at the office of the Company, 12 Wall street, and of
HENRY CLEWS & CO., Bankers,
32 Wall street, New York.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool.....	$577,103	$872,707
" cotton...	429.769	587,978
" silk	1,000,144	1,226,678
" flax	434,503	695,617
Miscellaneous dry goods..	462,562	453,283
Total entered for consump.	$2,903,081	$3,836,263

WITHDRAWN FROM WAREHOUSE.

	1867.	1868.
Manufactures of wool.....	$579,542	$576,041
" cotton...	158,152	133.771
" silk	256.409	235,635
" flax	388,178	286,313
Miscellaneous dry goods..	133,203	86,063
Total withdrawn from warehouse	$1,515,484	$1,317,823
Add entered for consump.	2,903,081	3,836,263
Tot. thrown on the market..	$4,418,565	$5,154,086

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool.....	$549,962	$591,678
" cotton...	159,891	259,032
" silk	272,181	221,333
" flax	428 385	513,771
Miscellaneous dry goods..	83,898	92,315
Total entered for wareh'g..	$1,494,317	$1,678,129
Total entered for consump.	2,903,081	3,836,263
Total entered at the port..	$4,397,898	$5,514,392

The imports of foreign dry goods at New York for eleven months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$16,083,259	$14,488,714
" cotton..	9,985,539	9,523,643
" silk	12,580,412	16,802 995
" flax	7,779,590	7,926,653
Miscellaneous dry goods.	5,691,154	5,484,233
Tot. entered for consump.	$52,069,954	$54,226,238

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1867.	1868.
Manufactures of wool....	$16,330,111	$11,405,851
" cotton..	6,096,934	3,669,033
" silk	6,643 087	3,941,300
" flax	6,242,510	4,362,224
Miscellaneous dry goods.	1,544,394	1,478,818
Total withdrawn from warehouse	$36,857,036	$24,857,226
Add entered for consump.	52,069,954	54,226,238
Total thrown on the market....	$88,926,990	$79,083,464

ENTERED FOR WAREHOUSING.

	1867.	1868.
Manufactures of wool....	$14,665,781	$10,441,218
" cotton..	5,260,645	3,452,100
" silk	5,130,588	3,963,513
" flax	4,594,005	3,811,848
Miscellaneous dry goods.	1,460,320	1,494,309
Total entered warehouse.	$31,101,339	$23,163,088
Add entered for consump.	52,069,954	54,226,238
Total entered at the port..	$83,171,293	$77,389,236

☞ The Baltimore and Potomac Railroad is being pushed rapidly to completion. Hon. Oden Bowie president of the company writes that "every mile of the road from the Annapolis line to the District of Columbia boundary is being worked, and the whole road from Baltimore to Washington will be completed by the 1st of January, 1870."

Mississippi River Railroad.

A meeting of the directors of this Company was held in Memphis, Tenn., on the 10th of December. A. S. Mitchell, Esq., President, in the chair. After full explanations by the President and by Major Cochran, of the surveys and stock subscriptions recently made under their direction in Obion county, the following orders were entered:

Ordered, That the President and Chief Engineer be instructed to put under contract forthwith the work of preparing the roadbed of the Mississippi River Railroad between Paducah Junction and the town of Troy, and that a call of twenty-five per cent on the stock subscriptions in Obion be made to meet the cost of the work.

Ordered, That a committee of five, consisting of the President and Vice President, Messrs. A. H. Kerr, A. Harris and J. T. Douglass, be instructed to wait on the County Commissioners of Shelby county and urge upon them a subscription to the stock of the Mississippi River Railroad; and, also, that the same committee be constituted, with the co-operation of such citizens of Memphis as they may be able to obtain, to solicit from the City Council a subscription of $300,000, so that the construction of the road may be commenced forthwith at Memphis and be conducted energetically from each end of the road.

The following resolution was submitted by the President and unanimously adopted by the Board:—

Resolved, That the Mississippi River Railroad Company, while intending to prosecute the construction of their road with all energy, relying on the aid of the city of Memphis and the county of Shelby, and the liberal support of the people along the line, will gladly welcome foreign capital to their support, and they hereby distinctly invite the co-operation of any and all capitalists who are willing to put their money in this valuable line of railroad in the Southwest.

The Cincinnati and Newport Bridge.

The Cincinnati *Commercial* publishes a view and a description of the Bridge for Railroads, vehicles and foot passengers, intended to be built over the Ohio River, between Butler street in Cincinnati, and Saratoga street, in Newport, Ky. The view represents the proposed appearance of the projected bridge. To the right, looking down stream, is the Ohio shore, and to the left that of Kentucky. Seen beyond the railroad bridge, a quarter of a mile or more, is the present majestic suspension bridge. The Little Miami elevator, which conceals the Cincinnati end of the new bridge, is nearly two squares east of it. The bridge, as planned, is of wrought iron with stone piers, five in the water, two on the land on the Cincinnati and one on the Newport side.

The stone work of all the piers is to be of the best limestone, up to the line of high water, and freestone above that, excepting the two piers of the middle, or long span, which will be entirely limestone. Much of the stone for the piers has already been quarried, George A. Smith, of Cincinnati, has the contract for the stone-work.

The bridge proper will be of the best wrought iron, in lower and upper chords, up-rights, braces, &c. No timber will be used save in the flooring. The Keystone Bridge Company has the contract for the bridge proper, which will be constructed after the popular and very safe patent of Linville & Piper, now in quite general use in this country. It was upon this plan that the Steubenville bridge was constructed. As we understand this patent, any strain on any portion of the bridge is distributed over the entire superstructure. By means of the braces and uprights, the upper and lower chords are oppositely affected by weight. The tons of tensile strain on the lower chord will produce a compressive strain of ten tons on the upper chord, the one effect, in a great measure, destroying the other.

The floor of the main span, on which the train is seen; will be about 100 feet above low water. This span is planned at a length of 400 feet; the one next south is 240 feet, and the others as near 200 feet each as the division of distance will admit. There will be seven spans in all, with the eight piers. Beyond the Front streets of both Newport and Cincinnati the grade to the cities will increase, that of the wagon tracks being much sharper than the longer and easier one of the railroad.

The bridge will be forty-one or two feet in width, with thirteen feet in the middle for trains, one way on either side for cattle and vehicles, and on the outside of these still, the passages for foot passengers.

This bridge will be built by the Newport and Cincinnati Bridge Company, organized with a capital of $1,200,000, and having the following as its Board of Directors and officers: Alfred Gaither, President; Albert S. Berry, Vice President; Charles H. Kilgour, Secretary and Treasurer; M. J. King, William Ringo, W. H. Clement and T. G. Gaylord.

They contemplate having a train cross this bridge by the 1st of December, 1869. J. H. Linville, of Philadelphia, is the chief engineer and supervising architect. Mr. John C. Wilson is the resident engineer, with an office at the north west corner of Pearl and Bulter streets, Cincinnati.

Passage Through the Suez Canal.

The Rob Roy, an English merchant vessel, recently passed through the Suez Canal, and the Captain writes to the London *Times* the following account of the present condition of this great undertaking, after thirteen years have been spent in its contruction:

"The canal, as designed, is about a hundred miles long. Of this length about half is sufficiently advanced for the sea water to reach fifty miles—that is, into the middle of the Isthmus. It is finished to its full breadth, which is a hundred yards, or the width of a considerable river, but not to the intended depth of twenty-six feet. The remaining fifty miles not yet penetrated by the sea water, are in various states of progress; parts are excavated, parts are under water, parts will have to be laid under water which is to be supplied from a great lake not yet filled, while a good many miles have to wait for large blasting operations. To English ears it must sound promising that a good deal of clay has to be cut through; for nothing can be dealt with so successfully in this country, as that material. The completion of the southern half of the canal would look like a very long work but for the fact of the immense subsidiary works being completed and a vast mass of appliances being on the spot. The service Canal, from the Nile to the mid point of the salt water Canal, and branching thence to either extremity, is an immense work, not less than a hundred and fifty miles long, and in full use for the supply of fresh water for navigation and for otherwise assisting the work to be done. The port at the Mediterranean end is an immense work, already available. The sea channel at the Suez end has difficulties, but only such as engineers are familiar with. Forty enormous and costly dredging machines are at work on different parts of the Canal—chiefly, we conclude, the

northern half—discharging mountains of mud, sand and clay over the banks or into barges. The rate of expenditure is put at £200,000 per month, or two and a half millions a year. Our informant calculates that a driving wind, after blowing a month together, will send into the canal, when finished, five hundred tons of sand a day, or fifteen thousand tons a month. This, however, is no more than a single dredging machine would be able to keep down at a certain moderate cost in coal. The difficulty of keeping up the banks of the canal, exposed as they will be to the wash of steamers, and to a surface often agitated by the wind, is a more serious matter, but one which does not enter into the present question. Upon the whole, it does seem a moral certainty that, at least in two or three years—for one year seems out of the question—this great undertaking, worthy of a heroic age, will be brought to what we may fairly call an actual completion. In the course of the year 1871, we may probably see the sea water of one ocean flowing into the other."

Pittsburg and Connellsville Railroad.

The 16th annual meeting of the stockholders of this company was held in Pittsburg on the 7th inst. The meeting was organized by calling James S. Croft, Esq., to the chair, and appointing John H. Page, Esq., as Secretary. W. O. Hughart, Esq., President of the company, having stated the object of the meeting, presented on the part of the Board of Directors the sixteenth annual report to the stockholders, with the usual accompanying tables and statements, comprising the reports of the Treasurer, Superintendent, Master of Machinery and Auditor.

The report of B. H. Latrobe, Esq., Chief Engineer, to the President, detailing operations of the Engineer Department during the year, was then read, after which the report of G. L. B. Fetterman, Chairman of the Auditing Committee, submitted their report of their examination of the company's books and papers.

On motion, the reports were received and accepted, and ordered to be printed.

An act of the Legislature of Pennsylvania, approved April 1st, 1868, empowering the Pittsburg and Connellsville Railroad Company to construct branches from its main line, was submitted to the stockholders by President Hughart, and on motion it was accepted.

A communication from his Honor, Mayor Banks, of Baltimore, nominating Messrs. James Hodges, W. H. Perkins and Hazeltine G. Vickeny, as Directors to be chosen on the part of the City of Baltimore, was presented and received.

The election was then held when the following gentlemen were declared duly elected for the ensuing year: Messrs. William Ogden Hughart, G. L. B. Fetterman, John Fleming, William Phillips, William Baldwin, of Pittsburg, Joseph Pennock, of Philadelphia; Cyrus Meyers, of Somerset; Benjamin Deford, Johns Hopkins, James Hodges, William H. Perkins, Hazeltine G. Vickeny, of Baltimore.

The meeting then adjourned.

☞ The West Wisconsin Railroad has been completed from Tomah, on the Milwaukee and St. Paul Railroad, to Black River Falls, a distance of 31 miles. Tomah is 153 miles from Milwaukee, and 42 miles from La Crosse.

☞ The contract for building the Cedar Falls and Minnesota Railroad from Charles City, Iowa, to the State line, about 12 miles south of Austin, has been let.

New Railroad Enterprise.

At a recent meeting of the New York and Highland Suspension Bridge Railroad Company, it was resolved to construct a railroad from this city to a point near the eastern terminus of the proposed Hudson Highland Suspension Bridge, where it will form a connection with the Erie and New England Railroad. It is expected to use the Harlem track to the upper end of the island, crossing the Harlem River near the High Bridge. North of this point it will run along the valley between Harlem River and Jerome Park; thence following the course of Tibbitt's Brook and Croton Aqueduct, to a point directly east of Yonkers; thence along the Saw Mill River Valley to Unionville; thence through Sleepy Hollow Valley, to Croton Lake; thence northerly to Gregory's Pond, and thence westerly to its proposed junction with the Erie and New England Railroad. About half of the right of way for the proposed railroad has been bought, and the route surveyed.

Branch Railroads on Long Island.

The branch road from Sag Harbor to connect with the Long Island Railroad is making good progress. Almost all the right of way has been secured from Sag Harbor to the point where the road crosses the turnpike at Bridge Hampton, at a cost of about $250, or $10 per acre where it passes through woodland. As soon as the same has been obtained a grading force will be put at work, and the road built as soon as possible.

Much activity exists on the Mineola and Glen Cove Branch extension to Oyster Bay. About fifty men are now engaged in grading the route, which will be finished in a short time. The rails will not be laid until spring.

☞ The Havre de Grace *Republican* says that the Philadelphia and Baltimore Central and Columbia and Port Deposit Railroads have each finished the grading and laid the rails to the junction of their roads on the Susquehanna River, and that freight is already being carried from along the line of the Philadelphia and Baltimore Central over the Columbia and Port Deposit and Philadelphia, Wilmington and Baltimore roads, by way of Port Deposit and Perryville, to Baltimore, and that regular passenger trains will soon be put on the same route.

☞ The earnings of the Milwaukee Division of the Chicago and Northwestern Railroad for November, 1868, were $89,356 28, a decrease, as compared with the same month last year, of $5,872 06. For the six months ending November 30th, the earnings were $569,990 59, an increase over the same period of last year of $23,102 33.

☞ Application is to be made to the Maine Legislature for a charter for a railroad from some point on the European and North American Railway, above Lincoln, to the north line of the State.

☞ The cars of the Portland and Rochester Railroad are now running to Alfred Village Station.

☞ Two miles of the proposed horse railway to the Bluffs at La Crosse, Wis., have been graded ready for the iron early in the spring.

☞ The Sheboygan and Fond du Lac Railroad is now running within sight of the latter city.

Virginia Valley Railroad.

This road is intended to run from Harrisonburg, in Rockingham County, the present terminus of the Manassas Branch of the Orange and Alexandria Railroad, through Augusta, Rockbridge and Botetourt Counties, to Salem in Roanoke County, there to unite with the Virginia and Tennessee Railroad. The distance from Harrisonburg, its northern terminus, to Staunton, on the Chesapeake and Ohio (late Virginia Central) Railroad, will be 25 miles; from Staunton to Lexington, 36 miles; from Lexington to Salem, 55 miles—in all 116 miles. The Manassas Branch of the Orange and Alexandria Railroad, with which it will connect at Harrisonburg, crosses the Blue Ridge at Strasburg, eighteen miles from Winchester, the intervening railroad link between which point and Strasburg will soon be completed, thus giving, when the Valley Railroad line shall be completed, a continuous railroad line from Baltimore, by the Baltimore and Ohio and Harper's Ferry and Winchester roads, the Strasburg connection, and the Harrisonburg and Salem Valley Railroads, to the Virginia and Tennessee Railroad and its numerous tributaries in the Southwest.

South Side (Petersburg & Lynchburg) R.R.

The earnings of this road for the fiscal year ending September 30, 1868, were $389,360 58, and the expenses, $325,800 58, leaving the net earnings, $63,560. In 1867, the earnings were $330,090 36, the expenses $266,316 42, and the net earnings $63,773 94. This shows an increase in earnings of $59,270 22, with an increase in expenses of $59,484 16, a net decrease of $213 94. The cash transactions amounted to $810,571 93, and the balance on hand at the close of the year was $20,587 95. Much the larger portion of the increase in expenses is attributed to losses in the shape of damages to freights and to extraordinary repairs. The liabilities of the company, exclusive of interest past due upon the funded debt, and the assets, were at the close of the past fiscal year, respectively, $217,042 and $94,256. The President thinks that in the present favorable condition of the company's credit the whole floating debt could easily be discharged, in case of emergency, by the sale of its first mortgage bonds. A new mortgage is also authorized, and bonds have been prepared to issue upon it, denominated the consolidated mortgage of the Southside Railroad Company, which looks to the creation of $1,900,000 of bonds, classified with reference to the existing claims of bondholders, and preserving, relatively, the rights and privileges of each.

Hoosac Tunnel.

It is announced that the Hoosac Tunnel contract has been disposed of, so far as abstract propositions are concerned, and that the executive council are now at work upon the details. Messrs. Shanly Brothers of Canada are the successful parties, and their bid is stated to be $4,750,000. The terms of security have been so far modified as to allow the parties contracting to finish work on the tunnel to the amount of $500,000 before drawing from the Treasury in lieu of furnishing the like amount in bonds.

☞ There were sold at Auction in this city on the 7th inst., $190,000 Wilmington and Manchester Railroad 2d preferred 7 per cent. bonds at 15 to 20 per cent., and $63,000 2d mortgage 7 per cent. bonds same road at $13 per thousand.

☞ Application is to be made to the next Legislature of Massachusetts for leave to build a new railroad from Weir Junction, in Massachusetts, through Taunton, Dighton, Rehoboth and Seekonk, to the northerly terminus of the Providence, Warren and Bristol Railroad, in East Providence, R. I.

☞ The West Branch of the North Missouri Railroad was completed to the Minesville Junction of the Cameron and Kansas City Railroad on the 1st inst. Trains have since been running regularly over it.

☞ The Denver Pacific Railroad, it is stated, has been graded the entire distance, 105 miles, from Denver to the connection with the Union Pacific Railroad. The entire work is paid for. The track it is asserted, will be laid early in the spring.

☞ A bill has been introduced into the Mexican Congress, for the construction of a railroad from Anton Lizardo to Puerto Angel. The demands are so liberal on the part of the company, that it is believed the bill will pass at an early day.

☞ The earnings of the Atlantic and Great Western Railway from 1st April, 1868, (the commencement of the receiver's fiscal year,) to 31st Oct., 1868, were $2,804,708 44; for the same period last year, $3,085,038 35—decrease, $280,329 91.

☞ Regular trains are now running West on the Union Pacific Railroad as far as Evanston, 97 miles West of Bryan station. The 960th mile post has been reached, and the road thus far is ready for inspection.

☞ F. W. Winshon, of Chicago, has been elected President of the Leavenworth and Des Moines Railroad. Arrangements have been made for the immediate completion of the road from Leavenworth to Chicago.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,
58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

THE UNION PACIFIC
RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR

First Mortgage Bonds
AT PAR.

NINE HUNDRED AND SIXTY MILES

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 30,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are *en route*. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12,800 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about $29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received $22,158,000 of this subsidy, of which $1,280,000 was paid Dec. 6th, and $640,000 Dec. 14th.

Government Aid—Security of the Bonds.

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, *and no more*. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been $2,386,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

Dec. 15, 1868.

HAMILTON SQUARE
RUBBER WORKS.

C. V. MEAD & Co.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.

Richard Norris & Son,
LOCOMOTIVE WORKS.

The undersigned offer for sale, or on lease for a term of years, to acceptable parties their Extensive Locomotive Works, Established in 1834, consisting of Lands, Buildings and Tools, centrally situated in the City of Philadelphia on a main line of railway connecting with all others. Personal application to be made at our office

RICHARD NORRIS & SON,
4t **17th st. and Spring Garden st.**
PHILADELPHIA, Dec. 12, 1868.

WROUGHT IRON PIPE
For Steam, Gas and Water.

Every variety of Fittings
FOR STEAM AND GAS WORKS,
Steam and Gas Fitters' Tools
Of the most Improved kind.
IRON AND BRASS CASTINGS
Of every Description.

JAS. J. WALWORTH & CO.,
18 Devonshire st.,
Boston.

RAILROAD TIES.
WHITE OAK, CHESTNUT AND CEDAR.

Pig, Bar and Railroad Iron.
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.
HOLLINS, KIRKUP & CO.,
6m48 **34 Dey street, N. Y.**

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
6m38 **83 Pearl street.**

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

BARROW HÆMATITE STEEL CO.,

BARROW IN FURNESS,

LANCASHIRE, ENGLAND.

MANUFACTURERS OF

STEEL RAILS, TYRES, AXLES, WHEELS, SHAFTING,

Boiler Plates, Ship Plates, &c., &c.,

CHAS. CONGREVE & SON,

SOLE AGENTS FOR THE U. S.,

NO. 104 & 106 JOHN ST., OPPOSITE CLIFF ST., NEW YORK.

To all connected with Railroads.

Superintendents, Conductors, Engineers, &c.

DO YOU WANT A TIME-KEEPER?

If so, ask your Watchmaker for a Borel & Courvoisier *Nickel Watch*. Prize Medal awarded at London, Paris and Swiss Expositions, for best performance.

QUINCHE & KRUGLER, 8 & 10 JOHN ST., N.Y. (up stairs,) only wholesale Agents for the Manufacturers.

TEN NEW DUMP CARS,

For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

SALE OF THE UNITED STATES MILITARY ROLLING MILL at Chattanooga, Tennessee.—The Directors of the South-Western Iron Company will receive proposals for the purchase of their Rolling Mill at Chattanooga, Tennessee, erected by the United States authorities, and greatly enlarged and improved since it became private property. The land (comprising 150 acres) and the railroad are now held in fee simple, with brick works, saw-mill, dwellings, and all the appurtenances required for the production of 300 tons of railroad iron per week. The superior character of the works and their admirable location are well known, but a detailed description can be had on application to the undersigned.

The proposals will be opened on the 31st day of December, 1868, and if none satisfactory to the Directors are received, the property will then be sold at public auction, in the City of New York, on WEDENSDAY, the 3d day of February, A. D. 1869, to the highest bidder.

Parties desirous of examining the works will apply to GUSTAVUS W. SMITH, General Manager of the Works, at Chattanooga, and further information may be had on application to the undersigned, at No. 17 Burling-slip, New York.

ABRAM S. HEWITT, Treasurer.
5148 EDWIN F. BEDELL, Secretary.



ANDREWS'

PATENT



Smoke-Burning and Super-Heating Boilers,

Are Economical of Fuel, and perfectly Safe.

HOISTING MACHINES,

Run without noise.

Drainage and Wrecking Pumps,

Pass Sand and Gravel without injury,

Capacity 100 to 40,000 Gallons per minute.

OSCILLATING ENGINES,

Run at great speed.



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Notice to Contractors.

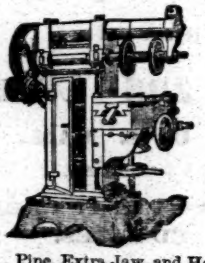
GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, Rondout, N. Y., November 13th, 1868.

Proposals will be received at this office until January 2d, 1869, for the Grading and Masonry of the Mountain and Delaware Divisions of this Road. The Mountain Division consists of 23 sections containing 23 miles, commencing at Phœnicia, in Ulster County, and extending to Margaretville, in Delaware County. The Delaware Division consists of 29 sections, containing 29 85-100 miles, commencing at Margaretville, in Delaware County, and extending to Harpersfield Centre, in Delaware County. Map, plans, and specifications will be furnished on and after December 1st 1868, at the Chief Engineer's Office in Rondout. All other information furnished at this office.

6148 THOMAS CORNELL, President.

UNION VISE COMPANY,

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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,200 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

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A. H. BRAINARD, Supt.

To All Whom it may Concern.

Notice is hereby given that the Mead Rubber Company of the City of New York, a corporation duly organized, under and in pursuance of an act of the Legislature of the State of New York entitled: "An Act to authorize the formation of corporations for Manufacturing, Mining, Mechanical, or Chemical purposes," passed February 17th 1848, and the several acts amendatory thereto, will apply to the Legislature of said State, at the next session thereof, for a special act of said Legislature, altering or amending the charter of said corporation, by changing the name of said Company from the "Mead Rubber Company," to the "Star Rubber Company."

Dated New York, November 4th, 1868.

For the Company,
JOSIAH J. BURGESS, President.
W. W. WARD, Secretary. 6148

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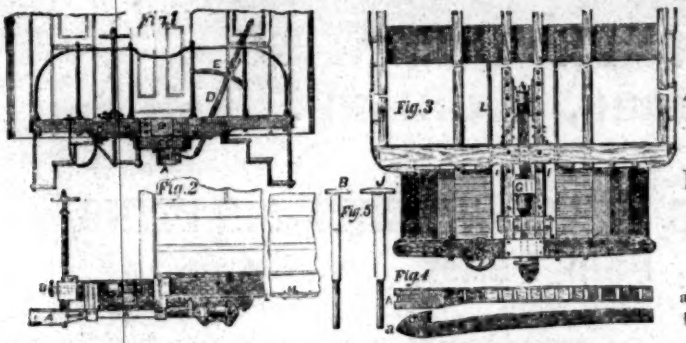
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Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39.

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One hundred pounds baggage free to each adult. Medicine and attendance free.

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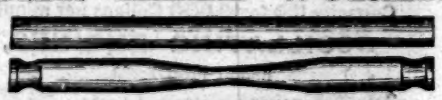
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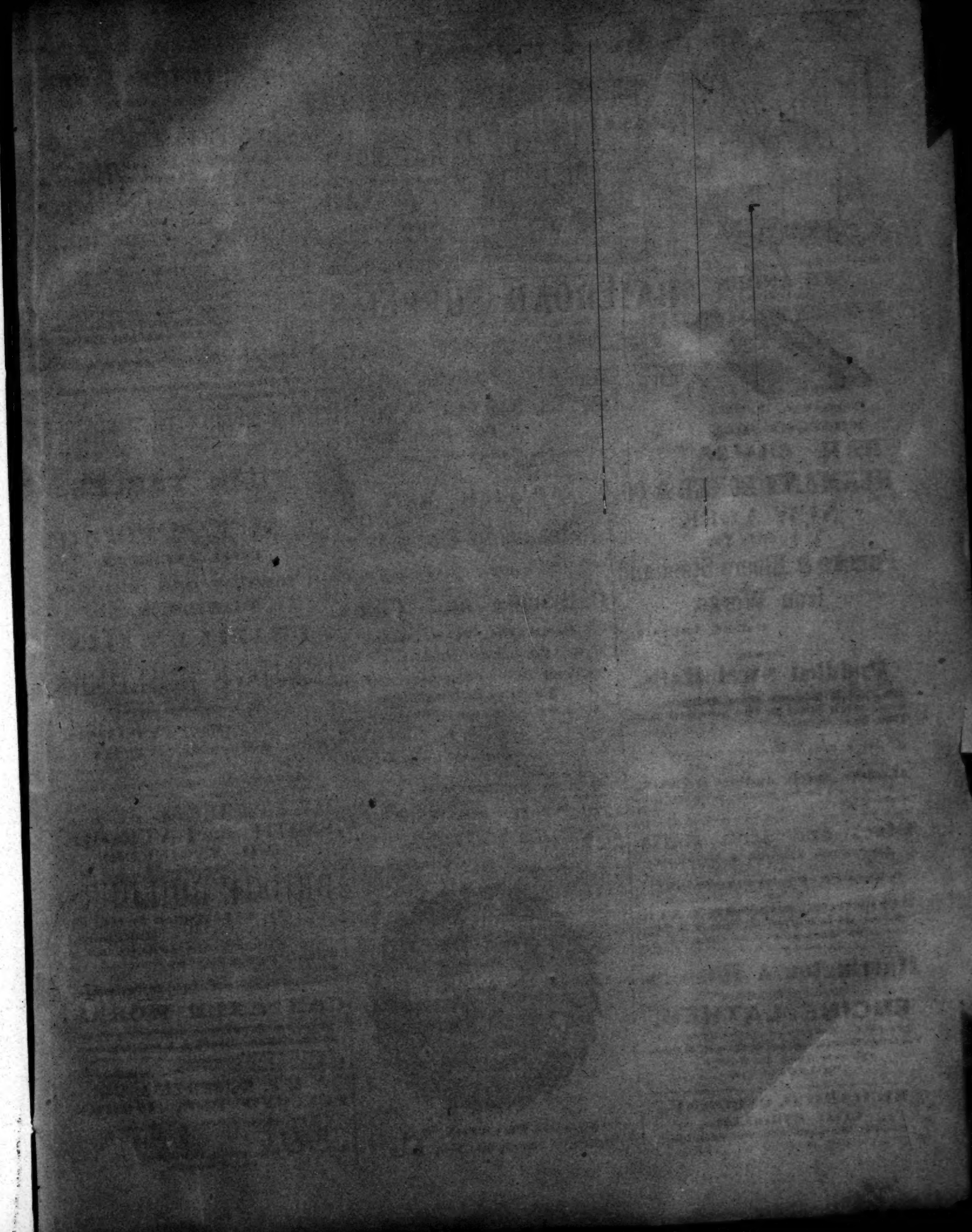
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